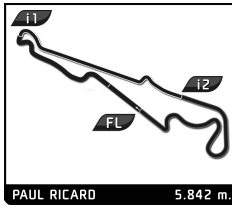


## THE GENTLEMEN CHALLENGE DIX MILLE TOURS QUALIFYING

### Sector Analysis

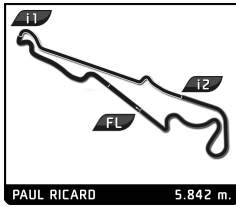
■ Personal Best ■ Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed								
<b>6</b> Maserati A6 GCS 1954																							
1.Jean-Jacques BALLY E																							
1	1	5:40.099	3:22.394	59.511	1:18.194	94.7	5:40.099	6	1	2:43.059	45.472	48.701	1:08.886	183.7	19:02.815								
2	1	3:01.318	49.207	54.785	1:17.326	176.2	8:41.417	7	1	2:45.769	47.009	49.060	1:09.700	183.4	21:48.584								
3	1	3:07.657	52.704	55.625	1:19.328	134.7	11:49.074	8	1	2:41.591	44.581	48.138	1:08.872	194.9	24:30.175								
4	1	2:59.768	48.993	54.582	1:16.193	167.4	14:48.842	9	1	2:38.563	44.770	46.635	<b>1:07.158</b>	196.7	27:08.738								
5	1	3:01.377	48.385	55.163	1:17.829	176.8	17:50.219	10	1	2:47.567	44.655	49.022	1:13.890	190.5	29:56.305								
6	1	3:01.613	48.807	55.681	1:17.125	164.4	20:51.832																
7	1	<b>2:56.939</b>	49.084	<b>52.853</b>	<b>1:15.002</b>	184.0	23:48.771																
8	1	2:57.113	<b>48.161</b>	53.336	1:15.616	165.9	26:45.884																
9	1	2:59.556	49.535	53.106	1:16.915	178.5	29:45.440																
10	1	3:01.075	49.165	53.644	1:18.266	175.9	32:46.515																
<b>8</b> MG B 1964																							
1.Emmanuel DE NOAILLES F																							
2.Antoine MOREAU																							
1	2	5:45.491	3:16.986	1:05.774	1:22.731	106.7	5:45.491																
2	2	3:08.705	50.896	57.375	1:20.434	165.9	8:54.196																
3	2	3:07.106	51.727	56.112	1:19.267	166.4	12:01.302																
4	2	<b>3:05.945</b>	50.641	57.330	<b>1:17.974</b>	165.6	15:07.247																
5	2	3:17.398 B	50.710	56.044	1:30.644	165.9	18:24.645																
6	1	4:34.260	2:18.289	57.467	1:18.504	99.5	22:58.905																
7	1	3:19.734	50.523	1:05.210	1:24.001	168.5	26:18.639																
8	1	3:08.121	<b>50.120</b>	57.196	1:20.805	167.2	29:26.760																
9	1	3:08.282	50.364	<b>55.924</b>	1:21.994	166.9	32:35.042																
<b>9</b> Alfa Romeo Giulia TZ 1964																							
1.Alain VÖGELE F																							
1	1	5:32.901	3:24.182	54.361	1:14.358	102.0	5:32.901																
2	1	2:57.355	47.723	52.744	1:16.888	174.2	8:30.256																
3	1	2:56.022	49.560	52.874	1:13.588	185.6	11:26.278																
4	1	2:56.877	47.903	53.466	1:15.508	182.4	14:23.155																
5	1	<b>2:52.455</b>	<b>47.419</b>	51.600	1:13.436	180.6	17:15.610																
6	1	2:52.605	47.728	<b>51.448</b>	<b>1:13.429</b>	184.0	20:08.215																
7	1	2:53.579	47.477	51.592	1:14.510	185.2	23:01.794																
8	1	3:06.739	47.855	1:01.774	1:17.110	184.9	26:08.533																
9	1	3:04.490 B	49.357	51.824	1:23.309	186.5	29:13.023																
<b>10</b> Alfa Romeo Giulietta SZ Code Tracce 1965																							
1.Roberto TURRIZIANI F																							
2.Maurizio BIANCO																							
1	1	4:42.444	2:19.522	1:02.234	1:20.688	88.4	4:42.444																
2	1	3:04.192	51.071	54.925	1:18.196	175.3	7:46.636																
3	1	3:02.397	50.738	55.131	1:16.528	178.8	10:49.033																
4	1	2:59.438	49.341	54.228	1:15.869	176.8	13:48.471																
5	1	4:45.811 B	51.204	57.629	2:56.978	157.9	18:34.282																
6	2	4:00.831	1:22.984	1:07.296	1:30.551	85.7	22:35.113																
7	2	2:56.602	48.460	53.378	1:14.764	176.2	25:31.715																
8	2	2:54.195	47.618	<b>52.556</b>	1:14.021	179.7	28:25.910																
9	2	<b>2:53.478</b>	<b>47.252</b>	52.596	<b>1:13.630</b>	180.0	31:19.388																
<b>11</b> Cooper T38 1955																							
1.Patrick BLAKENEY-EDWAR E																							
2.Frederic WAKEMAN																							
1	2	3:46.056	1:46.555	49.495	1:10.006	94.0	3:46.056																
2	2	2:37.705	43.873	46.263	1:07.569	206.1	6:23.761																
