

CLASSIC TOURING CHALLENGE

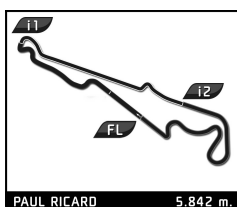
DIX MILLE TOURS

PRIVATE PRACTICE

PAUL RICARD 5.842 m. 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
2 Ford Cortina Lotus 1965 1. Rolland D'ABEL DE LIBRAN 2. Maxime DOUBLE -2L								11 2:53.970 47.564 51.610 1:14.796 165.6 35:17.617							
1	1	4:18.707	1:48.211	1:06.909	1:23.587	72.0	4:18.707	12	1	2:51.088	47.230	51.917	1:11.941	168.0	38:08.705
2	1	3:13.622	52.781	55.808	1:25.033	147.9	7:32.329	13	1	2:50.996	47.117	51.815	1:12.064	166.7	40:59.701
3	1	6:46.093 B	50.387	56.816	4:58.890	153.2	14:18.422	22 Alfa Romeo Giulia Sprint GTA 1965 1. François RIVAZ 2. Frank STIPPLER -2L							
4	2	3:35.890	1:14.951	59.267	1:21.672	88.7	17:54.312	1	1	5:50.683	3:31.054	59.851	1:19.778	88.9	5:50.683
5	2	3:07.790	53.977	55.120	1:18.693	145.6	21:02.102	2	1	3:09.943 B	51.943	53.183	1:24.817	148.6	9:00.626
6	2	3:26.032	51.972	1:02.565	1:31.495	175.0	24:28.134	3	1	4:38.682 B	1:07.736	51.424	2:39.522	111.6	13:39.308
7	2	3:07.249	51.723	56.933	1:18.593	167.2	27:35.383	4	1	3:06.699	1:03.867	50.139	1:12.693	110.7	16:46.007
8	2	3:01.086	50.746	53.934	1:16.406	168.5	30:36.469	5	1	2:48.166	46.795	49.542	1:11.829	180.6	19:34.173
9	2	3:01.895	51.888	53.015	1:16.992	158.1	33:38.364	6	1	4:48.574 B	46.200	49.317	3:13.057	180.6	24:22.747
10	2	2:59.928	50.418	53.278	1:16.232	174.8	36:38.292	7	1	3:05.213	1:04.294	50.330	1:10.589	111.9	27:27.960
11	2	3:04.748	50.853	55.279	1:18.616	174.5	39:43.040	8	1	2:46.136	45.872	49.665	1:10.599	182.1	30:14.096
6 Ford Cortina Lotus 1962 1. Tom CHILTON -2L								9 1 2:46.579 46.433 49.427 1:10.719 181.5 33:00.675							
1	1	2:50.435	49.140	50.915	1:10.380	110.0	2:50.435	10	1	4:56.623 B	52.240	52.014	3:12.369	143.4	37:57.298
2	1	2:42.283	45.007	48.826	1:08.450	183.4	5:32.718	11	2	3:12.603	1:08.179	53.806	1:10.618	104.0	41:09.901
3	1	2:41.584	44.825	48.230	1:08.529	184.3	8:14.302	40 Alfa Romeo Giulia Sprint GTA 1965 1. Michael ERLICH -2L							
4	1	2:54.094 B	45.038	48.292	1:20.764	185.2	11:08.396	1	1	3:51.131	1:30.039	1:04.632	1:16.460	85.9	3:51.131
5	1	7:53.470	5:52.067	50.049	1:11.354	106.1	19:01.866	2	1	2:52.616	48.446	52.029	1:12.141	175.6	6:43.747
6	1	2:43.703	45.906	48.572	1:09.225	182.4	21:45.569	3	1	2:50.048	46.792	50.832	1:12.424	180.0	9:33.795
7	1	3:26.541	57.447	1:07.898	1:21.196	134.7	25:12.110	4	1	2:50.071	47.353	50.697	1:12.021	178.8	12:23.866
8	1	2:42.280	45.205	48.340	1:08.735	183.1	27:54.390	5	1	3:00.060 B	47.237	51.624	1:21.199	179.4	15:23.926
9	1	2:42.030	44.855	48.463	1:08.712	184.3	30:36.420	6	1	4:11.376	2:08.297	51.897	1:11.182	93.9	19:35.302
