

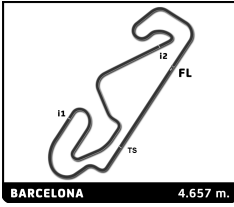
CLASSIC TOURING CHALLENGE

ESPIRITU DE MONTJUIC

PRIVATE PRACTICE

Sector Analysis

| Lap under Red Flag | | | | | | | Invalidated Lap | | Personal Best | | Session Best | | B Crossing the pit lane | | |
|--------------------|---|-----------------------------------|-----------------|-----------------|-----------------|--------|-----------------|-----|-------------------|-------------------|-----------------|-----------------|-------------------------|-----------|-----------|
| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed |
| 4 | | Alfa Romeo Giulia Sprint GTA 1965 | | | | | | | | | | | | | |
| | | 1. Conrad M. ULRICH -2L | | | | | | | | | | | | | |
| | | 2. Conrad C. ULRICH | | | | | | | | | | | | | |
| 1 | 2 | 3:55.693 | 1:31.291 | 1:23.383 | 1:01.019 | 81.1 | 3:55.693 | 5 | 1 | 3:30.691 B | 57.567 | 1:19.955 | 1:13.169 | 145.2 | 20:01.103 |
| 2 | 2 | 3:20.646 | 59.946 | 1:20.330 | 1:00.370 | 122.9 | 7:16.339 | 6 | 1 | 8:35.784 | 6:14.703 | 1:22.766 | 58.315 | 98.3 | 28:36.887 |
| 3 | 2 | 3:16.333 | 57.103 | 1:20.179 | 59.051 | 136.5 | 10:32.672 | 7 | 1 | 3:17.051 | 56.472 | 1:21.722 | 58.857 | 150.6 | 31:53.938 |
| 4 | 2 | 3:13.431 | 57.518 | 1:18.340 | 57.573 | 133.3 | 13:46.103 | 8 | 1 | 3:16.663 | 58.027 | 1:20.956 | 57.680 | 132.2 | 35:10.601 |
| 5 | 2 | 3:17.240 | 56.807 | 1:19.367 | 1:01.066 | 146.5 | 17:03.343 | 9 | 1 | 3:08.456 | 53.980 | 1:17.911 | 56.565 | 157.2 | 38:19.057 |
| 6 | 2 | 3:26.190 B | 56.935 | 1:18.818 | 1:10.437 | 148.4 | 20:29.533 | 10 | 1 | 3:23.872 B | 54.458 | 1:18.258 | 1:11.156 | 150.0 | 41:42.929 |
| 7 | 2 | 8:42.164 | 6:04.575 | 1:33.060 | 1:04.529 | 89.6 | 29:11.697 | | | | | | | | |
| 8 | 2 | 3:35.075 | 1:05.572 | 1:27.192 | 1:02.311 | 117.9 | 32:46.772 | | | | | | | | |
| 9 | 2 | 3:20.904 | 58.932 | 1:21.876 | 1:00.096 | 126.5 | 36:07.676 | | | | | | | | |
| 10 | 2 | 3:21.100 | 57.193 | 1:22.647 | 1:01.260 | 147.9 | 39:28.776 | | | | | | | | |
| 11 | 2 | 3:22.169 | 58.211 | 1:22.510 | 1:01.448 | 145.6 | 42:50.945 | | | | | | | | |
| 16 | | Alfa Romeo Giulia Sprint GTA 1965 | | | | | | | | | | | | | |
| | | 1. Andreas HALUSA -2L | | | | | | | | | | | | | |
| | | 2. Martin HALUSA | | | | | | | | | | | | | |
| 1 | 2 | 3:54.740 | 1:29.245 | 1:23.890 | 1:01.605 | 85.3 | 3:54.740 | 1 | 1 | 3:51.545 | 1:25.153 | 1:25.127 | 1:01.265 | 79.6 | 3:51.545 |
| 2 | 2 | 3:28.622 | 1:01.739 | 1:25.715 | 1:01.168 | 118.9 | 7:23.362 | 2 | 1 | 3:14.360 | 58.589 | 1:17.358 | 58.413 | 134.5 | 7:05.905 |