3	2	<b>2:37.617</b>	<b>43.515</b>	<b>45.438</b>	1:08.664	207.7	9:01.378																
4	2	4:09.929 B	45.205	50.508	2:34.216	191.8	13:11.307																
5	1	3:08.449	1:10.082	48.566	1:09.801	117.6	16:19.756																
<b>14</b> Lister Jaguar Knobbly 1958																							
1.Anthony SCHRAUWEN E																							
1	1	4:59.187	3:00.186	48.952	1:10.049	101.7	4:59.187																
2	1	2:40.479	44.093	48.307	1:08.079	205.7	7:39.666																
3	1	2:39.735	43.589	48.257	1:07.889	216.9	10:19.401																
4	1	<b>2:37.762</b>	43.557	46.967	<b>1:07.238</b>	218.6	12:57.163																
5	1	2:39.125	43.637	46.986	1:08.502	211.4	15:36.288																
6	1	2:38.638	43.412	<b>46.853</b>	1:08.373	216.4	18:14.926																
7	1	2:41.082	43.578	47.097	1:10.407	221.8	20:56.008																
8	1	2:43.373	45.656	48.865	1:08.852	190.1	23:39.381																
9	1	2:41.470	<b>43.249</b>	49.686	1:08.535	221.8	26:20.851																
10	1	2:41.990	44.945	46.886	1:10.159	214.7	29:02.841																
<b>16</b> Ferrari 250 GT SWB Bredvan 1962																							
1.Martin HALUSA F																							
1	1	3:55.037	1:54.799	52.092	1:08.146	106.1	3:55.037																
2	1	2:36.764	42.922	46.278	1:07.564	206.5	6:31.801																
3	1	<b>2:35.863</b>	42.788	<b>46.146</b>	<b>1:06.929</b>	204.5	9:07.664																
4	1	2:51.834 B	<b>42.392</b>	46.345	1:23.097	212.2	11:59.498																
5	1	8:08.420	6:08.608	48.714	1:11.098	116.1	20:07.918																
6	1	2:40.916	44.684	47.127	1:09.105	185.9	22:48.834																
7	1	2:44.643	43.739	52.036	1:08.868	191.2	25:33.477																
8	1	2:42.605	44.528	49.295	1:08.782	192.9	28:16.082																
9	1	2:42.620	43.228	47.668	1:11.724	204.5	30:58.702																
<b>17</b> Lister Knobbly Chevrolet 1958																							
1.Luc-Pierre VERQUIN E																							
1	1	3:25.896	1:27.104	49.642	1:09.150	110.7	3:25.896																
2	1	2:39.943	44.749	47.845	1:07.349	201.1	6:05.839																
3	1	2:39.296	43.464	47.367	1:08.465	204.9	8:45.135																
4	1	2:43.314	45.097	49.274	1:08.943	191.5	11:28.449																
5	1	2:40.851	44.699	48.749	1:07.403	188.2	14:09.300																
6	1	2:39.489	43.788	47.785	1:07.916	215.1	16:48.789																
7	1	2:38.133	43.284	46.538	1:08.311	214.7	19:26.922																
8	1	2:41.493	43.709	48.351	1:09.433	201.9	22:08.415																
9	1	2:40.875	43.648	48.860	1:08.367	205.7	24:49.290																
10	1	2:38.294	<b>43.254</b>	46.650	1:08.390	215.1	27:27.584																
11	1	<b>2:36.545</b>	43.305	<b>46.405</b>	<b>1:06.835</b>	203.8	30:04.129																
<b>20</b> Ferrari 250 GT SWB (C) 1961																							
1.Christian DUMOLIN E																							
1	1	5:26.817	3:19.941	53.020	<b>1:13.856</b>	114.0	5:26.817																
2	1	2:58.102	48.273	52.622	1:17.207	179.1	8:24.919																
3	1	2:55.691	48.048	52.516	1:15.127	190.8	11:20.610																
4	1	3:07.881	47.270	1:05.375	1:15.236	202.6	14:28.491																
5	1	2:53.821	<b>47.264</b>	51.161	1:15.396	200.7	17:22.312																
6	1	2:52.416	47.363	<b>51.014</b>	1:14.039	189.5	20:14.728																
7	1	2:54.584	47.568	52.015	1:15.001	201.1	23:09.312																
8	1	3:00.024	47.855	55.398	1:16.771	204.2	26:09.336																
9	1	<b>2:53.420</b>	47.797	51.474	1:14.149	205.3	29:02.756																
10	1	3:20.446 B	50.228	53.184	1:37.034	169.5	32:23.202																



**THE GENTLEMEN CHALLENGE**  
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
<b>24</b>		<b>D.B HBR5 1960</b>					E								
		1. Frédéric BORIES													
		2. Arnaud DUPIN													
1	2	4:49.742	1:58.191	1:11.704	1:39.847	93.9	4:49.742	2	1	2:54.931	48.308	52.316	1:14.307	167.7	7:07.459
2	2	3:45.247	1:03.280	1:10.296	1:31.671	114.2	8:34.989	3	1	2:52.146	46.990	51.795	1:13.361	180.9	9:59.605
