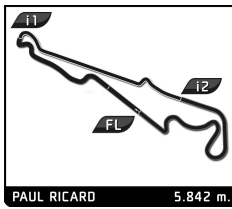


**THE GREATEST'S TROPHY**  
DIX MILLE TOURS  
QUALIFYING

Sector Analysis

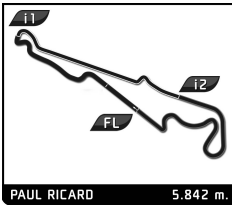
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
<b>4</b> FERRARI 250 GT Berlinetta C 1960															
1. Alexis de BEAUMONT GTS7B															
1	1	3:23.838	1:18.668	52.054	1:13.116	69.6	3:23.838	8	1	6:40.268	4:16.276	59.438	1:24.554	93.9	40:55.731
2	1	2:48.224	46.768	49.964	1:11.492	180.9	6:12.062	14	1	5:52.655	3:57.000	48.918	1:06.737	96.1	5:52.655
3	1	2:46.129	45.743	49.080	1:11.306	183.7	8:58.191	2	1	2:35.459	43.467	45.850	1:06.142	204.9	8:28.114
4	1	2:46.616	46.495	49.775	1:10.346	180.9	11:44.807	3	1	2:34.770	42.583	46.091	1:06.096	205.3	11:02.884
5	1	2:45.389	45.608	49.228	1:10.553	184.6	14:30.196	4	1	2:54.467 B	45.528	47.254	1:21.685	196.0	13:57.351
6	1	2:46.309	45.737	49.387	1:11.185	183.4	17:16.505	5	1	7:57.864	6:02.439	46.829	1:08.596	114.9	21:55.215
7	1	9:44.162 B	48.526	51.755	8:03.881	178.5	27:00.667	6	1	2:36.651	43.189	46.577	1:06.885	200.4	24:31.866
8	1	3:27.465	1:27.563	49.927	1:09.975	112.6	30:28.132	7	1	2:44.761	45.217	49.450	1:10.094	192.9	27:16.627
9	1	2:45.635	45.663	49.812	1:10.160	189.1	33:13.767	8	1	3:59.144 B	1:06.062	1:10.197	1:42.885	201.5	31:15.771
10	1	2:44.849	45.765	48.959	1:10.125	187.8	35:58.616	9	1	9:42.335 B					40:58.106
11	1	2:45.599	46.462	49.066	1:10.071	176.2	38:44.215	19	1	3:26.317	1:14.592	55.509	1:16.216	58.2	3:26.317
12	1	2:43.922	45.331	49.034	1:09.557	185.2	41:28.137	2	1	3:13.294 B	49.031	52.839	1:31.424	172.5	6:39.611
<b>5</b> FERRARI 250 GT Berlinetta 1960															
1. Carlo VÖGELE GTS7B															
2. Yves VÖGELE															
1	1	3:32.117	1:17.450	56.437	1:18.230	70.9	3:32.117	3	1	4:03.837	1:53.711	54.097	1:16.029	107.7	10:43.448
2	1	2:58.247	49.286	52.882	1:16.079	171.4	6:30.364	4	1	2:56.740	49.350	53.207	1:14.183	170.9	13:40.188
3	1	3:09.069 B	49.462	52.396	1:27.211	161.0	9:39.433	5	1	3:21.932 B	49.153	53.550	1:39.229	172.8	17:02.120
4	1	3:42.273	1:37.057	51.494	1:13.722	110.4	13:21.706	39	1	3:55.002	1:27.688	1:01.977	1:25.337	58.1	3:55.002
5	1	2:52.522	47.723	51.878	1:12.921	176.5	16:14.228	2	1	3:13.766	53.711	58.471	1:21.584	157.2	7:08.768
6	1	2:52.649	47.992	51.258	1:13.399	178.2	19:06.877	3	1	3:11.400	53.500	57.802	1:20.098	152.3	10:20.168
7	1	3:06.647 B	47.886	51.411	1:27.350	177.9	22:13.524	4	1	3:12.592	53.291	57.618	1:21.683	153.6	13:32.760
8	1	5:23.002	3:02.379	59.202	1:21.421	92.8	27:36.526	5	1	3:14.298	54.045	59.038	1:21.215	147.9	16:47.058
9	1	3:07.270	51.725	55.622	1:19.923	172.5	30:43.796	6	1	3:27.833 B	53.406	57.551	1:36.876	156.1	20:14.891
