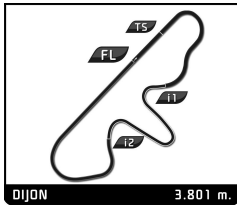


CLASSIC TOURING CHALLENGE
GRAND PRIX DE L'AGE D'OR
PRIVATE PRACTICE

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	Austin Mini Cooper S 1275 1964							-2L	17	1	1:40.989	27.978	36.613	36.398	181.8	33:24.921			
	1.Georges ROCCHIETTA								18	1	1:41.250	28.122	36.524	36.604	172.8	35:06.171			
	2.Philippe QUIRIERE								20	Ford Mustang 289 1965							+2L		
	1	2	3:23.908	1:53.331	41.151	49.426	96.3			3:23.908	1	1	2:48.658	1:28.341	41.017	39.300		114.2	2:48.658
	2	2	2:05.859	32.559	45.573	47.727	138.8			5:29.767	2	1	1:52.686	33.082	39.746	39.858		147.3	4:41.344
	3	2	1:55.261	32.293	42.027	40.941	149.6			7:25.028	3	1	1:47.971	30.613	39.857	37.501		169.5	6:29.315
	4	2	1:47.829	30.069	38.776	38.984	179.7			9:12.857	4	1	1:46.682	30.147	38.998	37.537		164.4	8:15.997
	5	2	1:46.017	28.752	37.862	39.403	183.1			10:58.874	5	1	1:46.871	29.883	39.222	37.766		169.5	10:02.868
	6	2	1:47.311	29.180	38.168	39.963	178.5			12:46.185	6	1	2:45.713	31.380	38.592	1:35.741		169.3	12:48.581
	7	2	1:45.744	28.880	38.074	38.790	181.5			14:31.929	7	1	2:49.675 B	30.908	38.967	1:39.800		160.7	15:38.256
	8	2	2:44.654	44.052	50.800	1:09.802	178.5			17:16.583	8	1	2:26.140	56.671	52.254	37.215		99.7	18:04.396
	9	2	1:49.396	32.219	38.201	38.976	145.0			19:05.979	9	1	1:46.372	30.487	38.920	36.965		163.4	19:50.768
	10	2	1:44.890	28.730	37.581	38.579	181.2			20:50.869	10	1	1:47.525	30.807	38.936	37.782		161.2	21:38.293
	11	2	1:45.567	29.210	38.029	38.328	182.1			22:36.436	11	1	1:46.831	30.814	38.748	37.269		164.4	23:25.124
	12	2	1:44.572	28.337	37.811	38.424	184.0			24:21.008	12	1	1:47.734	30.390	39.215	38.129		164.1	25:12.858
	13	2	1:46.267	29.478	38.101	38.688	180.0			26:07.275	13	1	1:46.213	29.575	39.037	37.601		184.6	26:59.071
	14	2	1:44.968	28.582	37.959	38.427	183.4			27:52.243	14	1	1:46.640	30.330	38.384	37.926		182.4	28:45.711
	15	2	1:44.592	28.586	37.724	38.282	183.4			29:36.835	15	1	1:47.113	30.339	39.087	37.687		173.9	30:32.824
	16	2	1:44.983	28.730	37.919	38.334	183.4			31:21.818	16	1	1:48.205	31.923	38.664	37.618		177.6	32:21.029
	17	2	1:46.170	29.275	38.117	38.778	184.0			33:07.988	17	1	1:47.154	29.280	39.114	38.760		195.7	34:08.183
	18	2	1:45.332	28.499	37.760	39.073	184.0			34:53.320	18	1	1:45.851	29.948	38.295	37.608		188.8	35:54.034
19	2	1:47.267	28.545	39.932	38.790	186.9	36:40.587	19		1	1:46.035	30.009	38.478	37.548	172.8	37:40.069			
20	2	2:56.910 B	28.477	38.135	1:50.298	185.2	39:37.497	20		1	1:45.735	29.836	39.305	36.594	182.1	39:25.804			
21	2	1:54.046	37.629	38.132	38.285	109.9	41:31.543	21	1	1:45.169	29.743	38.151	37.275	167.2	41:10.973				
6	Austin Mini Cooper S 1275 1964							-2L	21	Austin Mini Cooper S 1275 1965							-2L		
	1.Franck MERLINI									1.Simon NOBILI									
	1	1	2:33.279	1:05.965	42.903	44.411	86.1			2:33.279	1	1	2:44.956	1:17.654	44.413	42.889		105.4	2:44.956
	2	1	1:53.911	32.914	39.090	41.907	156.7			4:27.190	2	1	1:58.178	33.507	43.779	40.892		136.7	4:43.134
	3	1	1:56.975	32.977	40.536	43.462	139.2			6:24.165	3	1	1:49.099	31.355	38.150	39.594		174.8	6:32.233
	4	1	1:58.142	32.604	41.759	43.779	147.5			8:22.307	4	1	3:07.103 B	29.380	38.698	1:59.025		179.4	9:39.336
	5	1	1:54.810	32.454	40.417	41.939	140.1			10:17.117	5	1	1:59.791	38.307	39.812	41.672		116.0	11:39.127
	6	1	2:02.681	36.794	40.239	45.648	127.5			12:19.798	6	1	1:46.757	29.432	38.006	39.319		176.8	13:25.884
	7	1	2:10.460	35.096	45.588	49.776	137.6			14:30.258	7	1	2:06.782	29.356	38.000	59.426		178.8	15:32.666
	8	1	2:47.613	46.652	50.535	1:10.426	117.1			17:17.871	8	1	2:15.327	46.980	46.001	42.346		81.5	17:47.993
	9	1	3:23.456 B	33.377	39.874	2:10.205	142.9			20:41.327	9	1	1:46.126	29.464	37.841	38.821		180.3	19:34.119
	10	1	2:01.556	40.546	40.035	40.975	116.5			22:42.883	10	1	1:45.506	29.056	37.759	38.691		180.9	21:19.625
11	1	1:48.660	30.228	38.074	40.358	171.2	24:31.543	11	1	1:46.932	29.903	38.156	38.873	175.0	23:06.557				
18	Alfa Romeo Giulia Sprint GTA 1965							-2L	22	Alfa Romeo Giulia Sprint GTA 1965							-2L		
	1.David HART									1.François RIVAZ									
	2.Olivier HART									2.Frank STIPPLER									
	1	2	2:04.373	50.803	37.128	36.442	110.8			2:04.373	1	2	3:03.087	1:40.917	41.295	40.875		88.5	3:03.087
	2	2	1:39.795	27.534	36.060	36.201	194.9			3:44.168	2	2	1:48.785	31.020	39.767	37.998		157.9	4:51.872
	3	2	1:39.209	27.133	35.602	36.474	201.5			5:23.377	3	2	1:43.156	28.806	36.917	37.433		180.3	6:35.028
	4	2	1:41.085	28.507	36.298	36.280	203.8			7:04.462	4	2	2:10.109	32.679	50.019	47.411		179.4	8:45.137
	5	2	1:39.369	27.318	36.006	36.045	200.7			8:43.831									
	6	2	1:38.528	26.956	35.666	35.906	204.2			10:22.359									
	7	2	5:13.779 B	28.160	35.704	4:09.915	187.8			15:36.138									
	8	1	2:27.147	57.982	51.205	37.960	77.5			18:03.285									
	9	1	1:43.428	29.713	37.344	36.371	157.2			19:46.713									
	10	1	1:42.279	28.897	36.796	36.586	174.2			21:28.992									
	11	1	1:43.664	28.820	37.662	37.182	167.7			23:12.656									
	12	1	1:43.823	28.878	37.305	37.640	168.7			24:56.479									
	13	1	1:42.615	29.135	37.042	36.438	180.9			26:39.094									
14	1	1:41.650	28.074	36.991	36.585	193.9	28:20.744												
15	1	1:41.219	28.039	36.389	36.791	185.6	30:01.963												
16	1	1:41.969	28.061	36.776	37.132	189.1	31:43.932												



