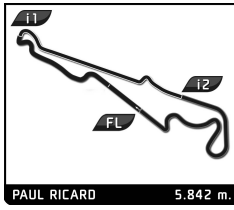


**THE GENTLEMEN CHALLENGE**  
**DIX MILLE TOURS**  
**RACE 1**

**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>6</b> Maserati A6 GCS 1954 1. Jean-Jacques BALLY E															
1	1	3:10.367	1:00.021	54.196	1:16.150		3:10.367								
2	1	2:58.580	49.128	53.780	1:15.672	174.8	6:08.947								
3	1	2:58.806	48.306	54.047	1:16.453	168.7	9:07.753								
4	1	2:55.059	48.073	53.164	1:13.822	172.8	12:02.812								
5	1	2:55.732	47.686	52.758	1:15.288	181.2	14:58.544								
6	1	2:56.457	48.193	53.483	1:14.781	179.4	17:55.001								
7	1	2:54.610	47.615	52.360	1:14.635	173.1	20:49.611								
8	1	3:03.126	47.693	52.744	1:22.689	170.6	23:52.737								
9	1	5:08.995	3:00.981	54.083	1:13.931	106.4	29:01.732								
10	1	2:55.886	47.464	53.486	1:14.936	181.8	31:57.618								
11	1	3:00.120	49.694	53.010	1:17.416	183.1	34:57.738								
12	1	2:54.974	48.154	52.538	1:14.282	181.5	37:52.712								
13	1	2:56.311	48.048	53.264	1:14.999	183.4	40:49.023								
14	1	2:56.852	48.032	53.545	1:15.275	181.8	43:45.875								
15	1	2:58.274	48.002	53.523	1:16.749	173.4	46:44.149								
16	1	2:55.212	47.113	53.397	1:14.702	180.9	49:39.361								
<b>8</b> MG B 1964 1. Emmanuel DE NOAILLES F 2. Antoine MOREAU															
1	1	3:38.734	1:22.197	58.074	1:18.463	95.4	3:38.734								
2	1	3:03.118	50.797	56.184	1:16.137	164.6	6:41.852								
3	1	3:04.882	50.121	56.602	1:18.159	166.2	9:46.734								
4	1	3:04.658	50.471	56.522	1:17.665	164.6	12:51.392								
5	1	3:02.244	49.192	56.528	1:16.524	163.9	15:53.636								
6	1	3:00.276	48.957	55.243	1:16.076	169.3	18:53.912								
7	1	3:12.736	49.011	54.728	1:28.997	168.0	22:06.648								
8	2	5:00.397	2:44.494	56.516	1:19.387	103.0	27:07.045								
9	2	3:06.884	51.868	56.124	1:18.892	166.4	30:13.929								
10	2	3:03.594	50.410	55.800	1:17.384	166.2	33:17.523								
11	2	3:04.801	51.739	55.100	1:17.962	167.2	36:22.324								
12	2	3:03.613	50.251	55.221	1:18.141	167.2	39:25.937								
13	2	3:03.073	50.549	54.870	1:17.654	168.0	42:29.010								
14	2	3:04.921	50.598	55.723	1:18.600	169.0	45:33.931								
15	2	3:03.393	49.662	56.300	1:17.431	167.4	48:37.324								
<b>9</b> Alfa Romeo Giulia TZ 1964 1. Alain VÖGELE F															
1	1	3:01.989	55.911	51.670	1:14.408		3:01.989								
2	1	2:54.984	47.644	52.328	1:15.012	185.9	5:56.973								
3	1	2:53.658	47.585	51.728	1:14.345	172.2	8:50.631								
4	1	2:52.189	47.158	51.725	1:13.306	186.9	11:42.820								
5	1	2:53.565	46.978	51.152	1:15.435	185.9	14:36.385								
6	1	2:54.444	46.592	50.788	1:17.064	187.5	17:30.829								
7	1	3:07.654	47.153	51.192	1:29.309	176.2	20:38.483								
8	1	5:12.595	3:06.860	52.267	1:13.468	105.1	25:51.078								
9	1	2:54.004	47.573	51.184	1:15.247	187.5	28:45.082								
10	1	2:52.949	48.148	50.984	1:13.817	182.1	31:38.031								
11	1	2:53.861	49.034	52.074	1:12.753	187.8	34:31.892								
12	1	2:53.772	48.141	52.111	1:13.520	188.8	37:25.664								
13	1	2:53.247	47.046	52.131	1:14.070	184.3	40:18.911								
14	1	2:54.593	49.125	51.733	1:13.735	186.2	43:13.504								
15	1	2:54.877	47.855	51.569	1:15.453	188.2	46:08.381								
16	1	2:55.048	47.399	54.343	1:13.306	184.9	49:03.429								