10	1	2:58.591 B	46.261	53.312	1:19.018	175.6	33:35.011	7	1	3:00.772 B	46.177	50.716	1:23.879	182.7	22:36.074
11	1	6:47.726	4:44.960	51.350	1:11.416	108.9	40:22.737	8	1	4:33.258	2:30.256	51.019	1:11.983	91.8	27:09.332
20 Ford Mustang 289 1965 1. Christian DUMOLIN 2. Christophe VAN RIET +2L								9 1 2:47.843 46.426 50.055 1:11.362 181.5 29:57.175							
1	1	3:55.334	1:44.281	55.075	1:15.978	89.6	3:55.334	10	1	2:47.271	46.198	50.353	1:10.720	181.5	32:44.446
2	1	2:55.900	48.483	50.844	1:16.573	159.5	6:51.234	11	1	2:46.486	45.967	49.958	1:10.561	180.3	35:30.932
3	1	2:56.892	48.628	52.252	1:16.012	179.4	9:48.126	12	1	2:46.842	45.933	50.513	1:10.396	182.1	38:17.774
4	1	2:54.060	48.600	51.421	1:14.039	177.9	12:42.186	13	1	3:03.599 B	46.811	53.203	1:23.585	182.7	41:21.373
5	1	3:02.873 B	47.600	51.855	1:23.418	191.2	15:45.059	44 Ford Cortina Lotus 1963 1. Stéphane LEPERCHOIS -2L							
6	1	3:44.561	1:39.654	51.200	1:13.707	119.1	19:29.620	1	1	4:11.234	1:36.007	1:05.840	1:29.387	89.3	4:11.234
7	1	3:12.684 B	47.654	51.471	1:33.559	185.2	22:42.304	2	1	3:21.953	54.432	58.853	1:28.668	140.3	7:33.187
8	1	3:48.733	1:42.075	51.953	1:14.705	73.7	26:31.037	3	1	3:13.077	53.995	57.240	1:21.842	133.8	10:46.264
9	1	3:05.491 B	48.909	53.030	1:23.552	164.9	29:36.528	4	1	3:12.053	54.093	57.504	1:20.456	150.6	13:58.317
21 Austin Mini Cooper S 1275 1965 1. Simon NOBILI -2L								5 1 3:15.433 54.229 57.395 1:23.809 136.4 17:13.750							
1	1	3:41.088	1:30.530	55.448	1:15.110	98.1	3:41.088	6	1	6:32.052 B	55.734	56.208	4:40.110	128.3	23:45.802
2	1	2:53.408	48.582	52.711	1:12.115	166.9	6:34.496	7	1	3:33.028	1:13.271	58.857	1:20.900	93.0	27:18.830
3	1	2:53.331	47.396	53.051	1:12.884	169.3	9:27.827	8	1	3:07.075	50.545	57.058	1:19.472	156.3	30:25.905
4	1	3:03.614 B	47.945	53.189	1:22.480	166.9	12:31.441	9	1	3:07.652	51.700	56.844	1:19.108	161.2	33:33.557
5	1	4:40.856	2:22.698	56.194	1:21.964	106.7	17:12.297	10	1	3:05.716	50.254	54.105	1:21.357	164.4	36:39.273
6	1	2:52.736	47.889	52.811	1:12.036	167.4	20:05.033	11	1	3:08.188	52.102	55.578	1:20.508	165.9	39:47.461
7	1	3:09.174	47.698	52.316	1:29.160	164.4	23:14.207	12	1	3:09.256	51.879	57.543	1:19.834	166.7	42:56.717
8	1	3:18.062	1:09.290	55.087	1:13.685	87.9	26:32.269	55 Austin Mini Cooper S 1275 1969 1. Guillaume BRAJEUX -2L							
9	1	3:00.220	48.035	53.873	1:18.312	168.5	29:32.489	1	1	4:05.260	1:40.911	1:00.365	1:23.984	97.6	4:05.260
10	1	2:51.158	47.262	51.932	1:11.964	166.9	32:23.647	2	1	3:15.488	54.206	56.065	1:25.217	145.6	7:20.748