CLASSIC TOURING CHALLENGE
GRAND PRIX DE L'AGE D'OR
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
5	2	1:47.047	31.100	37.706	38.241	151.9	10:32.184	3	2	2:35.774 B	30.282	38.778	1:26.714	179.7	8:38.784
6	2	4:03.208 B	30.628	39.998	2:52.582	162.7	14:35.392	4	2	1:53.060	35.929	38.317	38.814	127.2	10:31.844
7	1	2:48.104	49.250	47.695	1:11.159	95.7	17:23.496	5	2	1:49.835	30.188	38.791	40.856	176.8	12:21.679
8	1	1:50.514	32.227	39.262	39.025	149.8	19:14.010	6	2	1:51.357	33.096	38.698	39.563	142.1	14:13.036
9	1	1:43.563	29.218	37.278	37.067	173.6	20:57.573	7	2	4:56.730 B	33.316	42.711	3:40.703	168.0	19:09.766
10	1	1:44.246	28.936	37.984	37.326	170.9	22:41.819	8	1	1:58.692	39.579	39.208	39.905	119.9	21:08.458
11	1	1:41.925	28.586	36.536	36.803	181.5	24:23.744	9	1	1:47.661	30.269	38.115	39.277	165.9	22:56.119
12	1	5:58.778 B	32.908	43.052	4:42.818	160.2	30:22.522	10	1	1:50.134	29.326	41.218	39.590	187.2	24:46.253
13	1	2:20.902	44.920	46.663	49.319	96.3	32:43.424	11	1	1:47.225	29.901	38.047	39.277	163.1	26:33.478
14	1	2:02.124	36.313	43.548	42.263	137.8	34:45.548	12	1	1:46.948	29.811	38.496	38.641	170.1	28:20.426
15	1	1:49.978	32.804	38.836	38.338	149.0	36:35.526	13	1	1:46.999	29.327	38.420	39.252	172.2	30:07.425
16	1	1:45.483	28.952	39.130	37.401	184.3	38:21.009	14	1	1:48.210	30.079	39.829	38.302	165.4	31:55.635
17	1	1:42.726	28.361	36.986	37.379	182.4	40:03.735	15	1	1:45.699	29.610	38.035	38.054	177.3	33:41.334

23 Austin Mini Cooper S 1275 1965
-2L
1. Claude CASSINA
2. Enzo CASSINA

1	1	2:39.299	1:06.841	43.663	48.795	97.0	2:39.299
2	1	8:10.449 B	36.661	43.207	6:50.581	132.0	10:49.748
3	1	2:00.925	38.082	39.208	43.635	123.3	12:50.673
4	1	6:22.360 B	32.782	42.939	5:06.639	163.9	19:13.033
5	2	2:07.948	42.169	44.078	41.701	109.8	21:20.981
6	2	2:00.461	33.616	44.882	41.963	147.7	23:21.442
7	2	2:00.549	31.690	45.506	43.353	157.9	25:21.991
8	2	4:21.287 B	32.442	42.441	3:06.404	156.5	29:43.278
9	1	2:04.141	38.750	41.948	43.443	119.7	31:47.419
10	1	1:54.705	32.218	41.180	41.307	154.9	33:42.124
11	1	1:51.754	32.037	39.247	40.470	144.2	35:33.878
12	1	1:50.274	30.280	40.420	39.574	165.9	37:24.152
13	1	1:50.114	30.381	39.876	39.857	168.5	39:14.266
14	1	1:51.475	31.330	40.051	40.094	177.3	41:05.741