<b>10</b> Alfa Romeo Giulietta SZ Coda Tronca 1965 1. Roberto TURRIZIANI F 2. Maurizio BIANCO															
1	1	3:17.543	1:00.557	56.324	1:20.662		3:17.543								
2	1	3:02.704	49.884	54.950	1:17.870	167.4	6:20.247								
3	1	3:00.146	50.222	54.486	1:15.438	163.1	9:20.393								
4	1	2:59.702	48.955	54.918	1:15.829	177.6	12:20.095								
5	1	2:59.061	49.148	53.667	1:16.246	168.5	15:19.156								
6	1	3:00.225	49.432	55.193	1:15.600	166.7	18:19.381								
7	1	3:01.743	50.293	54.461	1:16.989	177.9	21:21.124								
8	1	5:13.321	49.657	55.396	3:28.268	164.1	26:34.445								
9	2	3:18.663	1:06.943	55.406	1:16.314	103.2	29:53.108								
10	2	2:57.461	48.779	53.641	1:15.041	174.8	32:50.569								
11	2	2:55.766	48.161	53.009	1:14.596	180.3	35:46.335								
12	2	2:56.224	48.383	52.625	1:15.216	176.2	38:42.559								
13	2	2:54.804	47.725	52.736	1:14.343	179.1	41:37.363								
14	2	2:51.025	47.133	46.314	1:17.578	180.0	44:28.388								
15	2	3:02.452	49.935	54.399	1:18.118	147.3	47:30.840								
<b>11</b> Cooper T38 1955 1. Patrick BLAKENEY-EDWAR E 2. Frederic WAKEMAN															
1	2	2:40.966	46.020	46.354	1:08.592		2:40.966								
2	2	2:37.962	43.701	46.221	1:08.040	195.3	5:18.928								
3	2	2:37.673	43.037	46.417	1:08.219	211.4	7:56.601								
4	2	2:37.167	43.306	46.436	1:07.425	198.2	10:33.768								
5	2	2:37.428	42.729	46.372	1:08.327	205.3	13:11.196								
6	2	2:38.545	42.880	47.866	1:07.799	211.8	15:49.741								
7	2	2:38.211	42.930	46.964	1:08.317	210.9	18:27.952								
8	2	2:37.494	43.322	46.695	1:07.477	204.9	21:05.446								
9	2	4:26.889	43.907	47.856	2:55.126	206.5	25:32.335								
10	1	3:19.932	1:22.163	47.798	1:09.971	132.5	28:52.267								
11	1	2:39.979	45.952	46.242	1:07.785	181.8	31:32.246								
12	1	2:39.431	44.870	46.557	1:08.004	188.5	34:11.677								
13	1	2:38.835	44.445	45.994	1:08.396	180.0	36:50.512								
14	1	2:38.635	43.911	47.671	1:07.053	193.2	39:29.147								
15	1	2:37.241	43.925	45.648	1:07.668	184.9	42:06.388								
16	1	2:38.074	43.431	47.394	1:07.249	195.7	44:44.462								
17	1	2:38.389	43.506	46.375	1:08.508	186.9	47:22.851								
<b>14</b> Lister Jaguar Knobbly 1958 1. Anthony SCHRAUWEN E															
1	1	2:40.661	45.252	46.964	1:08.445		2:40.661								
2	1	2:38.042	43.508	46.474	1:08.060	217.3	5:18.703								
3	1	2:38.626	44.102	46.643	1:07.881	199.6	7:57.329								
4	1	2:37.959	43.539	47.048	1:07.372	206.1	10:35.288								
5	1	2:39.101	43.342	47.654	1:08.105	213.0	13:14.389								
6	1	2:38.448	43.885	47.029	1:07.534	213.9	15:52.837								
7	1	2:38.257	43.311	46.892	1:08.054	220.9	18:31.094								
8	1	2:39.612	43.392	48.378	1:07.842	213.0	21:10.706								
9	1	2:57.272	44.461	46.822	1:25.989	213.0	24:07.978								
10	1	4:44.562	2:47.246	48.851	1:08.465	126.9	28:52.540								
11	1	2:40.874	46.476	46.570	1:07.828	195.3	31:33.414								
12	1	2:41.330	44.649	48.515	1:08.166	203.0	34:14.744								
13	1	2:37.798	43.018	46.985	1:07.795	216.0	36:52.542								
14	1	2:37.721	43.580	46.537	1:07.604	207.7	39:30.263								
15	1	2:37.004	43.618	46.147	1:07.239	209.3	42:07.267								
16	1	2:37.927	43.310	47.362	1:07.255	211.4	44:45.194								