10	1	3:07.194	52.361	54.703	1:20.130	170.3	33:50.990	7	1	4:10.864	1:49.132	58.607	1:23.125	83.6	24:25.755
11	1	3:04.755	50.734	54.784	1:19.237	172.0	36:55.745	8	1	3:13.384	55.128	57.958	1:20.298	146.3	27:39.139
12	1	3:03.846	50.974	54.213	1:18.659	172.8	39:59.591	9	1	3:10.085	52.962	56.464	1:20.659	149.6	30:49.224
13	1	3:03.626	50.811	54.437	1:18.378	175.6	43:03.217	10	1	3:10.674	53.195	56.300	1:21.179	164.1	33:59.898
<b>9</b> ALFA ROMEO Giulia TZ 1963															
1. Alain VÖGELE GTS10															
1	1	3:41.968	1:26.155	57.444	1:18.369	60.9	3:41.968	11	1	4:00.236 B	55.262	1:11.189	1:53.785	157.7	38:00.134
2	1	3:04.290	51.107	55.897	1:17.286	167.2	6:46.258	41	1	3:51.347	1:33.573	1:00.209	1:17.565	90.8	3:51.347
3	1	3:03.281	50.513	55.617	1:17.151	166.2	9:49.539	2	1	2:52.552	48.536	50.594	1:13.422	179.4	6:43.899
4	1	3:01.495	50.853	54.303	1:16.339	176.8	12:51.034	3	1	2:44.701	45.767	48.119	1:10.815	196.0	9:28.600
5	1	3:01.573	50.051	54.725	1:16.797	173.4	15:52.607	4	1	2:46.288	46.740	49.003	1:10.545	193.2	12:14.888
6	1	3:02.245	50.106	54.577	1:17.562	172.0	18:54.852	5	1	2:46.493	45.914	49.315	1:11.264	194.9	15:01.381
7	1	3:16.755 B	50.493	55.335	1:30.927	167.2	22:11.607	6	1	2:45.303	46.079	48.852	1:10.372	197.1	17:46.684
8	1	5:18.378	3:09.976	54.228	1:14.174	98.8	27:29.985	7	1	2:44.410	45.704	48.697	1:10.009	201.1	20:31.094
9	1	2:51.144	47.518	51.531	1:12.095	169.5	30:21.129	8	1	2:45.389	45.954	48.788	1:10.647	198.2	23:16.483
10	1	2:49.833	47.031	51.847	1:10.955	181.5	33:10.962	9	1	3:02.404 B	47.568	49.473	1:25.363	189.1	26:18.887
11	1	2:47.199	46.256	50.341	1:10.602	182.7	35:58.161	10	1	4:37.518	2:33.594	50.266	1:13.658	111.8	30:56.405
12	1	2:47.333	46.459	50.705	1:10.169	181.8	38:45.494	11	1	2:48.997	47.097	50.518	1:11.382	199.3	33:45.402
13	1	2:46.616	45.923	50.075	1:10.618	184.9	41:32.110	12	1	2:45.213	45.827	49.104	1:10.282	196.0	36:30.615
<b>12</b> ALFA ROMEO Giulietta SZ 1960															
1. Jean-François PIQUET GTS4B															
1	1	3:56.426	1:36.799	59.149	1:20.478	96.1	3:56.426	13	1	3:26.758 B	47.840	1:00.130	1:38.788	198.2	39:57.373
2	1	3:12.578	53.526	57.637	1:21.415	155.6	7:09.004	47	1	3:48.416	1:34.701	57.825	1:15.890	92.3	3:48.416
3	1	3:26.101 B	53.179	58.308	1:34.614	159.8	10:35.105	2	1	2:51.868	48.020	50.634	1:13.214	185.9	6:40.284
4	1	9:28.685	7:10.448	58.134	1:20.103	85.2	20:03.790	3	1	2:49.520	47.348	49.957	1:12.215	188.8	9:29.804
5	1	3:13.652	55.470	56.610	1:21.572	138.1	23:17.442								
6	1	3:30.749 B	54.360	56.216	1:40.173	147.3	26:48.191								