| 3 | 2 | 3:27.341 | 1:00.083 | 1:25.929 | 1:01.329 | 137.8 | 10:50.703 | 3 | 1 | 3:10.047 | 55.403 | 1:17.153 | 57.491 | 152.5 | 10:15.952 |
| 4 | 2 | 3:49.082 B | 1:04.983 | 1:27.846 | 1:16.253 | 123.7 | 14:39.785 | 4 | 1 | 3:06.054 | 54.061 | 1:14.451 | 57.542 | 169.3 | 13:22.006 |
| 5 | 1 | 8:07.318 B | 5:14.583 | 1:29.056 | 1:23.679 | 95.2 | 22:47.103 | 5 | 1 | 3:21.126 B | 54.493 | 1:15.781 | 1:10.852 | 166.7 | 16:43.132 |
| 6 | 1 | 6:29.413 | 3:53.005 | 1:29.310 | 1:07.098 | 91.4 | 29:16.516 | 6 | 1 | 5:00.614 B | 2:28.448 | 1:21.006 | 1:11.160 | 109.8 | 21:43.746 |
| 7 | 1 | 3:48.391 | 1:03.013 | 1:36.738 | 1:08.640 | 125.6 | 33:04.907 | | | | | | | | |
| 8 | 1 | 3:49.464 | 1:09.557 | 1:32.302 | 1:07.605 | 108.2 | 36:54.371 | | | | | | | | |
| 9 | 1 | 4:06.486 B | 1:05.590 | 1:32.707 | 1:28.189 | 116.1 | 41:00.857 | | | | | | | | |
| 20 | | Ford Mustang 289 1965 | | | | | | | | | | | | | |
| | | 1. Christian DUMOLIN +2L | | | | | | | | | | | | | |
| | | 2. Christophe VAN RIET | | | | | | | | | | | | | |
| 1 | 1 | 4:27.775 | 1:37.921 | 1:42.611 | 1:07.243 | 91.3 | 4:27.775 | 1 | 1 | 4:15.242 | 1:50.667 | 1:25.649 | 58.926 | 87.2 | 4:15.242 |
| 2 | 1 | 3:42.543 | 1:07.570 | 1:29.315 | 1:05.658 | 100.5 | 8:10.318 | 2 | 1 | 3:11.302 | 56.551 | 1:17.595 | 57.156 | 126.8 | 7:26.544 |
| 3 | 1 | 3:43.017 | 1:04.195 | 1:30.788 | 1:08.034 | 111.0 | 11:53.335 | 3 | 1 | 3:10.108 | 56.121 | 1:17.513 | 56.474 | 130.9 | 10:36.652 |
| 4 | 1 | 3:49.454 B | 1:05.442 | 1:26.638 | 1:17.374 | 112.0 | 15:42.789 | 4 | 1 | 3:21.336 B | 56.248 | 1:17.297 | 1:07.791 | 126.5 | 13:57.988 |
| | | | | | | | 5 | 1 | 5:29.132 | 3:10.434 | 1:17.975 | 1:00.723 | 100.0 | 19:27.120 | |
| | | | | | | | 6 | 1 | 3:53.712 B | 1:09.929 | 1:31.044 | 1:12.739 | 94.7 | 23:20.832 | |
| | | | | | | | 7 | 1 | 5:06.408 | 2:51.273 | 1:19.009 | 56.126 | 96.5 | 28:27.240 | |
| | | | | | | | 8 | 1 | 3:05.541 | 54.514 | 1:15.849 | 55.178 | 135.5 | 31:32.781 | |
| | | | | | | | 9 | 1 | 3:02.924 | 54.059 | 1:13.797 | 55.068 | 145.7 | 34:35.705 | |
| | | | | | | | 10 | 1 | 3:07.354 | 52.884 | 1:18.186 | 56.284 | 161.0 | 37:43.059 | |
| | | | | | | | 11 | 1 | 3:08.435 | 54.463 | 1:15.902 | 58.070 | 145.7 | 40:51.494 | |
| 21 | | Austin Mini Cooper S 1275 1965 | | | | | | | | | | | | | |
| | | 1. Simon NOBILI -2L | | | | | | | | | | | | | |