3	2	3:44.113	1:02.963	1:09.504	1:31.646	107.5	12:19.102	4	1	4:50.585	B 51.069	55.234	3:04.282	181.5	14:50.190
4	2	3:39.231	1:01.094	1:06.576	1:31.561	110.8	15:58.333	5	2	3:15.031	1:08.924	52.751	1:13.356	108.5	18:05.221
5	2	5:14.248	B 1:02.180	1:07.398	3:04.670	109.8	21:12.581	6	2	2:50.709	46.942	51.365	1:12.402	182.4	20:55.930
6	1	4:03.473	1:20.617	1:07.989	1:34.867	80.1	25:16.054	7	2	2:51.450	46.940	51.465	1:13.045	184.3	23:47.380
<b>27</b>		<b>MG B 1965</b>					F								
		1. Angélique BESSÉ													
		2. Baptiste MARCHAND													
1	2	5:15.071	2:42.502	1:02.611	1:29.958	97.6	5:15.071	8	2	2:53.281	47.196	52.336	1:13.749	184.3	26:40.661
2	2	4:26.686	B 56.948	1:02.179	2:27.559	145.0	9:41.757	9	2	2:56.693	47.251	54.923	1:14.519	185.2	29:37.354
3	2	3:37.505	1:07.914	1:02.621	1:26.970	103.3	13:19.262	10	2	2:54.793	47.026	51.176	1:16.591	183.4	32:32.147
4	2	3:23.274	55.393	1:02.671	1:25.210	155.2	16:42.536								
5	2	5:39.422	B 54.037	1:02.830	3:42.555	156.1	22:21.958								
6	1	4:03.042	1:17.635	1:15.247	1:30.160	79.2	26:25.000								
7	1	3:39.836	59.624	1:07.160	1:33.052	142.5	30:04.836								
<b>30</b>		<b>Porsche 356 (pré-A) 1500 S Coupé 1954</b>					E								
		1. Gilles COURAUDON													
		2. Maxime GRANSART													
1	1	5:25.336	3:07.649	57.721	1:19.966	98.9	5:25.336								
2	1	3:06.866	51.776	56.339	1:18.751	165.1	8:32.202								
3	1	3:07.021	52.588	56.384	1:18.049	166.2	11:39.223								
4	1	3:04.404	50.941	56.122	1:17.341	170.9	14:43.627								
5	1	5:02.300	B 52.084	58.774	3:11.442	165.6	19:45.927								
6	2	3:35.755	1:12.875	58.779	1:24.101	89.3	23:21.682								
7	2	3:20.793	53.626	1:01.558	1:25.609	159.8	26:42.475								
8	2	3:17.853	53.471	1:00.524	1:23.858	168.5	30:00.328								
<b>31</b>		<b>Austin-Healey 3000 Mk II 1965</b>					F								
		1. Paul ANCELIN													
1	1	4:34.679	2:24.434	56.444	1:13.801	92.5	4:34.679								
2	1	2:49.832	46.509	51.394	1:11.929	189.5	7:24.511								
3	1	2:51.194	47.727	51.477	1:11.990	188.5	10:15.705								
4	1	2:47.892	45.433	51.189	1:11.270	192.5	13:03.597								
5	1	3:02.919	47.188	53.044	1:22.687	193.9	16:06.516								
6	1	2:52.054	47.855	51.170	1:13.029	178.5	18:58.570								
7	1	2:52.714	47.426	53.017	1:12.271	188.8	21:51.284								
8	1	2:50.451	45.674	52.091	1:12.686	192.5	24:41.735								
9	1	2:48.626	45.896	50.722	1:12.008	192.2	27:30.361								
10	1	3:09.082	B 46.448	50.750	1:31.884	188.2	30:39.443								
<b>32</b>		<b>Porsche 356 (B) 2000 GS Carrera 2 coupé 1962</b>					F								
		1. Marie-Claude FIRMENICH													
1	1	5:00.607	2:37.276	1:00.487	1:22.844	100.7	5:00.607								
2	1	3:13.293	53.579	58.159	1:21.555	163.9	8:13.900								
3	1	3:12.510	53.737	57.224	1:21.549	157.4	11:26.410								
4	1	3:15.810	B 52.777	58.320	1:24.713	167.7	14:42.220								
5	1	4:41.577	2:22.937	58.655	1:19.985	100.9	19:23.797								
6	1	3:12.273	53.587	58.195	1:20.491	168.0	22:36.070								
7	1	3:13.885	B 51.857	57.305	1:24.723	165.4	25:49.955								
<b>38</b>		<b>Porsche 356 (C) 2000 GS Carrera 2 coupé 1964</b>					F								
		1. Gabriel BALTHAZARD													
		2. Didier MARIS													
1	1	4:12.528	1:58.749	57.334	1:16.445	104.8	4:12.528								
<b>39</b>		<b>Lotus XI 1500 1960</b>					E								
		1. Charles BOURDIN													
		2. Hubert BOURDIN													
1	2	4:39.935	2:29.066	55.112	1:15.757	85.4	4:39.935								
2	2	2:55.682	47.767	52.764	1:15.151	177.3	7:35.617								
3	2	2:55.506	48.299	53.120	1:14.087	179.1	10:31.123								
4	2	2:52.836	47.442	52.686	1:12.708	178.2	13:23.959								
5	2	4:06.852	B 50.688	53.469	2:22.695	170.1	17:30.811								
6	1	3:21.231	1:12.088	54.814	1:14.329	83.4	20:52.042								
7	1	2:51.768	47.425	52.640	1:11.703	164.9	23:43.810								
8	1	2:52.135	46.741	51.890	1:13.504	182.1	26:35.945								
9	1	2:51.872	46.774	52.349	1:12.749	180.0	29:27.817								
10	1	2:53.639	46.158	52.580	1:14.901	184.0	32:21.456								