25 BMW 1800 TISA 1965
-2L
1. Roland JORDAN

1	1	4:42.396	3:17.475	42.692	42.229	114.2	4:42.396
2	1	1:55.711	33.115	41.998	40.598	170.9	6:38.107
3	1	1:52.541	30.804	40.783	40.954	180.0	8:30.648
4	1	1:51.390	31.251	39.936	40.203	177.6	10:22.038
5	1	1:54.814	31.800	39.825	43.189	181.5	12:16.852
6	1	3:23.777 B	31.081	40.617	2:12.079	177.3	15:40.629
7	1	2:32.618	56.295	53.651	42.672	96.0	18:13.247
8	1	1:51.438	30.968	39.831	40.639	186.2	20:04.685
9	1	1:50.872	30.609	40.017	40.246	186.9	21:55.557
10	1	1:49.802	30.597	39.418	39.787	185.2	23:45.359
11	1	1:49.550	30.280	39.281	39.989	184.9	25:34.909
12	1	1:50.795	31.464	39.145	40.186	164.1	27:25.704
13	1	1:49.900	30.395	39.342	40.163	186.5	29:15.604
14	1	1:52.544	30.906	41.308	40.330	174.2	31:08.148
15	1	1:52.846	32.070	40.848	39.928	166.4	33:00.994
16	1	1:49.877	30.885	39.053	39.939	184.6	34:50.871
17	1	1:50.805	30.119	40.550	40.136	187.2	36:41.676
18	1	1:48.571	29.739	39.089	39.743	184.3	38:30.247
19	1	1:48.955	30.024	38.944	39.987	188.8	40:19.202

30 Alfa Romeo Giulia Sprint GTA 1965
-2L
1. Yves VÖGELE
2. Alain VÖGELE

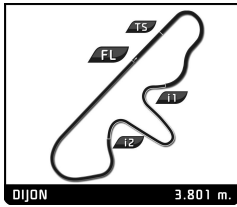
1	2	4:12.025	2:49.318	41.746	40.961	120.4	4:12.025
2	2	1:50.985	31.097	39.777	40.111	173.1	6:03.010

33 Alfa Romeo Giulia Sprint GTA 1965
-2L
1. Roderick JACK
2. Rory JACK

1	2	2:57.873	1:34.896	42.926	40.051	111.7	2:57.873
2	2	1:49.551	30.549	39.450	39.552	181.5	4:47.424
3	2	5:46.987 B	30.708	40.385	4:35.894	168.5	10:34.411
4	2	1:57.095	36.394	38.381	42.320	120.3	12:31.506
5	2	1:49.796	29.538	39.216	41.042	156.5	14:21.302
6	2	2:07.560	32.864	42.852	51.844	180.6	16:28.862
7	2	1:55.305	39.270	38.270	37.765	104.8	18:24.167
8	2	1:42.463	28.124	36.744	37.595	196.7	20:06.630
9	2	1:42.618	28.421	36.907	37.290	194.6	21:49.248
10	2	3:28.631 B	28.165	40.177	2:20.289	194.9	25:17.879
11	1	1:54.239	37.916	37.984	38.339	109.5	27:12.118
12	1	1:43.625	28.732	37.555	37.338	195.3	28:55.743
13	1	1:44.939	28.569	38.460	37.910	191.2	30:40.682
14	1	1:49.205	29.516	37.687	42.002	171.2	32:29.887
15	1	1:43.335	29.047	36.751	37.537	188.8	34:13.222
16	1	1:43.967	28.944	37.259	37.764	198.2	35:57.189
17	1	1:47.116	29.414	39.355	38.347	175.6	37:44.305
18	1	1:43.206	28.432	37.029	37.745	198.5	39:27.511
19	1	1:50.332	30.574	40.559	39.199	196.4	41:17.843

36 Alfa Romeo Giulia Sprint GTA 1965
-2L
1. Nikolaus DITTING

1	1	2:31.782	1:11.170	40.438	40.174	94.4	2:31.782
2	1	1:45.434	29.738	38.042	37.654	179.7	4:17.216
3	1	1:44.445	28.916	37.482	38.047	183.1	6:01.661
4	1	1:44.234	28.730	37.579	37.925	190.5	7:45.895
5	1	5:48.542 B	28.726	37.335	4:42.481	184.0	13:34.437
6	1	2:10.747	38.315	38.862	53.570	117.1	15:45.184
7	1	2:20.922	52.582	50.167	38.173	96.5	18:06.106
8	1	1:44.096	29.113	37.418	37.565	176.2	19:50.202
9	1	1:43.924	28.743	37.516	37.665	189.8	21:34.126
10	1	1:42.728	28.622	36.753	37.353	188.2	23:16.854
11	1	1:42.441	28.356	36.744	37.341	193.2	24:59.295
12	1	1:43.879	28.422	37.839	37.618	194.2	26:43.174
13	1	1:42.580	28.294	36.923	37.363	187.2	28:25.754
14	1	1:43.905	28.628	37.567	37.710	190.1	30:09.659
15	1	1:43.453	28.472	37.494	37.487	186.9	31:53.112
16	1	1:42.659	28.225	37.016	37.418	194.9	33:35.771
17	1	1:44.787	29.706	37.464	37.617	194.6	35:20.558
18	1	1:44.975	28.418	38.326	38.231	193.9	37:05.533
19	1	1:43.930	28.664	37.740	37.526	190.5	38:49.463