CLASSIC TOURING CHALLENGE

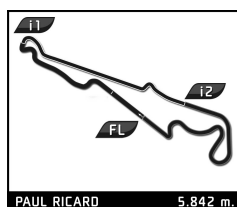
DIX MILLE TOURS

PRIVATE PRACTICE

PAUL RICARD 5.842 m. 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
3	1	3:08.526	53.533	55.234	1:19.759	145.2	10:29.274	8	1	3:18.763	49.087	1:06.229	1:23.447	165.9	24:38.161
4	1	3:01.720	50.947	54.175	1:16.598	167.2	13:30.994	9	1	2:49.411	46.281	51.844	1:11.286	165.9	27:27.572
5	1	3:01.883	50.636	53.794	1:17.453	165.4	16:32.877	10	1	3:02.873	48.972	59.482	1:14.419	168.5	30:30.445
6	1	3:01.171	50.129	54.246	1:16.796	167.7	19:34.048	11	1	3:00.525 B	48.262	53.256	1:19.007	153.6	33:30.970
7	1	3:16.713 B	50.500	53.924	1:32.289	165.6	22:50.761	89 Ford Mustang 289 1965 1.Phil MULACEK 2.Alain VINSON +2L							
8	1	5:30.259	3:19.293	53.945	1:17.021	103.1	28:21.020	1	1	3:51.763	1:42.386	54.967	1:14.410	69.6	3:51.763
9	1	3:02.155	51.308	54.719	1:16.128	147.7	31:23.175	2	1	2:50.857	47.171	50.993	1:12.693	182.1	6:42.620
10	1	3:03.945	49.300	54.938	1:19.707	165.6	34:27.120	3	1	2:50.786	46.556	50.520	1:13.710	184.6	9:33.406
11	1	2:57.451	48.833	53.523	1:15.095	165.4	37:24.571	4	1	2:49.663	46.618	50.511	1:12.534	189.5	12:23.069
12	1	3:19.952 B	48.996	53.064	1:37.892	166.2	40:44.523	5	1	2:50.316	47.368	50.222	1:12.726	188.8	15:13.385
71 Ford Cortina Lotus 1965 1.Ian THOMPSON 2.Jeff SMITH -2L								6	1	2:52.344	47.462	51.600	1:13.282	184.3	18:05.729
1	1	2:56.456	52.782	51.762	1:11.912	102.0	2:56.456	7	1	5:20.887 B	48.896	55.489	3:36.502	172.2	23:26.616
2	1	2:47.206	45.923	49.888	1:11.395	184.6	5:43.662	8	2	3:19.885	1:10.855	53.640	1:15.390	93.3	26:46.501
3	1	2:47.903	46.359	49.589	1:11.955	184.0	8:31.565	9	2	2:50.950	46.807	49.749	1:14.394	191.8	29:37.451
4	1	2:46.430	46.593	49.535	1:10.302	184.3	11:17.995	10	2	2:49.393	47.177	49.426	1:12.790	175.3	32:26.844
5	1	2:48.407	45.694	51.099	1:11.614	185.9	14:06.402	11	2	2:49.055	46.823	49.265	1:12.967	176.2	35:15.899
6	1	2:50.515	46.735	52.018	1:11.762	185.9	16:56.917	12	2	2:49.632	46.607	49.820	1:13.205	183.7	38:05.531
7	1	2:44.441	45.545	48.819	1:10.077	184.9	19:41.358	13	2	3:11.967 B	47.665	50.417	1:33.885	175.0	41:17.498
8	1	4:08.514 B	45.853	49.429	2:33.232	184.6	23:49.872	98 Austin Mini Cooper S 1275 1964 1.Philippe LECARDONNEL 2.Jérôme MASTELLOTT -2L							
9	2	3:23.268	1:13.077	54.013	1:16.178	99.8	27:13.140	1	1	4:04.523	1:28.880	1:04.648	1:30.995	89.0	4:04.523
10	2	2:54.608	46.616	50.771	1:17.221	184.0	30:07.748	2	1	3:27.241	58.570	1:01.103	1:27.568	131.5	7:31.764
11	2	6:26.392 B	1:29.410	1:27.003	3:29.979	61.0	36:34.140	3	1	3:21.315	56.793	1:00.653	1:23.869	135.7	10:53.079
