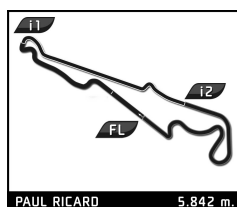
CLASSIC TOURING CHALLENGE
DIX MILLE TOURS
QUALIFYING

Sector Analysis

Lap under Red Flag Invalidated Lap Personal Best Session Best 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
2Ford Cortina Lotus 1965 1. Rolland D'ABEL DE LIBRAN 2. Maxime DOUBLE-2L								20Ford Mustang 289 1965 1. Christian DUMOLIN 2. Christophe VAN RIET+2L							
1	1	4:02.015	1:28.310	1:08.977	1:24.728	88.5	4:02.015	1	1	3:46.264	1:35.502	55.078	1:15.684	98.5	3:46.264
2	1	4:14.275 B	51.759	58.307	2:24.209	165.1	8:16.290	2	1	2:53.053	48.536	51.209	1:13.308	180.0	6:39.317
3	1	3:43.089	1:12.939	1:01.753	1:28.397	92.2	11:59.379	3	1	2:50.984	48.008	50.907	1:12.069	181.5	9:30.301
4	1	2:49.140	46.415	51.056	1:11.669	174.8	14:48.519	4	1	2:51.291	46.663	51.673	1:12.955	178.8	12:21.592
5	1	5:13.970 B	52.002	1:04.825	3:17.143	179.1	20:02.489	5	1	2:49.562	46.569	50.281	1:12.712	177.0	15:11.154
6	2	3:18.670	1:07.004	55.845	1:15.821	102.2	23:21.159	6	1	2:50.442	46.719	50.776	1:12.947	177.6	18:01.596
7	2	2:57.281	48.544	54.889	1:13.848	179.7	26:18.440	7	1	2:59.188 B	47.094	51.541	1:20.553	173.1	21:00.784
8	2	2:53.287	47.679	52.338	1:13.270	188.5	29:11.727	8	2	4:25.142	2:24.365	49.388	1:11.389	120.3	25:25.926
9	2	2:57.134	47.680	54.572	1:14.882	184.9	32:08.861	9	2	2:45.187	45.527	49.620	1:10.040	180.3	28:11.113
								10	2	2:44.803	45.413	49.831	1:09.559	186.9	30:55.916
6Ford Cortina Lotus 1962 1. Tom CHILTON-2L								21Austin Mini Cooper S 1275 1965 1. Simon NOBILI-2L							
1	1	2:52.179	49.515	52.427	1:10.237	100.6	2:52.179	1	1	3:45.318	1:24.961	59.577	1:20.780	86.5	3:45.318
2	1	2:40.865	43.976	49.059	1:07.830	190.8	5:33.044	2	1	3:08.217	50.621	54.552	1:23.044	165.6	6:53.535
3	1	2:47.326	43.556	51.368	1:12.402	193.5	8:20.370	3	1	3:02.385	49.829	56.710	1:15.846	149.6	9:55.920
4	1	2:40.199	43.579	48.688	1:07.842	193.2	11:00.479	4	1	2:52.220	46.468	53.063	1:12.689	172.5	12:48.140
5	1	2:39.856	43.650	48.743	1:07.463	193.5	13:40.335	5	1	2:52.548	46.668	53.082	1:12.798	172.2	15:40.688
6	1	2:39.805	43.498	48.780	1:07.527	192.9	16:20.140	6	1	2:51.950	46.516	52.986	1:12.448	170.6	18:32.638
7	1	2:56.564 B	44.113	49.179	1:23.272	193.9	19:16.704	7	1	2:58.795 B	46.469	53.176	1:19.150	172.8	21:31.433
8	1	7:41.150	5:34.647	52.306	1:14.197	113.4	26:57.854	8	1	4:38.206	2:31.793	53.574	1:12.839	108.9	26:09.639
9	1	2:40.293	43.894	48.720	1:07.679	192.9	29:38.147	9	1	2:51.956	46.358	53.270	1:12.328	172.5	29:01.595