| 1 | 1 | 5:03.780 | 2:43.184 | 1:20.140 | 1:00.456 | 85.3 | 5:03.780 | 1 | 1 | 3:23.258 | 1:08.183 | 1:19.089 | 55.986 | 81.9 | 3:23.258 |
| 2 | 1 | 3:16.263 | 57.232 | 1:19.718 | 59.313 | 138.1 | 8:20.043 | 2 | 1 | 2:57.637 | 52.434 | 1:12.970 | 52.233 | 162.9 | 6:20.895 |
| 3 | 1 | 3:30.314 B | 58.191 | 1:21.060 | 1:11.063 | 132.4 | 11:50.357 | 3 | 1 | 2:54.438 | 49.852 | 1:12.601 | 51.985 | 187.2 | 9:15.333 |
| 4 | 1 | 4:45.135 | 2:28.640 | 1:18.029 | 58.466 | 95.3 | 16:35.492 | 4 | 1 | 2:52.843 | 50.416 | 1:10.743 | 51.684 | 175.0 | 12:08.176 |
| 5 | 1 | 3:28.968 B | 56.279 | 1:18.004 | 1:14.685 | 145.4 | 20:04.460 | 5 | 1 | 2:50.992 | 49.590 | 1:09.720 | 51.682 | 191.5 | 14:59.168 |
| 6 | 1 | 8:44.769 | 6:29.748 | 1:17.423 | 57.598 | 79.6 | 28:49.229 | 6 | 1 | 2:49.867 | 49.362 | 1:09.979 | 50.526 | 195.3 | 17:49.035 |
| 7 | 1 | 3:06.335 | 53.060 | 1:15.484 | 57.791 | 153.8 | 31:55.564 | 7 | 1 | 7:26.781 B | 48.484 | 5:30.940 | 1:07.357 | 201.1 | 25:15.816 |
| 8 | 1 | 3:12.399 | 57.153 | 1:18.932 | 56.314 | 126.9 | 35:07.963 | 8 | 1 | 4:25.121 | 2:18.175 | 1:13.471 | 53.475 | 126.9 | 29:40.937 |
| 9 | 1 | 3:03.997 | 52.880 | 1:14.987 | 56.130 | 152.8 | 38:11.960 | 9 | 1 | 2:57.633 | 49.420 | 1:14.209 | 54.004 | 193.5 | 32:38.570 |
| 10 | 1 | 3:03.013 | 54.208 | 1:13.319 | 55.486 | 153.4 | 41:14.973 | 10 | 1 | 2:57.493 | 51.384 | 1:12.478 | 53.631 | 182.1 | 35:36.063 |
| | | | | | | | 11 | 1 | 2:56.342 | 50.906 | 1:12.902 | 52.534 | 177.0 | 38:32.405 | |
| | | | | | | | 12 | 1 | 3:12.947 B | 50.886 | 1:12.326 | 1:09.735 | 174.5 | 41:45.352 | |
| 22 | | Alfa Romeo Giulia Sprint GTA 1965 | | | | | | | | | | | | | |
| | | 1. François RIVAZ -2L | | | | | | | | | | | | | |
| | | 2. Alexander FURIANI | | | | | | | | | | | | | |
| 1 | 1 | 3:50.898 | 1:24.047 | 1:25.668 | 1:01.183 | 81.8 | 3:50.898 | 1 | 1 | 4:36.557 | 2:12.579 | 1:23.198 | 1:00.780 | 97.0 | 4:36.557 |
| 2 | 1 | 3:18.205 | 1:00.192 | 1:19.825 | 58.188 | 134.0 | 7:09.103 | 2 | 1 | 3:19.808 | 58.649 | 1:21.701 | 59.458 | 132.8 | 7:56.365 |
| 3 | 1 | 3:27.003 B | 55.669 | 1:20.462 | 1:10.872 | 157.2 | 10:36.106 | 3 | 1 | 3:16.068 | 56.751 | 1:20.356 | 58.961 | 139.0 | 11:12.433 |
| 4 | 1 | 5:54.306 | 3:31.757 | 1:23.399 | 59.150 | 97.6 | 16:30.412 | 4 | 1 | 3:31.260 B | 57.486 | 1:22.200 | 1:11.574 | 135.3 | 14:43.693 |
| | | | | | | | 5 | 1 | 5:36.815 B | 3:10.300 | 1:17.849 | 1:08.666 | 100.0 | 20:20.508 | |
| | | | | | | | 6 | 1 | 8:00.289 | 5:47.520 | 1:16.323 | 56.446 | 92.7 | 28:20.797 | |