<b>40</b>		<b>Porsche 356 (B) 575 Hardtop-Coupé TS 1961</b>					E								
		1. Marc JULLY													
		2. Agathe JULLY													
1	1	4:20.891	2:06.253	56.804	1:17.834	102.5	4:20.891								
2	1	3:00.927	49.455	54.608	1:16.864	162.9	7:21.818								
3	1	3:04.972	B 49.621	55.261	1:20.090	166.9	10:26.790								
4	2	5:09.594	2:39.310	1:03.244	1:27.040	78.4	15:36.384								
5	2	3:22.353	54.391	1:01.473	1:26.489	153.2	18:58.737								
6	2	3:21.716	54.767	1:00.421	1:26.528	160.0	22:20.453								
7	2	3:19.101	54.317	1:00.112	1:24.672	155.6	25:39.554								
8	2	3:19.501	53.755	59.897	1:25.849	161.4	28:59.055								
9	2	3:22.079	56.144	59.557	1:26.378	155.6	32:21.134								
<b>44</b>		<b>Allard J2 1951</b>					E								
		1. Michel GROSFILLIER													
1	1	5:17.419	2:52.469	1:03.226	1:21.724	95.4	5:17.419								
2	1	3:21.018	55.002	59.844	1:26.172	138.8	8:38.437								
<b>45</b>		<b>Alfa Romeo Giulia TZ 1965</b>					F								
		1. Carlo VÖGELE													
1	1	4:57.720	2:46.869	53.826	1:17.025	109.0	4:57.720								
2	1	2:51.300	48.222	50.802	1:12.276	174.2	7:49.020								
3	1	2:49.505	46.819	50.736	1:11.950	181.2	10:38.525								
4	1	3:04.757	B 48.042	52.179	1:24.536	180.0	13:43.282								
5	1	5:36.199	3:31.541	51.353	1:13.305	106.0	19:19.481								
6	1	2:49.502	46.321	50.293	1:12.888	183.4	22:08.983								
7	1	3:01.723	B 45.920	53.266	1:22.537	178.5	25:10.706								
8	1	5:07.550	3:03.155	51.849	1:12.546	105.7	30:18.256								
<b>56</b>		<b>Ferrari 250 GT SWB 1960</b>					E								
		1. Conrad C. ULRICH													
		2. Conrad M. ULRICH													
1	2	5:32.297	3:19.246	56.280	1:16.771	104.1	5:32.297								
2	2	3:00.905	50.298	53.606	1:17.001	161.2	8:33.202								
3	2	2:58.311	49.799	52.924	1:15.588	176.5	11:31.513								
4	2	3:09.383	B 49.826	53.529	1:26.028	174.5	14:40.896								

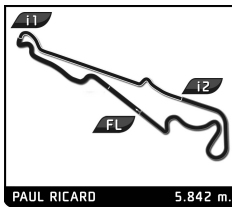


**THE GENTLEMEN CHALLENGE**  
DIX MILLE TOURS  
QUALIFYING

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
5	1	4:27.031	2:16.315	54.628	1:16.088	85.6	19:07.927	3	2	2:56.115	47.314	53.928	1:14.873	179.7	11:10.682
6	1	2:58.621	49.384	53.821	1:15.416	173.4	22:06.548	4	2	2:54.914	46.877	53.619	1:14.418	181.2	14:05.596
7	1	3:00.510	49.868	54.264	1:16.378	182.4	25:07.058	5	2	2:53.358	46.987	53.461	1:12.910	181.2	16:58.954
8	1	<b>2:55.157</b>	<b>47.663</b>	<b>52.746</b>	<b>1:14.748</b>	185.9	28:02.215	6	2	<b>2:52.412</b>	<b>45.892</b>	<b>53.385</b>	1:13.135	181.2	19:51.366
9	1	2:57.855	48.827	53.253	1:15.775	188.5	31:00.070	7	2	2:53.445	46.439	53.940	1:13.066	180.6	22:44.811
<b>58</b> Porsche 904/6 Carrera GTS 1965 1.Yves VÖGELE F								<b>85</b> Lotus Elite 1960 1.Pierre-Emmanuel CHAMP. E							
1	1	5:27.011	3:23.052	52.703	1:11.256	105.7	5:27.011	1	1	5:26.710	3:04.624	59.546	1:22.540	85.1	5:26.710
2	1	2:53.338	48.624	51.183	1:13.531	190.8	8:20.349	2	1	3:11.110	52.098	57.461	1:21.551	168.2	8:37.820
3	1	2:46.493	46.790	49.603	1:10.100	197.4	11:06.842	3	1	3:14.643	51.622	59.151	1:23.870	172.2	11:52.463
4	1	2:42.624	44.450	49.116	1:09.058	199.3	13:49.466	4	1	3:09.628	<b>51.180</b>	57.609	1:20.839	170.9	15:02.091
5	1	<b>2:41.923</b>	<b>44.417</b>	<b>48.749</b>	<b>1:08.757</b>	202.6	16:31.389	5	1	3:11.594	52.325	57.768	1:21.501	169.0	18:13.685
6	1	2:55.788	44.584	48.912	1:22.292	201.5	19:27.177	6	1	3:11.661	52.000	59.114	1:20.547	169.8	21:25.346
7	1	3:46.272	1:47.343	48.957	1:09.972	107.7	23:13.449	7	1	3:15.095	52.970	59.509	1:22.616	169.8	24:40.441
8	1	3:13.657	45.904	57.616	1:30.137	201.9	26:27.106	8	1	<b>3:08.778</b>	51.249	<b>57.206</b>	<b>1:20.323</b>	168.5	27:49.219
<b>60</b> Porsche 904/4 Carrera GTS 1964 1.Peter VÖGELE F								<b>87</b> TVR Grantura Mk III 1965 1.Mark ASHWORTH F 2.Simon ASHWORTH							
1	1	4:42.843	2:32.246	55.131	1:15.466	106.1	4:42.843	1	1	4:11.527	1:54.877	59.113	1:17.537	99.0	4:11.527
2	1	2:51.135	46.490	52.145	1:12.500	193.2	7:33.978	2	1	2:59.089	49.850	53.990	1:15.249	165.1	7:10.616
