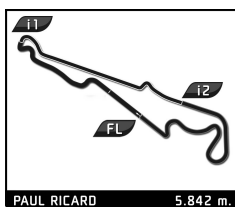


**THE GREATEST'S TROPHY**  
DIX MILLE TOURS  
PRIVATE PRACTICE

Sector Analysis

Lap D Time Sector 1 Sector 2 Sector 3 T. Spd Elapsed							Lap D Time Sector 1 Sector 2 Sector 3 T. Spd Elapsed								
<b>5</b> FERRARI 250 GT Berlinetta 1960 1. Carlo VÖGELE GTS7B							<span style="color: green;">■</span> Personal Best <span style="color: purple;">■</span> Session Best <span style="color: blue;">■</span> Crossing the finish line in pit lane								
1	1	7:33.290	5:04.325	1:02.508	1:26.457	88.7	7:33.290	4	1	3:14.352	54.039	58.231	1:22.082	156.3	16:24.745
2	1	3:11.529	53.412	56.711	1:21.406	156.7	10:44.819	5	1	3:15.452	55.263	58.225	1:21.964	141.5	19:40.197
3	1	3:09.153	51.785	57.159	1:20.209	169.8	13:53.972	6	1	3:31.723 <b>B</b>	53.269	58.346	1:40.108	161.4	23:11.920
4	1	3:08.145	52.178	55.588	1:20.379	173.4	17:02.117	7	1	4:27.529	2:06.881	58.209	1:22.439	89.5	27:39.449
5	1	3:07.127	51.405	55.427	1:20.295	178.2	20:09.244	8	1	3:14.014	54.293	57.629	1:22.092	165.1	30:53.463
6	1	3:20.826 <b>B</b>	50.756	54.956	1:35.114	182.1	23:30.070	9	1	3:13.154	54.076	56.968	1:22.110	158.1	34:06.617
7	1	4:28.183	2:13.169	55.192	1:19.822	101.5	27:58.253	10	1	<span style="color: green;">3:12.429</span>	53.953	<span style="color: green;">56.942</span>	<span style="color: green;">1:21.534</span>	161.9	37:19.046
8	1	<span style="color: green;">3:03.637</span>	<span style="color: green;">50.125</span>	54.722	<span style="color: green;">1:18.790</span>	175.0	31:01.890	11	1	3:27.117 <b>B</b>	<span style="color: green;">52.544</span>	57.646	1:36.927	164.4	40:46.163
9	1	3:04.716	50.518	54.069	1:20.129	169.8	34:06.606	<b>41</b> FERRARI 275 GTB 4 1966 1. Jan GIJZEN GTS12							
10	1	3:04.710	50.179	<span style="color: green;">53.775</span>	1:20.756	180.3	37:11.316	1	1	7:46.114	5:27.391	59.824	1:18.899	78.5	7:46.114
11	1	3:07.723	51.582	55.474	1:20.667	171.2	40:19.039	2	1	2:50.326	<span style="color: green;">45.764</span>	53.080	1:11.482	196.4	10:36.440
12	1	3:24.184 <b>B</b>	52.129	56.299	1:35.756	168.7	43:43.223	3	1	2:52.042	47.939	51.746	1:12.357	189.8	13:28.482
<b>12</b> ALFA ROMEO Giulietta SZ 1960 1. Jean-François PIQUET GTS4B							4	1	2:47.949	46.523	49.641	1:11.785	188.8	16:16.431	
1	1	7:46.194	5:11.962	1:07.391	1:26.841	76.4	7:46.194	5	1	<span style="color: green;">2:47.330</span>	46.122	50.047	1:11.161	192.5	19:03.761
2	1	<span style="color: green;">3:10.645</span>	<span style="color: green;">52.287</span>	57.494	1:20.864	163.4	10:56.839	6	1	2:47.718	47.963	<span style="color: green;">49.432</span>	<span style="color: green;">1:10.323</span>	197.4	21:51.479
3	1	3:26.869 <b>B</b>	53.290	56.952	1:36.627	148.8	14:23.708	7	1	3:02.539 <b>B</b>	46.478	49.611	1:26.450	195.7	24:54.018
4	1	4:33.945	2:16.867	<span style="color: green;">56.473</span>	<span style="color: green;">1:20.605</span>	101.8	18:57.653	<b>47</b> FERRARI 250 GT Berlinetta 1962 1. Jean-Jacques BAILLY GTS7BB							
5	1	3:31.678 <b>B</b>	55.786	58.196	1:37.696	157.2	22:29.331	1	1	26:35.966	9:18.888	1:04.046	...	81.3	26:35.966
<b>14</b> JAGUAR Type E Lightweight 1963 1. Carlos MONTEVERDE GTS12							2	1	<span style="color: green;">2:53.216</span>	<span style="color: green;">47.441</span>	51.716	<span style="color: green;">1:14.059</span>	183.7	29:29.182	
1	1	9:07.321 <b>B</b>	6:42.940	52.324	1:32.057	110.0	9:07.321	3	1	3:08.220 <b>B</b>	48.180	<span style="color: green;">50.584</span>	1:29.456	185.6	32:37.402