10	1	2:39.975	43.620	48.547	1:07.808	193.9	32:18.122	10	1	2:51.468	46.133	53.018	1:12.317	172.8	31:53.063
11Alfa Romeo Giulia Sprint GTA 1965 1. Jouke JELGERHUIS SWILD-2L								22Alfa Romeo Giulia Sprint GTA 1965 1. François RIVAZ 2. Frank STIPPLER-2L							
1	1	3:20.685	1:04.531	57.078	1:19.076	104.2	3:20.685	1	2	2:49.770	50.213	50.919	1:08.638	106.1	2:49.770
2	1	3:03.752	49.607	55.764	1:18.381	170.1	6:24.437	2	2	2:40.541	43.823	49.303	1:07.415	186.9	5:30.311
3	1	3:05.006	49.257	56.034	1:19.715	169.5	9:29.443	3	2	2:39.874	43.164	49.001	1:07.709	189.5	8:10.185
4	1	3:02.122	48.901	55.705	1:17.516	164.1	12:31.565	4	2	2:40.049	43.257	49.203	1:07.589	188.5	10:50.234
5	1	3:01.496	48.738	56.320	1:16.438	169.5	15:33.061	5	2	3:59.831 B	43.992	49.339	2:26.500	189.1	14:50.065
6	1	3:00.266	48.636	54.782	1:16.848	164.4	18:33.327	6	1	3:05.373	1:03.953	50.531	1:10.889	111.8	17:55.438
7	1	3:53.989 B	48.732	55.201	2:10.056	162.9	22:27.316	7	1	2:45.394	45.187	50.224	1:09.983	188.2	20:40.832
8	1	3:14.190	1:01.239	55.754	1:17.197	116.1	25:41.506	8	1	2:44.615	44.649	49.910	1:10.056	189.8	23:25.447
9	1	2:59.379	48.069	55.041	1:16.269	165.1	28:40.885	9	1	2:46.895	44.892	51.295	1:10.708	189.5	26:12.342
10	1	2:56.730	47.737	54.068	1:14.925	171.4	31:37.615	10	1	2:44.956	44.535	50.637	1:09.784	191.5	28:57.298
16Alfa Romeo Giulia Sprint GTA 1965 1. Andreas HALUSA-2L								40Alfa Romeo Giulia Sprint GTA 1965 1. Michael ERLICH-2L							
1	1	3:15.683	1:01.475	57.003	1:17.205	94.2	3:15.683	1	1	3:25.928	1:15.894	56.568	1:13.466	101.3	3:25.928
2	1	2:54.958	47.227	53.198	1:14.533	170.1	6:10.641	2	1	2:48.170	45.985	51.509	1:10.676	185.9	6:14.098
3	1	2:52.315	46.166	52.139	1:14.010	180.6	9:02.956	3	1	2:53.009 B	45.029	50.882	1:17.098	187.8	9:07.107
4	1	2:54.446	46.196	51.883	1:16.367	179.7	11:57.402	4	1	3:30.177	1:28.429	51.097	1:10.651	98.9	12:37.284
5	1	2:55.444	46.362	52.544	1:16.538	180.0	14:52.846	5	1	2:47.522	45.201	51.148	1:11.173	187.5	15:24.806
6	1	2:53.901	48.026	52.489	1:13.386	181.8	17:46.747	6	1	2:47.563	45.508	51.222	1:10.833	186.5	18:12.369
7	1	2:50.278	45.535	51.740	1:13.003	183.4	20:37.025	7	1	2:47.045	45.151	50.973	1:10.921	186.2	20:59.414
8	1	2:53.635	46.470	51.721	1:15.444	184.6	23:30.660	8	1	2:46.353	45.069	50.882	1:10.402	186.2	23:45.767
9	1	2:58.557	46.912	52.248	1:19.397	183.7	26:29.217	9	1	2:46.799	45.222	50.901	1:10.676	186.5	26:32.566
10	1	2:48.274	45.332	51.308	1:11.634	185.2	29:17.491	10	1	2:45.693	44.938	50.679	1:10.076	186.9	29:18.259
11	1	2:51.913	46.154	51.700	1:14.059	186.2	32:09.404								