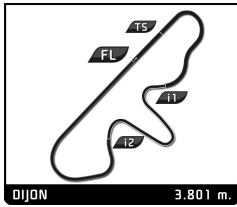


CLASSIC TOURING CHALLENGE
GRAND PRIX DE L'AGE D'OR
PRIVATE PRACTICE

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
20	1	1:42.037	28.148	36.800	37.089	192.9	40:31.500	8	2	1:38.946	27.564	36.101	35.281	184.9	19:10.778
40 Alfa Romeo Giulia Sprint GTA 1965 1. Michael ERLICH -2L								9 2 1:38.377 27.432 36.087 34.858 185.9 20:49.155 10 2 1:38.194 27.398 35.675 35.121 193.5 22:27.349 11 2 1:37.983 27.587 35.847 34.549 184.6 24:05.332							
1 1 3:11.642 1:47.748 42.373 41.521 105.3 3:11.642 2 1 1:48.490 30.485 39.024 38.981 170.1 5:00.132 3 1 1:47.941 29.787 39.687 38.467 182.1 6:48.073 4 1 1:47.171 29.688 38.967 38.516 186.5 8:35.244 5 1 1:47.424 29.571 39.247 38.606 190.5 10:22.668 6 1 4:34.435 B 30.338 39.314 3:24.783 187.2 14:57.103 7 1 2:40.438 52.213 54.594 53.631 89.6 17:37.541 8 1 1:51.114 31.674 39.718 39.722 174.8 19:28.655 9 1 1:49.790 29.928 39.841 40.021 186.2 21:18.445 10 1 1:46.806 29.554 38.329 38.923 176.8 23:05.251 11 1 1:46.473 29.516 38.368 38.589 186.5 24:51.724 12 1 1:45.661 29.185 38.231 38.245 191.2 26:37.385 13 1 1:48.329 29.414 39.751 39.164 189.1 28:25.714 14 1 1:46.714 29.792 38.585 38.337 191.5 30:12.428 15 1 1:46.016 29.430 38.340 38.246 191.2 31:58.444 16 1 1:45.586 29.371 38.378 37.837 192.2 33:44.030 17 1 1:46.196 28.891 38.283 39.022 192.9 35:30.226 18 1 1:45.806 28.923 38.681 38.202 191.8 37:16.032 19 1 1:45.316 28.979 37.981 38.356 194.9 39:01.348 20 1 1:45.624 28.983 38.509 38.132 193.9 40:46.972								69 Chevrolet Corvette C1 Phase 2 1960 1. Michel GROSFillier +2L							
62 Austin Mini Cooper S 1275 1964 1. André PIGUET -2L								1 1 30:52.796 ... 42.250 38.663 120.9 30:52.796 2 1 1:54.220 31.727 43.634 38.859 174.2 32:47.016 3 1 1:53.337 33.514 40.388 39.435 147.3 34:40.353 4 1 1:49.251 31.362 39.752 38.137 170.9 36:29.604 5 1 1:53.311 33.024 41.853 38.434 149.6 38:22.915 6 1 1:50.559 32.079 39.554 38.926 162.9 40:13.474							
1 1 3:24.601 1:49.427 47.500 47.674 86.4 3:24.601 2 1 2:05.869 35.914 44.328 45.627 134.8 5:30.470 3 1 2:00.562 34.436 42.459 43.667 150.8 7:31.032 4 1 1:59.082 33.430 42.738 42.914 142.5 9:30.114 5 1 1:57.846 33.726 41.100 43.020 142.1 11:27.960 6 1 1:58.195 33.977 41.008 43.210 130.1 13:26.155 7 1 2:08.678 31.771 40.313 56.594 161.0 15:34.833 8 1 2:14.998 46.429 46.920 41.649 81.6 17:49.831 9 1 1:51.414 30.858 39.463 41.093 163.9 19:41.245 10 1 1:54.158 31.237 41.776 41.145 156.7 21:35.403 11 1 1:51.299 30.731 39.495 41.073 165.4 23:26.702 12 1 1:51.687 31.262 39.855 40.570 161.0 25:18.389 13 1 1:54.755 32.807 40.913 41.035 154.7 27:13.144 14 1 1:49.704 30.037 39.619 40.048 170.3 29:02.848 15 1 1:49.843 30.737 39.071 40.035 168.5 30:52.691 16 1 1:52.338 31.799 39.779 40.760 161.2 32:45.029 17 1 1:49.410 30.823 38.692 39.895 159.8 34:34.439 18 1 1:49.036 30.082 39.233 39.721 168.2 36:23.475 19 1 1:50.988 29.676 41.160 40.152 173.9 38:14.463 20 1 1:48.973 30.362 38.595 40.016 160.2 40:03.436								76 Ford Mustang 289 1965 1. Abraham BONTRUP +2L 2. Bas JANSEN							
67 Ford Mustang 289 1965 1. James THORPE +2L 2. Phil KEEN								1 2 2:03.368 48.780 37.741 36.847 90.3 2:03.368 2 2 1:42.616 28.337 37.944 36.335 189.8 3:45.984 3 2 1:41.604 28.122 36.979 36.503 195.7 5:27.588 4 2 1:42.269 28.477 37.242 36.550 196.0 7:09.857 5 2 1:41.463 27.791 37.231 36.441 197.8 8:51.320 6 2 1:41.574 28.078 37.216 36.280 193.9 10:32.894 7 2 1:44.485 29.476 37.692 37.317 178.2 12:17.379 8 2 1:45.085 31.002 37.579 36.504 158.8 14:02.464 9 2 2:13.016 28.548 42.548 1:01.920 181.8 16:15.480 10 2 3:58.103 B 46.230 40.350 2:31.523 85.4 20:13.583 11 1 1:52.981 36.821 38.473 37.687 135.8 22:06.564 12 1 1:45.273 29.952 38.716 36.605 174.8 23:51.837 13 1 1:43.794 29.820 37.521 36.453 168.7 25:35.631 14 1 1:44.153 29.481 37.986 36.686 169.8 27:19.784 15 1 1:43.363 29.489 37.453 36.421 172.8 29:03.147 16 1 1:43.556 29.448 37.653 36.455 180.6 30:46.703 17 1 1:44.408 29.305 38.328 36.775 171.7 32:31.111 18 1 1:42.981 29.076 37.407 36.498 186.5 34:14.092 19 1 1:43.008 28.777 38.088 36.143 180.6 35:57.100 20 1 1:43.368 28.749 37.706 36.913 173.6 37:40.468 21 1 1:43.853 29.857 37.976 36.020 168.0 39:24.321 22 1 1:43.104 29.585 37.291 36.228 157.0 41:07.425							
1 1 1:59.865 47.605 36.926 35.334 91.6 1:59.865 2 1 1:39.136 27.743 36.280 35.113 184.0 3:39.001 3 1 1:39.785 27.214 36.928 35.643 197.8 5:18.786 4 1 1:38.554 27.582 35.988 34.984 193.2 6:57.340 5 1 1:40.966 29.182 36.386 35.398 196.4 8:38.306 6 1 6:09.527 B 29.869 39.562 5:00.096 184.0 14:47.833 7 2 2:43.999 1:00.631 54.574 48.794 75.3 17:31.832								79 Ford Cortina Lotus 1965 1. Mark DRAIN -2L							
								1 1 2:11.638 50.515 41.196 39.927 97.8 2:11.638 2 1 1:49.532 31.099 39.762 38.671 157.4 4:01.170 3 1 1:45.398 29.422 37.766 38.210 179.7 5:46.568 4 1 1:45.039 29.060 37.791 38.188 177.9 7:31.607 5 1 1:44.772 28.905 37.933 37.934 168.0 9:16.379 6 1 1:45.140 28.911 38.444 37.785 181.8 11:01.519 7 1 1:44.981 28.581 37.610 38.790 190.5 12:46.500 8 1 1:46.594 30.131 37.619 38.844 164.1 14:33.094 9 1 2:45.565 44.836 50.753 1:09.976 131.1 17:18.659 10 1 1:48.162 31.411 39.037 37.714 153.2 19:06.821 11 1 1:43.889 28.970 37.420 37.499 177.6 20:50.710 12 1 1:43.369 28.736 37.092 37.541 186.5 22:34.079 13 1 1:42.671 28.384 37.224 37.063 187.8 24:16.750 14 1 1:42.850 28.478 37.137 37.235 188.2 25:59.600 15 1 1:42.489 28.293 37.138 37.058 192.2 27:42.089 16 1 1:42.630 28.445 37.088 37.097 196.0 29:24.719							