3	1	2:51.134	46.941	52.175	<b>1:12.018</b>	186.2	10:25.112	3	1	3:00.820	49.706	55.055	1:16.059	172.5	10:11.436
4	1	<b>2:50.330</b>	<b>46.288</b>	<b>51.832</b>	1:12.210	186.5	13:15.442	4	1	3:12.569	48.356	54.210	1:30.003	171.4	13:24.005
5	1	3:00.247	46.910	52.817	1:20.520	187.8	16:15.689	5	2	4:26.815	2:17.927	53.115	1:15.773	110.8	17:50.820
6	1	3:54.265	1:48.139	52.101	1:14.025	107.0	20:09.954	6	2	2:58.949	49.253	54.242	1:15.454	169.0	20:49.769
7	1	2:53.211	47.994	52.425	1:12.792	184.0	23:03.165	7	2	2:56.788	47.701	54.199	1:14.888	177.3	23:46.557
8	1	3:08.915	47.160	1:02.230	1:19.525	187.2	26:12.080	8	2	<b>2:53.135</b>	47.358	52.352	<b>1:13.425</b>	179.1	26:39.692
9	1	2:53.267	47.314	52.388	1:13.565	182.1	29:05.347	9	2	2:58.166	<b>47.296</b>	53.642	1:17.228	179.1	29:37.858
10	1	3:22.417	48.914	53.475	1:40.028	182.1	32:27.764	10	2	3:07.879	47.647	<b>52.146</b>	1:28.086	180.3	32:45.737
<b>61</b> Lotus Elite 1961 1.Didier VEST E 2.Antoine BLANC								<b>92</b> Lister Knobbly Chevrolet 1960 1.Wolf ZWEIFLER E							
1	1	4:46.064	2:26.036	58.739	1:21.289	93.2	4:46.064	1	1	4:07.738	1:52.980	57.151	1:17.607	88.5	4:07.738
2	1	3:08.177	<b>51.190</b>	57.823	1:19.164	163.9	7:54.241	2	1	2:54.405	50.150	50.254	1:14.001	174.5	7:02.143
3	1	3:07.383	51.571	57.186	1:18.626	164.1	11:01.624	3	1	<b>2:51.346</b>	48.618	<b>49.316</b>	1:13.412	179.7	9:53.489
4	1	<b>3:06.268</b>	51.809	<b>56.711</b>	<b>1:17.748</b>	163.1	14:07.892	4	1	4:33.393	<b>48.361</b>	50.997	2:54.035	176.2	14:26.882
5	1	3:27.865	51.561	59.645	1:36.659	165.1	17:35.757	5	1	3:12.329	1:06.932	50.927	1:14.470	98.8	17:39.211
6	2	5:37.671	3:15.187	1:00.029	1:22.455	91.4	23:13.428	6	1	2:51.800	48.742	50.108	<b>1:12.950</b>	196.4	20:31.011
7	2	3:11.720	52.088	58.843	1:20.789	164.6	26:25.148	7	1	2:56.824	51.359	50.162	1:15.303	113.1	23:27.835
8	2	3:46.214	57.125	1:02.314	1:46.775	139.7	30:11.362	8	1	2:57.465	48.601	52.591	1:16.273	202.2	26:25.300
<b>72</b> Austin-Healey 3000 Mk I 1962 1.André RAULIN F								<b>94</b> Jaguar E-Type 3.8 1961 1.Georges VERQUIN E							
1	1	4:36.014	2:20.747	57.192	1:18.075	88.9	4:36.014	1	1	3:40.185	1:31.095	53.126	1:15.964	105.5	3:40.185
2	1	2:56.209	48.271	52.507	1:15.431	173.4	7:32.223	2	1	3:06.003	49.040	53.136	1:23.827	184.6	6:46.188
3	1	4:24.251	49.588	54.516	2:40.147	188.2	11:56.474	3	1	2:57.606	48.331	54.111	1:15.164	191.5	9:43.794
4	1	3:24.005	1:12.178	55.711	1:16.116	115.1	15:20.479	4	1	2:57.692	49.141	53.062	1:15.489	187.2	12:41.486
5	1	2:56.523	48.765	53.192	1:14.566	181.2	18:17.002	5	1	2:58.888	49.843	54.062	<b>1:14.983</b>	175.6	15:40.374
6	1	2:59.015	49.283	54.451	1:15.281	189.5	21:16.017	6	1	2:57.189	48.471	53.572	1:15.146	189.1	18:37.563
7	1	2:56.429	48.629	53.260	1:14.540	179.4	24:12.446	7	1	3:00.133	51.136	53.835	1:15.162	186.5	21:37.696
8	1	<b>2:54.133</b>	47.832	52.740	<b>1:13.561</b>	193.5	27:06.579	8	1	2:58.389	48.467	<b>52.841</b>	1:17.081	193.2	24:36.085
9	1	3:13.258	<b>47.668</b>	<b>52.123</b>	1:33.467	193.2	30:19.837	9	1	<b>2:56.650</b>	<b>48.037</b>	53.053	1:15.560	193.9	27:32.735
<b>78</b> Lotus Mark IX 1955 1.Kaneko TAKUZO E 2.Ryo YOKOJIMA								10 1 3:01.282 48.950 53.816 1:18.516 189.8 30:34.017							
1	2	5:12.152	2:54.351	1:00.851	1:16.950	97.9	5:12.152								
2	2	3:02.415	47.454	59.484	1:15.477	178.5	8:14.567								

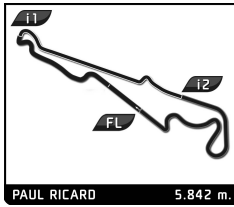
Personal Best Session Best B Crossing the finish line in pit lane



**THE GENTLEMEN CHALLENGE**  
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>99</b>	Lotus XI 1500 1956 1.Serge KRINKNOFF							E							
1	1	4:33.549	2:17.896	59.107	1:16.546	83.3	4:33.549								
2	1	2:51.403	49.027	50.906	1:11.470	141.5	7:24.952								
3	1	2:44.321	45.283	48.860	1:10.178	198.5	10:09.273								
4	1	2:44.849	46.369	50.531	1:07.949	197.8	12:54.122								
5	1	2:40.817	43.942	48.271	1:08.604	196.7	15:34.939								
6	1	2:54.299	43.778	49.100	1:21.421	197.4	18:29.238								