7	1	7:27.272 B	4:49.970	58.322	1:38.980	83.5	34:15.463								
<b>14</b> JAGUAR Type E Lightweight 1963															
1. Carlos MONTEVERDE GTS12															
1	1	5:52.655	3:57.000	48.918	1:06.737	96.1	5:52.655								
2	1	2:35.459	43.467	45.850	1:06.142	204.9	8:28.114								
3	1	2:34.770	42.583	46.091	1:06.096	205.3	11:02.884								
4	1	2:54.467 B	45.528	47.254	1:21.685	196.0	13:57.351								
5	1	7:57.864	6:02.439	46.829	1:08.596	114.9	21:55.215								
6	1	2:36.651	43.189	46.577	1:06.885	200.4	24:31.866								
7	1	2:44.761	45.217	49.450	1:10.094	192.9	27:16.627								
8	1	3:59.144 B	1:06.062	1:10.197	1:42.885	201.5	31:15.771								
9	1	9:42.335 B					40:58.106								
<b>19</b> MASERATI 300S 1955															
1. Pat BUNIATRE TSRC5A															
1	1	3:26.317	1:14.592	55.509	1:16.216	58.2	3:26.317								
2	1	3:13.294 B	49.031	52.839	1:31.424	172.5	6:39.611								
3	1	4:03.837	1:53.711	54.097	1:16.029	107.7	10:43.448								
4	1	2:56.740	49.350	53.207	1:14.183	170.9	13:40.188								
5	1	3:21.932 B	49.153	53.550	1:39.229	172.8	17:02.120								
<b>39</b> ASTON MARTIN DB2 Vantage 1952															
1. Michel VERLIEFDEN GTS2															
1	1	3:55.002	1:27.688	1:01.977	1:25.337	58.1	3:55.002								
2	1	3:13.766	53.711	58.471	1:21.584	157.2	7:08.768								
3	1	3:11.400	53.500	57.802	1:20.098	152.3	10:20.168								
4	1	3:12.592	53.291	57.618	1:21.683	153.6	13:32.760								
5	1	3:14.298	54.045	59.038	1:21.215	147.9	16:47.058								
6	1	3:27.833 B	53.406	57.551	1:36.876	156.1	20:14.891								
7	1	4:10.864	1:49.132	58.607	1:23.125	83.6	24:25.755								
8	1	3:13.384	55.128	57.958	1:20.298	146.3	27:39.139								
9	1	3:10.085	52.962	56.464	1:20.659	149.6	30:49.224								
10	1	3:10.674	53.195	56.300	1:21.179	164.1	33:59.898								
11	1	4:00.236 B	55.262	1:11.189	1:53.785	157.7	38:00.134								
<b>41</b> FERRARI 275 GTB 4 1966															
1. Jan GIJZEN GTS12															
1	1	3:51.347	1:33.573	1:00.209	1:17.565	90.8	3:51.347								
2	1	2:52.552	48.536	50.594	1:13.422	179.4	6:43.899								
3	1	2:44.701	45.767	48.119	1:10.815	196.0	9:28.600								
4	1	2:46.288	46.740	49.003	1:10.545	193.2	12:14.888								
5	1	2:46.493	45.914	49.315	1:11.264	194.9	15:01.381								



**THE GREATEST'S TROPHY**  
**DIX MILLE TOURS**  
**QUALIFYING**

**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	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
<b>49</b> <b>PORSCHE 904 GTS 1964</b> 1. Hipolito PIREZ GTP11																							
1	1	3:28.064	1:15.211	52.683	1:20.170	67.8	3:28.064	1	1	3:24.565	1:19.239	52.087	1:13.239	67.0	3:24.565	1	1	3:24.565	1:19.239	52.087	1:13.239	67.0	3:24.565