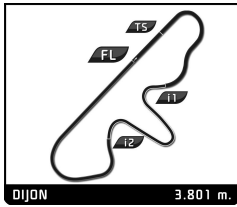


CLASSIC TOURING CHALLENGE
GRAND PRIX DE L'AGE D'OR
PRIVATE PRACTICE

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	
84		Austin Mini Cooper S 1275 1965														
		1. Romain GUERARDELLE -2L														
		2. Charles-Edouard ROUSSE														
1	1	2:13.204	51.972	40.325	40.907	105.4	2:13.204	3	1	1:44.731	28.662	38.530	37.539	184.9	6:00.655	
2	1	1:48.436	29.632	38.876	39.928	173.9	4:01.640	4	1	1:42.665	28.097	37.059	37.509	182.4	7:43.320	
3	1	1:47.425	29.214	38.888	39.323	178.2	5:49.065	5	1	5:05.928 B	28.923	42.406	3:54.599	166.9	12:49.248	
4	1	1:46.339	29.204	38.087	39.048	180.3	7:35.404	6	1	1:52.230	34.091	38.272	39.867	126.9	14:41.478	
5	1	1:48.444	29.357	39.874	39.213	181.5	9:23.848	7	1	5:54.438 B	47.258	49.754	4:17.426	86.7	20:35.916	
6	1	1:46.693	29.210	38.161	39.322	179.7	11:10.541	8	1	2:12.150	43.804	44.909	43.437	103.0	22:48.066	
7	1	1:50.009	29.997	38.267	41.745	164.9	13:00.550	9	1	2:01.584	34.851	44.036	42.697	126.8	24:49.650	
8	1	3:47.383 B	31.407	38.206	2:37.770	141.0	16:47.933	10	1	1:58.027	34.147	42.667	41.213	144.0	26:47.677	
9	2	2:11.109	47.166	43.034	40.909	82.7	18:59.042	11	1	1:58.040	33.726	41.556	42.758	141.4	28:45.717	
10	2	1:46.164	29.435	37.869	38.860	173.1	20:45.206	12	1	1:56.344	32.413	40.938	42.993	146.9	30:42.061	
11	2	1:45.737	28.910	37.594	39.233	179.4	22:30.943									
12	2	1:45.315	28.828	37.531	38.956	181.5	24:16.258									
13	2	3:29.933 B	30.623	39.611	2:19.699	170.3	27:46.191									
14	2	1:55.334	37.679	38.580	39.075	107.9	29:41.525									
15	2	1:45.416	28.655	37.703	39.058	181.8	31:26.941									
16	2	1:45.912	28.565	38.166	39.181	182.1	33:12.853									
17	2	1:44.794	28.642	37.344	38.808	180.9	34:57.647									
89		Ford Mustang 289 1965														
		1. Phil MULACEK +2L														
		2. Sterling MULACEK														
1	2	2:36.247	1:13.949	41.762	40.536	117.5	2:36.247									
2	2	1:50.466	32.182	39.282	39.002	157.9	4:26.713									
3	2	1:56.219	33.056	41.739	41.424	141.5	6:22.932									
4	2	1:50.130	32.444	39.022	38.664	150.0	8:13.062									
5	2	1:51.896	31.989	40.716	39.191	159.5	10:04.958									
6	2	1:54.967	33.922	39.391	41.654	153.8	11:59.925									
7	2	1:54.858	34.486	39.509	40.863	139.4	13:54.783									
8	2	2:02.016	32.272	41.169	48.575	162.4	15:56.799									
9	2	3:44.961 B	45.318	50.840	2:08.803	97.5	19:41.760									
10	2	2:01.741	43.536	39.383	38.822	95.5	21:43.501									
11	2	1:52.684	33.158	40.043	39.483	152.8	23:36.185									
12	2	1:51.285	31.775	39.160	40.350	161.9	25:27.470									
13	2	1:51.288	32.631	39.156	39.501	146.3	27:18.758									
14	2	1:54.968	33.008	41.256	40.704	146.9	29:13.726									
15	2	1:52.921	32.105	41.197	39.619	172.8	31:06.647									
16	2	1:52.394	32.517	40.636	39.241	153.0	32:59.041									
17	2	1:54.488	33.659	39.634	41.195	151.7	34:53.529									
18	2	1:53.448	33.609	39.960	39.879	141.4	36:46.977									
19	2	1:51.170	32.065	39.632	39.473	153.6	38:38.147									
20	2	1:54.123	33.247	39.867	41.009	141.2	40:32.270									
117		Ford Anglia Super 1965														
		1. Grégory CARINI -2L														