76 Ford Mustang 289 1965 1.Abraham BONTRUP +2L								4	1	3:21.070	57.563	59.665	1:23.842	130.4	14:14.149
1	1	2:54.074	54.578	48.849	1:10.647	102.7	2:54.074	5	1	3:41.915 B	1:00.754	1:02.191	1:38.970	126.5	17:56.064
2	1	2:42.935	45.035	48.815	1:09.085	197.1	5:37.009	6	2	8:56.913	6:27.205	1:03.759	1:25.949	70.1	26:52.977
3	1	2:41.087	44.618	47.506	1:08.963	197.8	8:18.096	7	2	3:24.847	57.221	1:02.673	1:24.953	153.4	30:17.824
4	1	2:40.925	44.387	47.686	1:08.852	205.7	10:59.021	8	2	3:22.980	57.798	1:01.571	1:23.611	141.2	33:40.804
5	1	2:40.827	44.749	47.305	1:08.773	194.9	13:39.848	9	2	3:20.689	55.207	59.594	1:25.888	154.3	37:01.493
6	1	2:39.864	44.308	47.116	1:08.440	204.5	16:19.712	10	2	3:20.531	56.020	1:00.588	1:23.923	146.5	40:22.024
7	1	6:46.648 B	43.872	52.100	5:10.676	203.0	23:06.360	111 Morris Mini Cooper S 1275 1965 1.Dominique JOUVIN 2.Claude CASSINA -2L							
79 Ford Cortina Lotus 1965 1.Mark DRAIN 2.Andrew HADDON -2L								1	1	3:27.957	1:13.665	59.527	1:14.765	82.6	3:27.957
1	1	3:38.116	1:29.233	54.027	1:14.856	92.1	3:38.116	2	1	2:53.398	47.619	52.582	1:13.197	170.3	6:21.355
2	1	2:51.716	48.925	51.414	1:11.377	159.8	6:29.832	3	1	2:53.157	47.025	52.431	1:13.701	171.2	9:14.512
3	1	2:48.112	46.068	50.354	1:11.690	178.5	9:17.944	4	1	2:54.087	47.798	52.596	1:13.693	168.7	12:08.599
4	1	2:52.291	46.902	50.886	1:14.503	178.5	12:10.235	5	1	3:07.858 B	47.725	52.229	1:27.904	167.4	15:16.457
5	1	2:47.274	46.673	49.876	1:10.725	174.5	14:57.509	6	1	6:45.046	4:36.535	51.820	1:16.691	98.5	22:01.503
6	1	2:46.522	46.094	49.908	1:10.520	180.0	17:44.031	7	1	3:30.427	1:06.815	1:10.640	1:12.972	99.6	25:31.930
86 Morris Mini Cooper S 1275 1964 1.Fabrice QUESNEL -2L								8	1	2:53.436	47.823	53.195	1:12.418	167.4	28:25.366
1	1	3:26.937	1:14.685	57.487	1:14.765	92.9	3:26.937	9	1	2:54.283	47.984	53.482	1:12.817	170.1	31:19.649
2	1	2:52.329	47.549	51.785	1:12.995	168.5	6:19.266	10	1	3:16.226 B	47.848	55.619	1:32.759	167.4	34:35.875
3	1	3:02.303 B	46.817	52.308	1:23.178	169.0	9:21.569	122 Volvo Amazon (122 S) 1968 1.Bertrand GUERIN 2.François MARTINI -2L							
4	1	3:28.358	1:25.052	52.068	1:11.238	106.7	12:49.927	1	1	3:33.058	1:07.792	1:04.854	1:20.412	78.2	3:33.058
5	1	2:50.518	47.218	51.243	1:12.057	166.9	15:40.445	2	1	3:00.568	50.660	56.028	1:13.880	154.1	6:33.626
6	1	2:49.185	46.558	51.671	1:10.956	166.7	18:29.630	3	1	3:29.565 B	50.521	1:03.869	1:35.175	168.0	10:03.191
7	1	2:49.768	46.612	51.923	1:11.233	167.2	21:19.398	4	1	15:13.929	...	1:26.326	1:31.286	90.7	25:17.120