7	1	4:53.338	2:55.554	49.302	1:08.482	78.0	23:22.576								
8	1	2:46.736	43.575	51.015	1:12.146	197.8	26:09.312								
9	1	2:42.290	45.279	48.031	1:08.980	184.9	28:51.602								
10	1	2:38.450	43.773	47.651	1:07.026	199.3	31:30.052								
<b>100</b>	Austin-Healey 100 S 1954 1.Sébastien BERCHON							E							
1	1	3:39.833	1:32.209	54.678	1:12.946	114.6	3:39.833								
2	1	2:52.708	47.974	52.430	1:12.304	173.9	6:32.541								
3	1	2:50.523	45.628	52.580	1:12.315	181.5	9:23.064								
4	1	3:00.649	46.808	52.976	1:20.865	181.5	12:23.713								
5	1	4:41.110	2:36.540	52.144	1:12.426	103.7	17:04.823								
6	1	2:50.574	46.022	52.145	1:12.407	182.1	19:55.397								
7	1	2:50.644	46.213	52.635	1:11.796	180.9	22:46.041								
8	1	2:52.921	46.016	54.541	1:12.364	181.5	25:38.962								
9	1	2:50.065	45.991	52.684	1:11.390	180.3	28:29.027								
10	1	3:11.381	45.737	51.956	1:33.688	180.6	31:40.408								
<b>104</b>	Austin-Healey 100-4 1956 1.François de CHANTERAC							E							
1	1	4:48.500	2:24.186	59.633	1:24.681	95.4	4:48.500								
2	1	3:13.211	53.111	58.264	1:21.836	164.1	8:01.711								
3	1	3:12.135	52.589	58.978	1:20.568	165.9	11:13.846								
4	1	3:09.315	51.656	57.596	1:20.063	169.3	14:23.161								
5	1	3:08.029	50.991	57.260	1:19.778	167.7	17:31.190								
<b>110</b>	Lotus XI 1500 1958 1.Jean Jacques GRAVIER 2.Michel THOULOUZE							E							
1	1	4:40.985	2:29.984	54.842	1:16.159	102.4	4:40.985								
2	1	2:55.355	47.456	53.468	1:14.431	181.8	7:36.340								
3	1	2:56.242	48.148	53.074	1:15.020	182.4	10:32.582								
4	1	2:52.117	46.996	52.290	1:12.831	183.1	13:24.699								
5	1	2:55.253	47.897	52.921	1:14.435	179.4	16:19.952								
6	1	2:56.754	47.179	53.264	1:16.311	183.4	19:16.706								
7	1	3:42.936	51.996	1:08.264	1:42.676	173.6	22:59.642								
<b>124</b>	Austin-Healey 100 BN1 1955 1.Luc BOUSQUET 2.Thomas LAUNOIS							E							
1	2	5:14.303	2:51.162	59.015	1:24.126	100.5	5:14.303								
2	2	3:12.826	51.840	57.928	1:23.058	160.0	8:27.129								
3	2	3:31.839	52.039	58.490	1:41.310	172.2	11:58.968								
4	1	6:50.532	4:39.271	54.781	1:16.480	88.7	18:49.500								
5	1	2:58.218	50.193	54.443	1:13.582	173.1	21:47.718								
6	1	2:57.912	48.141	55.672	1:14.099	173.4	24:45.630								
7	1	2:56.936	48.045	54.028	1:14.863	174.2	27:42.566								
8	1	3:09.304	49.795	56.881	1:22.628	169.5	30:51.870								
<b>130</b>	MG A 1600 Twin Cam 1959 1.Olivier MAZOYER							E							
1	1	5:26.546	3:05.093	59.870	1:21.583	97.9	5:26.546								
2	1	3:12.732	52.762	58.949	1:21.021	151.3	8:39.278								
3	1	3:25.355	52.114	59.112	1:34.129	131.9	12:04.633								
4	1	3:35.785	1:17.868	58.543	1:19.374	90.1	15:40.418								
5	1	3:06.499	51.171	56.839	1:18.489	155.8	18:46.917								
6	1	3:42.266	58.193	1:08.724	1:35.349	153.4	22:29.183								
7	1	3:51.439	1:00.542	1:16.465	1:34.432	128.4	26:20.622								
8	1	3:39.257	59.038	1:05.822	1:34.397	122.2	29:59.879								
<b>134</b>	Austin-Healey 3000 Mk I 1962 1.Bart BLOMMAERT 2.Rikkert LEEMAN							F							
1	1	5:20.579	3:06.288	56.082	1:18.209	93.6	5:20.579								
2	1	3:03.648	50.082	54.432	1:19.134	169.8	8:24.227								
3	1	2:59.287	49.163	53.992	1:16.132	180.0	11:23.514								
4	1	3:07.572	49.107	54.418	1:24.047	172.2	14:31.086								
5	1	4:47.948	2:35.693	55.016	1:17.239	110.1	19:19.034								
6	1	3:13.722	49.713	56.264	1:27.745	171.4	22:32.756								
7	2	4:20.752	2:07.269	56.045	1:17.438	113.2	26:53.508								
8	2	3:09.608	53.233	56.494	1:19.881	153.6	30:03.116								
<b>149</b>	Porsche 904/6 Carrera GTS 1964 1.Hipolito PIRES 2.Diogo TAVARES							F							
1	1	3:27.762	1:27.488	50.192	1:10.082	122.3	3:27.762								
2	1	2:43.972	46.498	48.171	1:09.303	194.6	6:11.734								
3	1	2:47.221	45.850	51.389	1:09.982	207.3	8:58.955								
4	1	2:49.337	45.628	49.458	1:14.251	202.2	11:48.292								
5	1	4:24.028	45.870	51.926	2:46.232	198.5	16:12.320								
6	2	3:11.186	1:11.152	50.493	1:09.541	96.0	19:23.506								