2	1	3:01.205	51.876	52.792	1:16.537	152.3	6:29.269	2	1	2:45.539	46.461	49.034	<b>1:10.044</b>	185.6	6:10.104	2	1	2:45.539	46.461	49.034	<b>1:10.044</b>	185.6	6:10.104
3	1	2:57.660	49.651	52.225	1:15.784	176.2	9:26.929	3	1	2:46.326	45.521	49.312	1:11.493	187.5	8:56.430	3	1	2:46.326	45.521	49.312	1:11.493	187.5	8:56.430
4	1	2:58.909	50.587	53.052	1:15.270	178.8	12:25.838	4	1	2:55.722	<b>B</b> 45.693	49.248	1:20.781	189.5	11:52.152	4	1	2:55.722	<b>B</b> 45.693	49.248	1:20.781	189.5	11:52.152
5	1	2:55.329	48.878	51.163	1:15.288	185.6	15:21.167	5	1	3:37.417	1:36.771	49.697	1:10.949	98.2	15:29.569	5	1	3:37.417	1:36.771	49.697	1:10.949	98.2	15:29.569
6	1	2:58.197	48.835	51.368	1:17.994	192.9	18:19.364	6	1	2:46.528	45.554	48.836	1:12.138	185.9	18:16.097	6	1	2:46.528	45.554	48.836	1:12.138	185.9	18:16.097
7	1	2:55.331	49.999	50.820	1:14.512	180.6	21:14.695	7	1	2:45.251	45.802	<b>48.610</b>	1:10.839	183.7	21:01.348	7	1	2:45.251	45.802	<b>48.610</b>	1:10.839	183.7	21:01.348
8	1	2:56.372	50.716	51.775	<b>1:13.881</b>	179.7	24:11.067	8	1	2:44.525	<b>45.403</b>	48.661	1:10.461	185.6	23:45.873	8	1	2:44.525	<b>45.403</b>	48.661	1:10.461	185.6	23:45.873
9	1	<b>2:52.586</b>	<b>48.015</b>	<b>50.049</b>	1:14.522	192.2	27:03.653	9	1	2:45.711	45.445	49.031	1:11.235	184.6	26:31.584	9	1	2:45.711	45.445	49.031	1:11.235	184.6	26:31.584
10	1	6:43.132	<b>B</b> 48.806	51.432	5:02.894	176.2	33:46.785	10	1	<b>2:44.485</b>	45.470	48.909	1:10.106	184.0	29:16.069	10	1	<b>2:44.485</b>	45.470	48.909	1:10.106	184.0	29:16.069
11	1	3:20.022	<b>B</b> 49.912	54.843	1:35.267	175.6	32:47.855	11	1	2:45.158	45.787	49.216	1:10.155	187.2	32:01.227	11	1	2:45.158	45.787	49.216	1:10.155	187.2	32:01.227
12	1	2:58.958	<b>B</b> 45.938	49.438	1:23.582	186.9	35:00.185	12	1	2:58.958	<b>B</b> 45.938	49.438	1:23.582	186.9	35:00.185	12	1	2:58.958	<b>B</b> 45.938	49.438	1:23.582	186.9	35:00.185
<b>65</b> <b>ALFA ROMEO Giulietta SZ Code Trecca 1962</b> 1. Antonio CARRISI 2. Jean-Luc PAPAUX GTS9																							
1	1	3:39.582	1:18.309	59.389	1:21.884	70.7	3:39.582	1	1	3:39.582	1:18.309	59.389	1:21.884	70.7	3:39.582	1	1	3:39.582	1:18.309	59.389	1:21.884	70.7	3:39.582
2	1	3:12.932	53.004	58.663	1:21.265	159.8	6:52.514	2	1	3:12.932	53.004	58.663	1:21.265	159.8	6:52.514	2	1	3:12.932	53.004	58.663	1:21.265	159.8	6:52.514
3	1	3:12.663	52.496	58.502	1:21.665	161.2	10:05.177	3	1	3:12.663	52.496	58.502	1:21.665	161.2	10:05.177	3	1	3:12.663	52.496	58.502	1:21.665	161.2	10:05.177
4	1	3:10.839	52.613	58.203	1:20.023	159.3	13:16.016	4	1	3:10.839	52.613	58.203	1:20.023	159.3	13:16.016	4	1	3:10.839	52.613	58.203	1:20.023	159.3	13:16.016