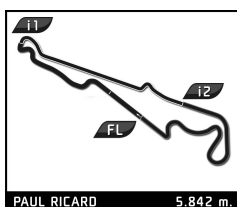
CLASSIC TOURING CHALLENGE

DIX MILLE TOURS

QUALIFYING

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	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed								
11	1	3:06.004 B	48.351	53.147	1:24.506	187.8	32:24.263																																
44	Ford Cortina Lotus 1963 1.Stéphane LEPERCHOIS																							-2L															
1	1	3:56.896	1:34.830	1:00.779	1:21.287	108.9	3:56.896																																
2	1	3:05.331	50.329	55.495	1:19.507	169.8	7:02.227																																
3	1	3:06.419	50.234	56.605	1:19.580	174.8	10:08.646																																
4	1	3:03.457	51.103	55.104	1:17.250	152.1	13:12.103																																
5	1	3:04.579	49.314	55.659	1:19.606	173.9	16:16.682																																
6	1	4:40.229 B	49.819	54.966	2:55.444	168.2	20:56.911																																
7	1	3:30.561	1:08.685	59.639	1:22.237	105.2	24:27.472																																
8	1	3:01.604	49.367	54.983	1:17.254	176.2	27:29.076																																
9	1	2:59.959	49.376	54.505	1:16.078	172.2	30:29.035																																
55	Austin Mini Cooper S 1275 1969 1.Guillaume BRAJEUX																							-2L															
1	1	3:34.895	1:15.306	58.950	1:20.639	94.7	3:34.895																																
2	1	3:02.120	50.758	54.300	1:17.062	164.9	6:37.015																																
3	1	2:59.539	49.379	54.028	1:16.132	169.0	9:36.554																																
4	1	2:58.789	48.249	53.779	1:16.761	173.4	12:35.343																																
5	1	3:00.579	49.172	54.641	1:16.766	172.5	15:35.922																																
6	1	2:59.744	48.799	54.542	1:16.403	171.7	18:35.666																																
7	1	2:58.997	48.373	53.865	1:16.759	172.2	21:34.663																																
8	1	2:57.717	48.322	53.952	1:15.443	171.4	24:32.380																																
71	Ford Cortina Lotus 1965 1.Ian THOMPSON 2.Jeff SMITH																							-2L															
1	1	2:54.026	50.975	52.231	1:10.820	102.2	2:54.026																																
2	1	2:46.108	45.166	50.014	1:10.928	191.2	5:40.134																																
3	1	2:47.804	46.276	50.898	1:10.630	190.5	8:27.938																																
4	1	2:47.581	44.950	49.877	1:12.754	192.2	11:15.519																																
5	1	3:54.335 B	46.471	52.924	2:14.940	185.9	15:09.854																																
6	2	3:08.343	1:04.815	51.177	1:12.351	86.4	18:18.197																																
7	2	2:46.253	45.298	50.160	1:10.795	190.1	21:04.450																																
8	2	2:45.716	45.536	49.227	1:10.953	192.2	23:50.166																																
9	2	2:45.176	44.488	49.580	1:11.108	193.2	26:35.342																																
10	2	2:43.142	44.454	49.053	1:09.635	192.9	29:18.484																																
11	2	2:44.876	44.508	50.057	1:10.311	193.5	32:03.360																																
76	Ford Mustang 289 1965 1.Abraham BONTRUP																							+2L															
1	1	3:00.595	59.402	49.915	1:11.278	118.9	3:00.595																																
2	1	2:43.215	45.361	48.306	1:09.548	209.3	5:43.810																																
3	1	2:42.743	43.961	48.210	1:10.572	204.9	8:26.553																																
4	1	2:41.023	43.818	47.856	1:09.349	205.7	11:07.576																																
5	1	2:40.914	43.847	47.965	1:09.102	207.7	13:48.490																																
6	1	2:41.756	43.896	48.319	1:09.541	209.3	16:30.246																																
7	1	4:45.977 B	43.576	49.193	3:13.208	208.9	21:16.223																																
8	1	3:08.501	1:07.328	50.592	1:10.581	126.9	24:24.724																																
9	1	2:43.787	44.896	48.106	1:10.785	208.9	27:08.511																																
10	1	2:42.519	43.731	48.580	1:10.208	206.5	29:51.030																																
79	Ford Cortina Lotus 1965 1.Mark DRAIN 2.Andrew HADDON																							-2L															
1	1	3:36.757	1:29.411	54.446	1:12.900	102.1	3:36.757																																
2	1	2:48.866	46.819	51.565	1:10.482	179.1	6:25.623																																
3	1	2:47.437	46.595	50.715	1:10.127	175.6	9:13.060																																
4	1	2:46.810	45.186	50.777	1:10.847	186.9	11:59.870																																
5	1	2:51.909	47.687	50.878	1:13.344	184.6	14:51.779																																
6	1	2:55.352 B	45.945	51.291	1:18.116	184.9	17:47.131																																
7	2	4:24.379	2:24.175	50.112	1:10.092	118.7	22:11.510																																
8	2	2:43.740	44.476	50.138	1:09.126	187.2	24:55.250																																
9	2	2:49.801	45.338	50.032	1:14.431	190.1	27:45.051																																
10	2	2:42.790	44.195	49.609	1:08.986	188.8	30:27.841																																
86	Morris Mini Cooper S 1275 1964 1.Fabrice QUESNEL																							-2L															
1	1	3:08.877	58.735	55.319	1:14.823	91.8	3:08.877																																
2	1	2:48.982	46.222	51.959	1:10.801	173.6	5:57.859																																
3	1	2:49.721	46.123	51.818	1:11.780	175.0	8:47.580																																
4	1	2:49.872	46.190	52.455	1:11.227	174.5	11:37.452																																
5	1	2:50.912	46.013	52.806	1:12.093	173.9	14:28.364																																
6	1	3:06.015 B	50.257	54.400	1:21.358	143.6	17:34.379																																
7	1	4:58.102	2:54.555	52.532	1:11.015	103.8	22:32.481																																
8	1	2:49.920	46.302	52.689	1:10.929	172.8	25:22.401																																
9	1	2:50.186	46.072	52.234	1:11.880	173.6	28:12.587																																
10	1	2:48.311	45.666	51.934	1:10.711	175.9	31:00.898																																
89	Ford Mustang 289 1965 1.Phil MULACEK 2.Alain VINSON																							+2L															
1	1	3:44.980	1:28.446	58.907	1:17.627	95.7	3:44.980																																
2	1	2:53.105	48.154	52.504	1:12.447	199.3	6:38.085																																
3	1	2:51.079	45.988	51.115	1:13.976	196.7	9:29.164																																
4	1	2:51.663	47.029	52.151	1:12.483	184.3	12:20.827																																
5	1	2:51.121	46.457	52.597																																			