7	2	2:45.755	45.629	49.461	1:10.665	193.2	22:09.261								
8	2	2:43.525	43.449	49.661	1:10.415	197.4	24:52.786								
9	2	2:37.488	43.138	46.717	1:07.633	208.9	27:30.274								
10	2	2:38.048	43.885	46.498	1:07.665	208.1	30:08.322								
<b>161</b>	Austin-Healey 3000 Mk II 1962 1.Serge LIBENS 2.Jean-André COLLARD							F							
1	1	5:56.874	3:46.782	55.074	1:15.018	106.3	5:56.874								
2	1	2:56.107	48.266	52.577	1:15.264	181.8	8:52.981								
3	1	2:58.837	47.640	54.104	1:17.093	188.2	11:51.818								
4	1	4:21.471	46.964	53.457	2:41.050	184.9	16:13.289								
5	2	3:19.182	1:11.925	52.382	1:14.875	109.0	19:32.471								
6	2	2:51.278	46.504	52.310	1:12.464	192.9	22:23.749								
7	2	6:00.378	47.076	53.126	4:20.176	185.2	28:24.127								
8	1	4:27.810	1:12.389	1:09.237	2:06.184	101.2	32:51.937								
<b>220</b>	Austin-Healey 3000 Mk II 1962 1.Jean-Pascal CUEREL							F							
1	1	4:21.396	2:06.716	55.032	1:19.648	102.7	4:21.396								
2	1	2:51.757	46.820	52.451	1:12.486	193.5	7:13.153								
3	1	2:56.673	47.651	52.650	1:16.372	195.3	10:09.826								
4	1	3:11.949	46.796	54.426	1:30.727	193.2	13:21.775								
5	1	3:50.601	1:47.089	51.456	1:12.056	110.3	17:12.376								
6	1	2:50.888	46.997	51.461	1:12.430	193.5	20:03.264								
7	1	2:52.472	47.370	52.552	1:12.550	195.7	22:55.736								
8	1	3:23.153	46.022	1:02.304	1:34.827	196.7	26:18.889								



**THE GENTLEMEN CHALLENGE**  
**DIX MILLE TOURS**  
**QUALIFYING**

**Sector Analysis**

							<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								
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>244</b> Austin-Healey 3000 Mk II 1962 1. MOZ															
1	1	5:17.798	3:03.305	56.575	1:17.918	69.4	5:17.798	1	1	5:00.735	2:31.623	1:01.525	1:27.587	89.9	5:00.735
2	1	2:59.490	49.315	55.108	1:15.067	184.9	8:17.288	2	1	3:29.753	56.289	1:02.203	1:31.261	154.1	8:30.488
3	1	2:56.603	48.186	53.511	1:14.906	187.5	11:13.891	3	1	3:25.308	56.718	1:00.587	1:28.003	153.0	11:55.796
4	1	2:55.378	47.864	53.382	1:14.132	189.1	14:09.269	4	1	3:21.518	55.123	1:01.686	1:24.709	162.7	15:17.314
5	1	2:54.668	47.770	52.902	1:13.996	191.2	17:03.937	5	1	<span style="color: green;">3:16.377</span>	54.243	59.719	<span style="color: green;">1:22.415</span>	161.9	18:33.691
6	1	2:54.901	48.243	52.701	1:13.957	190.5	19:58.838	6	1	3:16.791	<span style="color: green;">53.853</span>	<span style="color: green;">59.524</span>	1:23.414	160.2	21:50.482
7	1	2:54.024	47.631	<span style="color: green;">52.528</span>	1:13.865	189.1	22:52.862	7	1	3:22.389	54.237	1:04.966	1:23.186	167.2	25:12.871
8	1	3:05.605	47.819	1:04.082	1:13.704	187.8	25:58.467	8	1	3:33.120	55.585	1:01.542	1:35.993	162.4	28:45.991
9	1	<span style="color: green;">2:53.424</span>	<span style="color: green;">47.184</span>	52.544	<span style="color: green;">1:13.696</span>	192.2	28:51.891	9	1	3:21.592	54.653	1:00.795	1:26.144	145.4	32:07.583
10	1	3:28.890 <span style="color: blue;">B</span>	48.019	1:00.412	1:40.459	186.9	32:20.781								
<b>250</b> Lotus XI 1100 1957 1. Sandy WATSON 2. Dafyd RICHARDS															
1	2	4:33.799	2:19.895	57.805	1:16.099	92.8	4:33.799	1	1	5:48.885	3:14.243	1:07.716	1:26.926	91.6	5:48.885
2	2	2:42.820	44.528	48.862	1:09.430	191.5	7:16.619	2	1	3:24.628	56.954	1:01.920	1:25.754	152.1	9:13.513
3	2	2:44.492	44.403	50.913	1:09.176	204.5	10:01.111	3	1	3:24.166	56.523	1:01.884	1:25.759	146.5	12:37.679
4	2	2:41.701	44.073	48.542	1:09.086	199.6	12:42.812	4	1	3:22.436	56.138	1:01.514	<span style="color: green;">1:24.784</span>	151.9	16:00.115
5	2	<span style="color: green;">2:41.196</span>	45.016	<span style="color: green;">47.909</span>	<span style="color: green;">1:08.271</span>	194.9	15:24.008	5	1	3:22.695	55.307	1:01.766	1:25.622	155.4	19:22.810
6	2	4:34.972 <span style="color: blue;">B</span>	<span style="color: green;">43.476</span>	48.352	3:03.144	203.4	19:58.980	6	1	3:22.825	56.215	<span style="color: green;">1:00.924</span>	1:25.686	160.5	22:45.635