CLASSIC TOURING CHALLENGE

DIX MILLE TOURS

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
5	1	3:16.683 B	55.049	57.417	1:24.217	128.9	28:33.803								
127Alfa Romeo Giulia Sprint GTA 1966 1.Sandro HUBAR-2L															
1	1	3:26.242	1:16.908	54.835	1:14.499	93.5	3:26.242								
2	1	2:52.322	47.874	51.916	1:12.532	173.6	6:18.564								
3	1	2:58.374	46.848	54.286	1:17.240	174.5	9:16.938								
4	1	6:20.045 B	46.789	51.284	4:41.972	175.3	15:36.983								
5	1	3:06.894	1:02.170	52.278	1:12.446	108.5	18:43.877								
6	1	2:52.975	47.652	52.202	1:13.121	173.9	21:36.852								
7	1	3:35.294	59.465	1:11.237	1:24.592	130.4	25:12.146								
8	1	9:41.814 B	47.163	52.921	8:01.730	172.5	34:53.960								
155Alfa Romeo Giulia Sprint GTA 1965 1.Daniel HAGER-2L															
1	1	6:54.226	4:34.821	58.816	1:20.589	71.7	6:54.226								
2	1	3:00.986	49.468	54.820	1:16.698	171.4	9:55.212								
3	1	2:58.871	49.519	54.335	1:15.017	172.8	12:54.083								
4	1	2:57.781	49.636	53.145	1:15.000	175.6	15:51.864								
5	1	2:57.858	49.292	53.619	1:14.947	165.9	18:49.722								
6	1	3:20.824	1:05.253	53.414	1:22.157	174.2	22:10.546								
7	1	3:45.871	1:09.463	1:20.079	1:16.329	102.4	25:56.417								
8	1	3:25.495	1:02.184	1:06.101	1:17.210	171.4	29:21.912								
9	1	2:57.589	49.406	52.850	1:15.333	169.3	32:19.501								
10	1	3:00.205	49.777	53.057	1:17.371	171.7	35:19.706								
11	1	2:55.852	48.826	52.691	1:14.335	173.9	38:15.558								
12	1	3:17.796	48.697	1:03.871	1:25.228	173.9	41:33.354								
172Ford Mustang 289 1965 1.Jean-François COGET+2L 2.Jean-Pierre GAGICK															
1	1	3:21.431	1:14.136	53.798	1:13.497	96.7	3:21.431								
2	1	2:51.524	48.066	50.919	1:12.539	178.5	6:12.955								
3	1	2:50.692	47.212	50.929	1:12.551	190.8	9:03.647								
4	1	2:49.476	47.092	47.333	1:15.051	200.0	11:53.123								
5	1	3:29.422 B	50.868	57.773	1:40.781	171.2	15:22.545								
180Alfa Romeo Giulia Sprint GTA 1965 1.Xavier GALANT-2L															
1	1	4:03.540	1:35.024	1:03.831	1:24.685	80.1	4:03.540								
2	1	3:19.174 B	54.837	59.374	1:24.963	133.8	7:22.714								
3	1	3:45.853	1:38.890	52.467	1:14.496	87.7	11:08.567								
4	1	2:54.015	48.899	52.435	1:12.681	167.7	14:02.582								
5	1	2:52.959	48.272	51.111	1:13.576	172.0	16:55.541								
6	1	2:49.731	47.689	50.417	1:11.625	174.8	19:45.272								
7	1	3:00.194	47.197	50.872	1:22.125	176.5	22:45.466								
8	1	3:13.695	1:06.333	55.132	1:12.230	89.0	25:59.161								
9	1	2:51.296	47.403	51.474	1:12.419	175.6	28:50.457								
10	1	2:49.491	47.050	50.580	1:11.861	172.8	31:39.948								
11	1	2:50.289	46.741	50.563	1:12.985	172.8	34:30.237								
12	1	2:57.289 B	47.062	51.047	1:19.180	171.4	37:27.526								