1	1	3:17.065	1:47.262	45.803	44.000	84.7	3:17.065									
2	1	2:00.740	36.266	42.472	42.002	129.8	5:17.805									
3	1	1:57.906	35.569	41.245	41.092	126.0	7:15.711									
4	1	1:56.487	33.676	41.083	41.728	137.8	9:12.198									
5	1	1:55.960	32.749	41.049	42.162	157.9	11:08.158									
136		Ford Cortina Lotus 1965														
		1. Mr STEEL -2L														
		2. Michael LYONS														
1	1	2:29.515	1:10.037	40.521	38.957	77.2	2:29.515									
2	1	1:46.409	30.437	38.262	37.710	174.2	4:15.924									
155		Alfa Romeo Giulia Sprint GTA 1965														
		1. Daniel HAGER -2L														
		2. Peter PRALLER														
1	2	2:11.261	48.781	42.393	40.087	102.0	2:11.261									
2	2	1:48.657	30.731	38.706	39.220	167.2	3:59.918									
3	2	1:46.795	29.536	38.383	38.876	180.9	5:46.713									
4	2	1:46.875	29.997	38.628	38.250	155.6	7:33.588									
5	2	4:48.426 B	30.481	38.649	3:39.296	163.9	12:22.014									
6	1	2:06.941	42.180	42.372	42.389	86.0	14:28.955									
7	1	2:47.142	42.634	51.955	1:12.553	136.2	17:16.097									
8	1	1:58.347	32.966	41.212	44.169	150.8	19:14.444									
9	1	1:54.109	31.724	40.312	42.073	170.1	21:08.553									
10	1	1:55.718	32.648	40.474	42.596	162.4	23:04.271									
11	1	1:55.824	33.194	40.626	42.004	164.4	25:00.095									
12	1	1:52.787	30.684	40.438	41.665	180.9	26:52.882									
13	1	1:51.480	30.922	39.879	40.679	174.8	28:44.362									
14	1	1:54.333	30.570	40.204	43.559	188.8	30:38.695									
172		Ford Mustang 289 1965														
		1. Jean-Pierre GAGICK +2L														
		2. Jean-François COGET														
1	2	2:21.232	1:02.392	40.121	38.719	105.9	2:21.232									
2	2	1:47.024	30.122	38.090	38.812	165.6	4:08.256									
3	2	1:46.077	30.072	38.134	37.871	159.5	5:54.333									
4	2	1:46.106	29.843	38.636	37.627	160.7	7:40.439									
5	2	5:01.948 B	29.943	38.668	3:53.337	169.0	12:42.387									
6	1	1:57.405	39.649	39.177	38.579	111.5	14:39.792									
7	1	2:40.979	42.487	48.456	1:10.036	139.7	17:20.771									
8	1	1:47.593	31.406	38.187	38.000	159.1	19:08.364									
9	1	1:44.269	29.254	37.741	37.274	179.1	20:52.633									
10	1	1:45.345	29.518	38.285	37.542	192.9	22:37.978									
11	1	1:43.407	28.890	37.176	37.341	205.3	24:21.385									
12	1	1:43.592	28.856	37.122	37.614	186.5	26:04.977									
13	1	1:44.318	29.016	37.431	37.871	186.9	27:49.295									
14	1	1:43.407	28.602	37.503	37.302	196.7	29:32.702									
15	1	1:45.787	28.904	39.087	37.796	196.4	31:18.489									
16	1	1:50.074	31.028	37.593	41.453	159.5	33:08.563									
17	1	1:43.749	29.469	37.167	37.113	174.8	34:52.312									
18	1	1:44.005	28.986	37.507	37.512	195.7	36:36.317									
19	1	1:43.637	28.752	37.713	37.172	192.9	38:19.954									
20	1	1:42.843	28.703	37.166	36.974	195.7	40:02.797									
179		Ford Falcon Sprint 1965														
		1. Karsten LE BLANC +2L														
		2. Christiaan VAN LANSCHC														
1	1	2:47.797	1:19.024	45.304	43.469	88.8	2:47.797									
2	1	1:57.646	34.969	41.150	41.527	125.4	4:45.443									
3	1	1:56.113	33.866	40.278	41.969	142.5	6:41.556									
4	1	3:59.585 B	33.322	38.827	2:47.436	126.5	10:41.141									