5	1	3:10.727	52.688	57.435	1:20.604	157.0	16:26.743	5	1	3:10.727	52.688	57.435	1:20.604	157.0	16:26.743	5	1	3:10.727	52.688	57.435	1:20.604	157.0	16:26.743
6	1	3:33.589	<b>B</b> 53.723	59.702	1:40.164	149.2	20:00.332	6	1	3:33.589	<b>B</b> 53.723	59.702	1:40.164	149.2	20:00.332	6	1	3:33.589	<b>B</b> 53.723	59.702	1:40.164	149.2	20:00.332
7	1	4:33.127	2:16.276	57.249	1:19.602	99.0	24:33.459	7	1	4:33.127	2:16.276	57.249	1:19.602	99.0	24:33.459	7	1	4:33.127	2:16.276	57.249	1:19.602	99.0	24:33.459
8	1	3:07.065	51.900	57.063	1:18.102	161.2	27:40.524	8	1	3:07.065	51.900	57.063	1:18.102	161.2	27:40.524	8	1	3:07.065	51.900	57.063	1:18.102	161.2	27:40.524
9	1	3:09.641	52.616	56.479	1:20.546	162.4	30:50.165	9	1	3:09.641	52.616	56.479	1:20.546	162.4	30:50.165	9	1	3:09.641	52.616	56.479	1:20.546	162.4	30:50.165
10	1	3:05.444	51.569	55.948	1:17.927	161.9	33:55.609	10	1	3:05.444	51.569	55.948	1:17.927	161.9	33:55.609	10	1	3:05.444	51.569	55.948	1:17.927	161.9	33:55.609
11	1	<b>3:02.579</b>	<b>49.957</b>	<b>55.650</b>	<b>1:16.972</b>	160.7	36:58.188	11	1	<b>3:02.579</b>	<b>49.957</b>	<b>55.650</b>	<b>1:16.972</b>	160.7	36:58.188	11	1	<b>3:02.579</b>	<b>49.957</b>	<b>55.650</b>	<b>1:16.972</b>	160.7	36:58.188
12	1	3:02.634	50.331	<b>55.071</b>	1:17.232	163.6	40:00.822	12	1	3:02.634	50.331	<b>55.071</b>	1:17.232	163.6	40:00.822	12	1	3:02.634	50.331	<b>55.071</b>	1:17.232	163.6	40:00.822
<b>66</b> <b>FERRARI 275 GTB 1965</b> 1. Dennis SINGLETON GTS12																							
1	1	3:42.448	1:29.081	56.849	1:16.518	80.7	3:42.448	1	1	3:42.448	1:29.081	56.849	1:16.518	80.7	3:42.448	1	1	3:42.448	1:29.081	56.849	1:16.518	80.7	3:42.448
2	1	3:04.096	51.766	54.925	1:17.405	162.9	6:46.544	2	1	3:04.096	51.766	54.925	1:17.405	162.9	6:46.544	2	1	3:04.096	51.766	54.925	1:17.405	162.9	6:46.544
3	1	2:55.255	48.405	52.123	1:14.727	183.7	9:41.799	3	1	2:55.255	48.405	52.123	1:14.727	183.7	9:41.799	3	1	2:55.255	48.405	52.123	1:14.727	183.7	9:41.799
4	1	2:54.715	49.124	51.280	1:14.311	173.9	12:36.514	4	1	2:54.715	49.124	51.280	1:14.311	173.9	12:36.514	4	1	2:54.715	49.124	51.280	1:14.311	173.9	12:36.514
5	1	2:55.506	49.112	51.109	1:15.285	177.6	15:32.020	5	1	2:55.506	49.112	51.109	1:15.285	177.6	15:32.020	5	1	2:55.506	49.112	51.109	1:15.285	177.6	15:32.020
6	1	2:57.606	50.152	52.069	1:15.385	177.9	18:29.626	6	1	2:57.606	50.152	52.069	1:15.385	177.9	18:29.626	6	1	2:57.606	50.152	52.069	1:15.385	177.9	18:29.626
7	1	2:55.753	48.913	51.621	1:15.219	178.2	21:25.379	7	1	2:55.753	48.913	51.621	1:15.219	178.2	21:25.379	7	1	2:55.753	48.913	51.621	1:15.219	178.2	21:25.379