CLASSIC TOURING CHALLENGE

DIX MILLE TOURS

QUALIFYING

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	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed																																																								
111 Morris Mini Cooper S 1275 1965																																																																																															
1.Dominique JOUVIN -2L																																																																																															
2.Claude CASSINA																																																																																															
1	1	3:09.338	1:01.503	54.172	1:13.663	108.0	3:09.338	1	1	3:01.515	58.230	50.848	1:12.437	105.4	3:01.515	2	1	2:45.538	45.466	49.552	1:10.520	206.9	5:47.053	3	1	2:50.822	46.860	52.247	1:11.715	177.3	8:51.269	4	1	2:51.530	46.555	53.048	1:11.927	177.0	11:42.799	5	1	2:52.264	47.322	52.723	1:12.219	176.8	14:35.063	6	1	2:52.172	46.825	52.711	1:12.636	176.8	17:27.235	7	1	2:51.905	46.448	53.104	1:12.353	175.9	20:19.140	8	1	3:13.515	51.754	56.036	1:25.725	175.9	23:32.655	9	1	2:52.327	46.473	52.231	1:13.623	177.6	26:24.982	10	1	2:52.353	47.186	52.120	1:13.047	176.8	29:17.335	11	1	3:08.660	52.842	56.689	1:19.129	144.2	32:25.995
122 Volvo Amazon (122 S) 1968																																																																																															
1.Bertrand GUERIN -2L																																																																																															
2.François MARTINI																																																																																															
1	2	3:43.195	1:20.366	1:01.351	1:21.478	100.8	3:43.195	2	2	3:05.776	50.849	55.702	1:19.225	154.7	6:48.971	3	2	3:17.909 B	50.044	55.219	1:32.646	155.6	10:06.880	4	2	5:42.823	3:07.255	1:06.480	1:29.088	83.3	15:49.703	5	2	3:24.677 B	51.344	58.365	1:34.968	148.8	19:14.380	6	1	5:05.276	2:49.693	58.979	1:16.604	69.4	24:19.656	7	1	2:59.330	48.159	56.060	1:15.111	165.6	27:18.986	8	1	2:59.970	48.914	55.805	1:15.251	161.4	30:18.956																																
127 Alfa Romeo Giulia Sprint GTA 1966																																																																																															
1.Sandro HUBAR -2L																																																																																															
1	1	3:13.328	1:03.603	52.583	1:17.142	101.7	3:13.328	2	1	2:50.241	46.193	51.578	1:12.470	180.0	6:03.569	3	1	2:48.861	45.887	51.377	1:11.597	180.6	8:52.430	4	1	2:58.549	45.791	53.992	1:18.766	183.1	11:50.979	5	1	2:49.517	45.815	51.777	1:11.925	178.8	14:40.496	6	1	2:48.951	45.714	51.276	1:11.961	180.0	17:29.447	7	1	4:04.455 B	48.391	52.975	2:23.089	161.9	21:33.902	8	1	3:08.977	1:01.725	54.756	1:12.496	110.2	24:42.879	9	1	2:48.593	45.848	51.487	1:11.258	180.9	27:31.472	10	1	2:47.642	45.395	51.330	1:10.917	182.1	30:19.114																
155 Alfa Romeo Giulia Sprint GTA 1965																																																																																															
1.Daniel HAGER -2L																																																																																															
1	1	3:52.734	1:33.761	1:00.487	1:18.486	96.2	3:52.734	2	1	2:59.013	49.015	54.563	1:15.435	179.1	6:51.747	3	1	2:59.207	48.460	54.754	1:15.993	177.9	9:50.954	4	1	3:07.540	49.049	54.776	1:23.715	177.6	12:58.494	5	1	3:17.636	1:03.507	58.133	1:15.996	176.2	16:16.130	6	1	2:54.831	47.871	53.659	1:13.301	179.7	19:10.961	7	1	2:56.035	48.272	54.408	1:13.355	181.5	22:06.996	8	1	2:53.400	47.966	53.200	1:12.234	180.6	25:00.396	9	1	2:54.048	47.691	53.262	1:13.095	182.7	27:54.444	10	1	2:54.909	48.009	52.778	1:14.122	182.1	30:49.353																