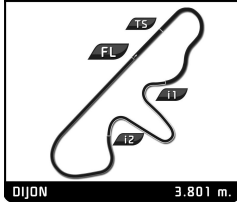


CLASSIC TOURING CHALLENGE
GRAND PRIX DE L'AGE D'OR
PRIVATE PRACTICE

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
180 Alfa Romeo Giulia Sprint GTA 1965 1.Xavier GALANT -2L 2.Olivier GALANT															
1	1	2:25.661	59.568	42.894	43.199	89.9	2:25.661								
2	1	1:58.876	34.788	41.784	42.304	132.4	4:24.537								
3	1	1:53.331	32.624	40.170	40.537	145.9	6:17.868								
4	1	1:52.064	32.101	39.644	40.319	163.6	8:09.932								
5	1	1:49.440	30.775	39.213	39.452	167.4	9:59.372								
6	1	1:50.787	31.719	39.280	39.788	166.4	11:50.159								
7	1	1:48.976	30.731	38.597	39.648	173.4	13:39.135								
8	1	2:04.739	30.541	38.492	55.706	168.0	15:43.874								
9	1	2:25.860	51.765	53.823	40.272	95.9	18:09.734								
10	1	5:05.591	B 30.922	38.596	3:56.073	161.4	23:15.325								
11	2	2:03.726	45.057	39.134	39.535	107.7	25:19.051								
12	2	1:51.864	34.158	38.990	38.716	145.4	27:10.915								
13	2	1:43.840	29.252	36.968	37.620	168.7	28:54.755								
14	2	1:45.131	29.005	38.196	37.930	176.2	30:39.886								
15	2	1:44.983	28.664	37.547	38.772	180.3	32:24.869								
16	2	1:43.968	28.755	37.124	38.089	182.1	34:08.837								
17	2	1:43.443	28.689	37.012	37.742	181.2	35:52.280								
18	2	1:42.512	28.197	36.817	37.498	183.1	37:34.792								
19	2	1:42.260	28.026	36.788	37.446	192.2	39:17.052								
20	2	1:42.596	28.069	36.762	37.765	196.4	40:59.648								
189 Alfa Romeo Giulia Sprint GTA 1965 1.Max BANKS -2L 2.Andrew BANKS															
1	1	2:34.978	1:19.855	37.581	37.542	126.0	2:34.978								
2	1	1:42.537	28.356	37.167	37.014	186.2	4:17.515								
3	1	1:40.513	27.580	36.552	36.381	201.9	5:58.028								
4	1	1:39.606	27.367	36.259	35.980	192.2	7:37.634								
5	1	1:40.327	27.312	36.752	36.263	203.8	9:17.961								
6	1	1:40.943	27.565	36.865	36.513	204.9	10:58.904								
7	1	1:39.778	27.404	35.962	36.412	202.2	12:38.682								
8	1	1:40.248	27.741	35.647	36.860	203.4	14:18.930								
9	1	2:03.893	29.233	42.845	51.815	204.9	16:22.823								
10	1	1:53.303	39.715	37.661	35.927	117.8	18:16.126								
11	1	4:24.553	B 27.605	36.478	3:20.470	206.9	22:40.679								
12	2	1:53.468	37.119	38.634	37.715	123.3	24:34.147								
13	2	1:42.838	29.350	36.706	36.782	170.3	26:16.985								
14	2	1:41.322	27.830	37.071	36.421	194.2	27:58.307								
15	2	1:39.334	27.526	35.844	35.964	200.0	29:37.641								
16	2	1:41.175	28.534	36.604	36.037	204.5	31:18.816								
17	2	1:41.098	28.386	36.065	36.647	183.4	32:59.914								
18	2	1:39.166	27.484	35.669	36.013	185.6	34:39.080								
19	2	1:38.190	27.031	35.678	35.481	206.9	36:17.270								
20	2	1:38.281	27.188	35.500	35.593	204.5	37:55.551								
21	2	1:38.789	27.025	35.656	36.108	211.8	39:34.340								
191 Ford Mustang 289 1965 1.Philippe LOUET +2L 2.Pascal RAJON															
1	1	2:25.634	1:01.074	42.491	42.069	90.2	2:25.634								
2	1	1:59.723	32.655	43.211	43.857	152.3	4:25.357								
3	1	1:58.421	33.114	41.878	43.429	142.3	6:23.778								
4	1	1:55.862	32.337	41.190	42.335	152.1	8:19.640								
5	1	1:58.304	32.788	43.708	41.808	147.3	10:17.944								
6	1	5:14.027	B 32.735	40.720	4:00.572	145.2	15:31.971								
7	1	2:19.960	50.763	47.648	41.549	76.5	17:51.931								
8	1	1:54.504	31.383	41.227	41.894	170.1	19:46.435								
9	1	1:56.408	32.088	42.932	41.388	169.0	21:42.843								
10	1	1:54.393	32.011	41.331	41.051	162.7	23:37.236								
11	1	1:52.663	32.056	40.243	40.364	156.7	25:29.899								
12	1	1:50.757	31.178	39.716	39.863	160.7	27:20.656								
13	1	1:54.238	31.859	41.352	41.027	155.4	29:14.894								
14	1	1:51.952	31.214	40.355	40.383	170.6	31:06.846								
15	1	1:55.757	32.999	41.959	40.799	150.8	33:02.603								
16	1	1:51.091	30.912	39.943	40.236	166.9	34:53.694								
17	1	1:52.035	31.522	40.703	39.810	161.7	36:45.729								
18	1	1:52.675	31.333	40.567	40.775	165.9	38:38.404								
19	1	1:52.773	31.931	40.265	40.577	162.7	40:31.177								
246 Ford Falcon Sprint 1964 1.Peter JOOS +2L															
1	1	5:29.068	4:04.286	42.931	41.851	97.5	5:29.068								
2	1	1:54.081	32.600	40.619	40.862	144.6	7:23.149								
3	1	3:39.099	B 31.713	40.625	2:26.761	161.9	11:02.248								
4	1	2:02.360	40.230	40.277	41.853	117.5	13:04.608								
5	1	2:02.839	33.588	40.036	49.215	139.0	15:07.447								
6	1	2:29.762	45.870	52.218	51.674	90.5	17:37.209								
7	1	1:49.873	31.688	39.325	38.860	169.8	19:27.082								
8	1	1:50.280	31.264	39.311	39.705	165.1	21:17.362								
9	1	5:29.684	B 36.387	43.773	4:09.524	137.1	26:47.046								
10	1	1:59.154	38.926	40.522	39.706	131.9	28:46.200								
11	1	1:48.997	30.736	38.890	39.371	173.9	30:35.197								
12	1	1:48.454	30.458	38.817	39.179	184.3	32:23.651								
13	1	1:48.138	30.409	39.440	38.289	197.4	34:11.789								
14	1	1:47.718	30.347	39.263	38.108	179.7	35:59.507								
15	1	1:47.360	30.423	38.570	38.367	172.2	37:46.867								
16	1	1:46.841	30.017	38.113	38.711	184.6	39:33.708								
17	1	1:46.319	30.285	37.980	38.054	174.5	41:20.027								
277 Alfa Romeo Giulia Sprint GTA 1965 1.Gaby VON OPPENHEIM -2L															
1	1	3:10.622	1:48.062	41.863	40.697	111.7	3:10.622								
2	1	1:48.292	29.959	38.913	39.420	186.9	4:58.914								
3	1	1:47.709	30.001	38.405	39.303	188.2	6:46.623								
4	1	1:46.776	29.925	38.250	38.601	181.5	8:33.399								
5	1	3:22.572	B 29.453	39.341	2:13.778	192.5	11:55.971								
6	1	1:55.075	35.909	38.281	40.885	128.1	13:51.046								
7	1	2:04.979	29.251	43.377	52.351	182.1	15:56.025								
8	1	2:15.955	44.537	50.446	40.972	102.3	18:11.980								
9	1	1:47.766	29.789	38.926	39.051	183.4	19:59.746								
10	1	1:45.323	29.158	37.559	38.606	195.3	21:45.069								
11	1	1:48.155	31.019	37.760	39.376	184.3	23:33.224								
12	1	1:46.751	30.513	37.481	38.757	193.2	25:19.975								