7	1	3:13.404	1:07.815	53.074	1:12.515	103.5	23:12.384	7	1	3:30.423	55.050	1:07.987	1:27.386	150.4	26:16.058
8	1	2:59.540	46.671	57.827	1:15.042	201.1	26:11.924	8	1	<span style="color: green;">3:21.465</span>	54.922	1:01.168	1:25.375	155.8	29:37.523
9	1	2:51.979	46.695	51.838	1:13.446	201.1	29:03.903	9	1	3:22.683	<span style="color: green;">54.533</span>	1:02.450	1:25.700	155.2	33:00.206
10	1	3:01.822	49.765	52.554	1:19.503	177.9	32:05.725								
<b>270</b> AC Ace Bristol Le Mans 1957 1. Dominique POELS 2. Patrick VEYRAT															
1	2	5:51.564	3:16.351	1:06.962	<span style="color: green;">1:28.251</span>	97.6	5:51.564	1	2	3:20.926	1:21.735	49.056	1:10.135	118.8	3:20.926
2	2	<span style="color: green;">3:29.856</span>	<span style="color: green;">56.335</span>	<span style="color: green;">1:03.874</span>	1:29.647	145.9	9:21.420	2	2	2:44.604	45.103	49.197	1:10.304	192.9	6:05.530
3	2	3:30.665	56.575	1:04.249	1:29.841	146.1	12:52.085	3	2	2:44.880	45.526	49.432	1:09.922	193.5	8:50.410
4	2	5:27.072 <span style="color: blue;">B</span>	1:01.077	1:07.103	3:18.892	144.0	18:19.157	4	2	2:45.137	45.737	49.989	1:09.411	196.7	11:35.547
5	1	4:08.404	1:25.137	1:07.593	1:35.674	77.1	22:27.561	5	2	<span style="color: green;">2:43.479</span>	<span style="color: green;">44.828</span>	49.230	1:09.421	196.7	14:19.026
6	1	3:51.598	1:01.295	1:16.052	1:34.251	145.7	26:19.159	6	2	4:23.259 <span style="color: blue;">B</span>	45.118	<span style="color: green;">48.978</span>	2:49.163	196.0	18:42.285
7	1	3:39.410	59.554	1:05.123	1:34.733	146.3	29:58.569	7	1	3:12.275	1:10.059	51.363	1:10.853	105.4	21:54.560
							8	1	2:44.799	44.950	49.581	1:10.268	191.5	24:39.359	
							9	1	2:45.766	45.233	50.774	1:09.759	192.5	27:25.125	
							10	1	2:43.534	45.070	49.490	<span style="color: green;">1:08.974</span>	193.9	30:08.659	
<b>356</b> Porsche 356 (Pre-A) (1100) coupé 1951 1. Jean-François PENILLARD															
1	1	4:59.699	2:22.686	1:06.325	1:30.688	85.6	4:59.699	1	1	4:17.096	2:05.252	56.235	1:15.609	116.1	4:17.096
2	1	3:32.009	57.805	1:05.365	<span style="color: green;">1:28.839</span>	136.5	8:31.708	2	1	2:55.233	48.935	53.431	<span style="color: green;">1:12.867</span>	177.9	7:12.329
3	1	<span style="color: green;">3:30.819</span>	<span style="color: green;">56.489</span>	<span style="color: green;">1:05.119</span>	1:29.211	140.6	12:02.527	3	1	2:54.842	47.408	52.061	1:15.373	192.5	10:07.171
4	1	3:36.635	58.090	1:07.859	1:30.686	134.2	15:39.162	4	1	2:55.118	48.041	53.074	1:14.003	188.8	13:02.289
5	1	4:46.531 <span style="color: blue;">B</span>	58.482	1:09.674	2:38.375	136.4	20:25.693	5	1	2:53.485	47.703	52.532	1:13.250	198.9	15:55.774
							6	1	<span style="color: green;">2:51.629</span>	46.874	<span style="color: green;">51.143</span>	1:13.612	201.9	18:47.403	
							7	1	2:54.370	48.688	51.361	1:14.321	190.5	21:41.773	
							8	1	2:54.038	48.052	51.737	1:14.249	192.9	24:35.811	
							9	1	2:53.307	47.077	52.110	1:14.120	196.0	27:29.118	
							10	1	2:54.443	<span style="color: green;">46.416</span>	52.031	1:15.996	196.7	30:23.561	
<b>390</b> Lotus XI 1100 1958 1. Amaury GARIEL															
1	1	5:11.550	2:53.757	59.152	1:18.641	91.7	5:11.550								
2	1	3:05.312	50.713	57.554	1:17.045	158.8	8:16.862								
3	1	3:08.256	51.090	57.881	1:19.285	161.7	11:25.118								
4	1	3:02.422	50.340	55.715	1:16.367	162.4	14:27.540								
5	1	3:00.898	49.571	55.429	1:15.898	163.4	17:28.438								
6	1	<span style="color: green;">3:00.671</span>	49.166	55.907	1:15.598	162.2	20:29.109								
7	1	3:00.855	<span style="color: green;">48.681</span>	<span style="color: green;">55.025</span>	1:17.149	160.2	23:29.964								
8	1	3:00.813	48.762	56.508	<span style="color: green;">1:15.543</span>	163.4	26:30.777								
9	1	3:41.964 <span style="color: blue;">B</span>	55.807	1:08.725	1:37.432	144.8	30:12.741								