CLASSIC TOURING CHALLENGE
ESPIRITU DE MONTJUÏC
PRIVATE PRACTICE

Sector Analysis

Lap under Red Flag Invalidated Lap Personal Best Session Best B Crossing the pit lane

| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed |
|-----|---|-----------------|---------------|-----------------|---------------|--------|-----------|-----|---|------|----------|----------|----------|--------|---------|
| 7 | 1 | 3:02.965 | 54.219 | 1:13.971 | 54.775 | 132.5 | 31:23.762 | | | | | | | | |
| 8 | 1 | 2:59.739 | 52.785 | 1:13.035 | 53.919 | 155.4 | 34:23.501 | | | | | | | | |
| 9 | 1 | 2:57.515 | 52.515 | 1:11.614 | 53.386 | 155.4 | 37:21.016 | | | | | | | | |
| 10 | 1 | 2:56.046 | 52.047 | 1:11.594 | 52.405 | 151.7 | 40:17.062 | | | | | | | | |

89 Ford Mustang 289 1965
1. Phil MULACEK +2L
2. Fabien SARRAILH

| | | | | | | | |
|---|---|-------------------|---------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 3:22.885 | 1:08.083 | 1:17.561 | 57.241 | 83.7 | 3:22.885 |
| 2 | 1 | 3:12.249 | 55.048 | 1:18.492 | 58.709 | 152.5 | 6:35.134 |
| 3 | 1 | 3:12.608 | 55.704 | 1:18.689 | 58.215 | 139.7 | 9:47.742 |
| 4 | 1 | 3:29.200 B | 57.915 | 1:22.161 | 1:09.124 | 131.4 | 13:16.942 |
| 5 | 1 | 15:48.113 | ... | 1:34.840 | 1:12.481 | 76.1 | 29:05.055 |
| 6 | 1 | 3:58.528 | 1:12.510 | 1:36.642 | 1:09.376 | 102.2 | 33:03.583 |
| 7 | 1 | 3:46.084 | 1:08.206 | 1:30.443 | 1:07.435 | 100.6 | 36:49.667 |
| 8 | 1 | 3:42.358 | 1:08.250 | 1:28.887 | 1:05.221 | 100.3 | 40:32.025 |

180 Alfa Romeo Giulia Sprint GTA 1965
1. Xavier GALANT -2L
2. Olivier GALANT

| | | | | | | | |
|----|---|--------------------------|---------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 3:49.746 | 1:23.182 | 1:25.690 | 1:00.874 | 83.5 | 3:49.746 |
| 2 | 1 | 3:23.896 | 1:00.808 | 1:23.128 | 59.960 | 135.5 | 7:13.642 |
| 3 | 1 | 3:13.169 | 57.083 | 1:17.277 | 58.809 | 136.7 | 10:26.811 |
| 4 | 1 | 3:09.410 | 55.997 | 1:16.385 | 57.028 | 147.7 | 13:36.221 |
| 5 | 1 | 3:05.972 | 55.032 | 1:14.273 | 56.667 | 158.4 | 16:42.193 |
| 6 | 1 | 3:24.175 B | 54.241 | 1:14.613 | 1:15.321 | 158.8 | 20:06.368 |
| 7 | 1 | 8:39.119 | 6:19.871 | 1:21.533 | 57.715 | 92.9 | 28:45.487 |
| 8 | 1 | 3:09.252 | 55.261 | 1:15.938 | 58.053 | 152.5 | 31:54.739 |
| 9 | 1 | 3:07.939 | 55.937 | 1:15.641 | 56.361 | 137.8 | 35:02.678 |
| 10 | 1 | 3:06.345 | 54.615 | 1:15.336 | 56.394 | 152.8 | 38:09.023 |
| 11 | 1 | 3:04.744 | 54.309 | 1:14.099 | 56.336 | 151.3 | 41:13.767 |