2	1	6:17.368	4:24.054	46.412	1:06.902	108.7	15:24.689	<b>52</b> BIZZARRINI 5300 GT 1965 1. Peter MUELDER 2. Christian TRABER TSRC12							
3	1	<span style="color: purple;">2:33.610</span>	42.423	<span style="color: purple;">45.445</span>	1:05.742	214.7	17:58.299	1	1	9:40.292	7:28.161	55.169	1:16.962	99.2	9:40.292
4	1	3:16.182 <b>B</b>	49.750	52.680	1:33.752	186.5	21:14.481	2	1	2:49.402	47.147	49.426	1:12.829	172.5	12:29.694
5	1	5:49.612	3:50.407	49.932	1:09.273	97.5	27:04.093	3	1	<span style="color: green;">2:45.212</span>	<span style="color: green;">45.476</span>	49.428	<span style="color: green;">1:10.308</span>	173.4	15:14.906
6	1	2:34.727	42.390	46.141	1:06.196	213.9	29:38.820	4	1	2:45.803	45.518	49.593	1:10.692	190.5	18:00.709
7	1	2:35.011	<span style="color: purple;">42.245</span>	46.359	1:06.407	213.0	32:13.831	5	1	3:09.176 <b>B</b>	45.750	51.048	1:32.378	189.5	21:09.885
8	1	2:35.198	42.541	46.164	1:06.493	204.9	34:49.029	6	1	5:11.848	3:05.888	52.913	1:13.047	94.3	26:21.733
9	1	2:34.742	43.318	45.784	<span style="color: purple;">1:05.640</span>	185.2	37:23.771	7	1	2:45.820	45.806	49.197	1:10.817	191.8	29:07.553
10	1	2:57.490 <b>B</b>	45.040	45.661	1:26.789	163.9	40:21.261	8	1	2:45.882	45.981	<span style="color: green;">48.454</span>	1:11.447	165.9	31:53.435
<b>19</b> MASERATI 300S 1955 1. Pat BUNIATRE TSRC5A							9	1	3:25.910 <b>B</b>	48.307	59.314	1:38.289	177.6	35:19.345	
1	1	7:31.286	5:12.233	56.509	1:22.544	52.2	7:31.286	<b>60</b> PORSCHE RSK 718-60 Spyder 1960 1. Peter VÖGELE TSRC4B							
2	1	3:01.621	50.382	54.413	1:16.826	170.3	10:32.907	1	1	7:22.130	5:07.012	55.439	1:19.679	94.7	7:22.130
3	1	3:04.188	50.886	55.965	1:17.337	157.2	13:37.095	2	1	2:53.107	47.136	52.105	1:13.866	188.8	10:15.237
4	1	2:59.195	49.676	53.886	1:15.633	175.9	16:36.290	3	1	2:47.892	46.127	49.769	1:11.996	192.2	13:03.129
5	1	3:19.670 <b>B</b>	49.157	53.650	1:36.863	167.7	19:55.960	4	1	2:57.568 <b>B</b>	45.403	49.642	1:22.523	190.5	16:00.697
6	1	4:48.316	2:39.480	53.767	1:15.069	101.3	24:44.276	5	1	3:59.551	1:56.781	51.423	1:11.347	95.5	20:00.248
7	1	2:55.030	48.004	51.634	1:15.392	180.0	27:39.306	6	1	2:46.547	45.949	49.550	1:11.048	189.8	22:46.795
8	1	2:52.650	<span style="color: green;">47.756</span>	51.573	1:13.321	181.2	30:31.956	7	1	2:45.742	45.699	49.535	1:10.508	189.8	25:32.537
9	1	2:57.109	50.572	52.302	1:14.235	191.2	33:29.065	8	1	2:46.058	45.314	49.748	1:10.996	190.1	28:18.595
10	1	2:54.773	49.215	52.453	1:13.105	173.9	36:23.838	9	1	<span style="color: green;">2:43.553</span>	<span style="color: green;">45.223</span>	<span style="color: green;">48.671</span>	1:09.659	190.1	31:02.148
11	1	<span style="color: green;">2:52.051</span>	47.832	<span style="color: green;">51.355</span>	<span style="color: green;">1:12.864</span>	174.8	39:15.889	10	1	2:44.870	45.560	49.714	<span style="color: green;">1:09.596</span>	190.1	33:47.018
12	1	3:34.648 <b>B</b>	49.109	54.070	1:51.469	168.2	42:50.537	11	1	2:56.509 <b>B</b>	45.647	49.113	1:21.749	190.1	36:43.527
<b>39</b> ASTON MARTIN DB2 Vantage 1952 1. Michel VERLIEFDEN GTS7A							12	1	3:37.353	1:38.405	48.689	1:10.259	104.2	40:20.880	
1	1	6:26.323	3:29.836	1:24.960	1:31.527	73.2	6:26.323	13	1	2:56.796 <b>B</b>	46.217	48.824	1:21.755	185.6	43:17.676
2	1	3:27.584	58.534	1:01.240	1:27.810	140.3	9:53.907	<b>65</b> ALFA ROMEO Giulietta SZ Coda Tronca 1962 1. Antonio CARRISI 2. Jean-Luc PAPAUX GTS9							
3	1	3:16.486	54.625	58.498	1:23.363	148.6	13:10.393	1	1	9:51.636	7:18.244	1:05.762	1:27.630	88.2	9:51.636
							2	1	3:20.528	56.242	1:00.793	1:23.493	146.1	13:12.164	