CLASSIC TOURING CHALLENGE

GRAND PRIX DE L'AGE D'OR

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
13	1	1:48.477	30.930	38.185	39.362	186.5	27:08.452								
14	1	1:45.650	29.974	37.308	38.368	187.5	28:54.102								
15	1	1:46.229	29.287	38.996	37.946	189.5	30:40.331								
16	1	1:44.916	29.257	37.098	38.561	180.3	32:25.247								

777		Ford Mustang 289 1965							
		1. Guy ZISER						+2L	
		2. Oli WEBB							
1	1	2:43.576	1:19.676	42.973	40.927	110.3	2:43.576		
2	1	1:51.316	32.871	39.923	38.522	159.3	4:34.892		
3	1	1:48.297	29.151	40.244	38.902	201.9	6:23.189		
4	1	1:45.730	29.907	38.427	37.396	183.7	8:08.919		
5	1	1:45.730	29.406	39.302	37.022	200.4	9:54.649		
6	1	3:47.916 B	39.893	39.442	2:28.581	209.3	13:42.565		
7	1	2:12.592	36.876	43.534	52.182	118.0	15:55.157		
8	1	2:15.247	44.561	50.878	39.808	112.1	18:10.404		
9	1	1:47.553	30.717	38.794	38.042	172.2	19:57.957		
10	1	1:45.047	28.940	38.611	37.496	181.5	21:43.004		
11	1	1:44.304	29.230	38.735	36.339	183.7	23:27.308		
12	1	2:41.388 B	29.586	38.873	1:32.929	175.6	26:08.696		
13	1	3:13.726 B	35.582	39.468	1:58.676	131.5	29:22.422		
14	1	4:11.562 B	38.858	45.574	2:47.130	114.2	33:33.984		
15	1	1:54.938	36.055	38.779	40.104	126.2	35:28.922		
16	1	1:44.874	29.759	38.488	36.627	179.4	37:13.796		
17	1	1:43.805	28.581	38.137	37.087	190.1	38:57.601		
18	1	1:46.164	29.019	39.932	37.213	194.2	40:43.765		