8	1	2:59.632	49.714	53.638	1:16.280	171.7	24:25.011	8	1	2:59.632	49.714	53.638	1:16.280	171.7	24:25.011	8	1	2:59.632	49.714	53.638	1:16.280	171.7	24:25.011
9	1	4:44.989	<b>B</b> 53.243	53.480	2:58.266	166.9	29:10.000	9	1	4:44.989	<b>B</b> 53.243	53.480	2:58.266	166.9	29:10.000	9	1	4:44.989	<b>B</b> 53.243	53.480	2:58.266	166.9	29:10.000
10	1	3:27.279	1:24.299	49.845	1:13.135	121.8	32:37.279	10	1	3:27.279	1:24.299	49.845	1:13.135	121.8	32:37.279	10	1	3:27.279	1:24.299	49.845	1:13.135	121.8	32:37.279
11	1	3:10.566	46.265	50.336	1:33.965	196.4	35:47.845	11	1	3:10.566	46.265	50.336	1:33.965	196.4	35:47.845	11	1	3:10.566	46.265	50.336	1:33.965	196.4	35:47.845
12	1	<b>2:48.203</b>	<b>46.116</b>	49.901	1:12.186	192.9	38:36.048	12	1	<b>2:48.203</b>	<b>46.116</b>	49.901	1:12.186	192.9	38:36.048	12	1	<b>2:48.203</b>	<b>46.116</b>	49.901	1:12.186	192.9	38:36.048
13	1	2:48.443	46.961	<b>49.611</b>	<b>1:11.871</b>	194.9	41:24.491	13	1	2:48.443	46.961	<b>49.611</b>	<b>1:11.871</b>	194.9	41:24.491	13	1	2:48.443	46.961	<b>49.611</b>	<b>1:11.871</b>	194.9	41:24.491
<b>120</b> <b>FERRARI 250 GT Drogo 1959</b> 1. Christian DUMOLIN GTS7B																							
1	1	3:14.814	1:09.904	51.299	1:13.611	60.6	3:14.814	1	1	3:14.814	1:09.904	51.299	1:13.611	60.6	3:14.814	1	1	3:14.814	1:09.904	51.299	1:13.611	60.6	3:14.814
2	1	2:50.759	47.090	50.857	1:12.812	178.5	6:05.573	2	1	2:50.759	47.090	50.857	1:12.812	178.5	6:05.573	2	1	2:50.759	47.090	50.857	1:12.812	178.5	6:05.573
3	1	2:51.048	46.412	51.606	1:13.030	175.6	8:56.621	3	1	2:51.048	46.412	51.606	1:13.030	175.6	8:56.621	3	1	2:51.048	46.412	51.606	1:13.030	175.6	8:56.621
4	1	2:50.899	47.363	51.680	1:11.856	169.0	11:47.520	4	1	2:50.899	47.363	51.680	1:11.856	169.0	11:47.520	4	1	2:50.899	47.363	51.680	1:11.856	169.0	11:47.520
5	1	2:49.947	46.859	51.380	1:11.708	185.6	14:37.467	5	1	2:49.947	46.859	51.380	1:11.708	185.6	14:37.467	5	1	2:49.947	46.859	51.380	1:11.708	185.6	14:37.467
6	1	2:49.433	46.977	50.631	1:11.825	178.2	17:26.900	6	1	2:49.433	46.977	50.631	1:11.825	178.2	17:26.900	6	1	2:49.433	46.977	50.631	1:11.825	178.2	17:26.900
7	1	2:49.525	46.663	50.700	1:12.162	180.6	20:16.425	7	1	2:49.525	46.663	50.700	1:12.162										



**THE GREATEST'S TROPHY**  
DIX MILLE TOURS  
QUALIFYING

Sector Analysis

PAUL RICARD 5.842 m.

■ 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
12	1	2:47.449	46.844	49.919	1:10.686	177.3	34:17.979								
13	1	3:06.210B	48.729	50.678	1:26.803	182.1	37:24.189								
14	1	3:33.997	1:27.386	53.617	1:12.994	109.1	40:58.186								