## THE GREATEST'S TROPHY DIX MILLE TOURS PRIVATE PRACTICE

### Sector Analysis

■ Personal Best ■ Session Best B Crossing the finish line in 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	3:13.345	53.426	58.506	1:21.413	153.8	16:25.509								
4	1	3:16.081	55.330	58.568	1:22.183	148.4	19:41.590								
5	1	8:42.692	52.569	59.026	6:51.097	165.4	28:24.282								
6	1	3:11.583	53.560	57.966	1:20.057	158.6	31:35.865								
7	1	3:08.572	52.351	56.591	1:19.630	162.7	34:44.437								
8	1	3:05.389	51.910	56.146	1:17.333	161.2	37:49.826								
9	1	<b>3:02.133</b>	<b>50.286</b>	<b>55.201</b>	<b>1:16.646</b>	164.6	40:51.959								

**114** FERRARI 250 GT Drogo 1963  
1. Larry KINCH GTS12

1	1	9:40.625	7:15.117	1:02.076	1:23.432	71.8	9:40.625
2	1	2:53.953	49.184	52.289	1:12.480	169.5	12:34.578
3	1	2:54.852	47.893	53.002	1:13.957	193.9	15:29.430
4	1	8:40.051 B	47.069	51.934	7:01.048	208.9	24:09.481
5	1	3:20.637	1:11.843	53.276	1:15.518	108.9	27:30.118
6	1	2:54.349	48.615	51.942	1:13.792	180.0	30:24.467
7	1	2:52.999	46.871	52.017	1:14.111	201.9	33:17.466
8	1	2:51.354	<b>46.363</b>	<b>50.718</b>	1:14.273	200.4	36:08.820
9	1	<b>2:51.107</b>	46.602	52.038	<b>1:12.467</b>	193.5	38:59.927

**120** FERRARI 250 GT Drogo 1959  
1. Christian DUMOLIN GTS7B

1	1	9:54.490	7:49.120	52.365	1:13.005	95.7	9:54.490
2	1	2:51.542	49.379	49.730	1:12.433	171.4	12:46.032
3	1	2:48.584	47.032	50.006	1:11.546	172.2	15:34.616
4	1	2:51.357	46.016	49.887	1:15.454	196.4	18:25.973
5	1	3:06.766 B	46.858	50.141	1:29.767	185.9	21:32.739
6	1	4:27.516	2:28.693	49.074	1:09.749	83.6	26:00.255
7	1	<b>2:42.536</b>	<b>45.104</b>	<b>48.069</b>	<b>1:09.363</b>	187.5	28:42.791
8	1	2:57.039 B	45.283	48.768	1:22.988	189.8	31:39.830