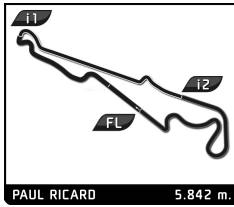


**THE GENTLEMEN CHALLENGE**  
**DIX MILLE TOURS**  
**RACE 1**

**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	
17	1	2:38.324	43.366	46.333	1:08.625	209.3	47:23.518									
<b>16</b>	Ferrari 250 GT SWB Broadvan 1962 1. Lukas HALUSA F															
1	1	2:47.142	49.669	48.676	1:08.797		2:47.142									
2	1	2:36.779	43.767	46.472	1:06.540	209.7	5:23.921									
3	1	2:35.054	42.459	45.887	1:06.708	212.2	7:58.975									
4	1	2:36.985	42.942	47.767	1:06.276	205.3	10:35.960									
5	1	2:37.111	42.916	47.292	1:06.903	209.7	13:13.071									
6	1	2:37.056	43.620	46.251	1:07.185	211.8	15:50.127									
7	1	2:42.708 B	42.854	47.281	1:12.573	208.1	18:32.835									
8	1	4:59.030	3:04.490	47.330	1:07.210	121.3	23:31.865									
9	1	2:35.772	42.386	46.201	1:07.185	209.3	26:07.637									
10	1	2:39.054	43.330	48.456	1:07.268	200.0	28:46.691									
11	1	2:38.133	43.855	46.789	1:07.489	206.9	31:24.824									
12	1	2:35.476	43.566	<b>45.819</b>	<b>1:06.091</b>	208.1	34:00.300									
13	1	<b>2:34.477</b>	<b>42.141</b>	45.952	1:06.384	213.0	36:34.777									
14	1	2:35.498	42.272	46.720	1:06.506	213.9	39:10.275									
15	1	2:37.349	42.951	47.212	1:07.186	208.9	41:47.624									
16	1	2:35.923	43.113	46.456	1:06.354	208.5	44:23.547									
17	1	2:38.740	44.643	46.901	1:07.196	207.7	47:02.287									
<b>17</b>	Lister Knobbly Chevrolet 1958 1. Luc-Pierre YERQUIN E															
1	1	2:39.881	44.622	47.208	1:08.051		2:39.881									
2	1	2:37.807	43.481	46.643	1:07.683	206.5	5:17.688									
3	1	2:38.158	43.564	47.708	1:06.886	204.9	7:55.846									
4	1	2:38.146	43.504	46.837	1:07.805	206.1	10:33.992									
5	1	2:37.420	43.427	47.170	1:06.823	200.4	13:11.412									
6	1	2:36.796	43.423	46.559	1:06.814	203.0	15:48.208									
7	1	2:40.214	43.425	47.955	1:08.834	217.7	18:28.422									
8	1	2:37.103	43.273	46.931	1:06.899	205.3	21:05.525									
9	1	4:30.104 B	42.961	47.334	2:59.809	215.6	25:35.629									
10	1	3:10.361	1:15.124	47.998	1:07.239	109.5	28:45.990									
11	1	2:39.357	44.383	46.407	1:08.567	197.1	31:25.347									
12	1	2:36.190	43.667	<b>45.739</b>	1:06.784	202.2	34:01.537									
13	1	<b>2:35.947</b>	<b>42.817</b>	46.382	1:06.748	207.3	36:37.484									
14	1	2:37.644	43.697	46.301	1:07.646	194.9	39:15.128									
15	1	2:37.267	43.432	47.224	<b>1:06.611</b>	205.3	41:52.395									
16	1	2:38.759	43.739	48.045	1:06.975	192.2	44:31.154									
17	1	2:38.653	43.525	47.527	1:07.601	196.4	47:09.807									
<b>20</b>	Ferrari 250 GT SWB (C) 1961 1. Christian DUMOLIN E															
1	1	3:23.070	1:12.631	53.318	1:17.121		3:23.070									
2	1	2:57.741	49.115	53.141	1:15.485	172.8	6:20.811									
3	1	<b>2:54.720</b>	47.968	52.612	1:14.140	167.2	9:15.531									
4	1	2:55.995	48.218	52.305	1:15.472	181.5	12:11.526									
5	1	2:54.935	48.463	51.772	1:14.700	171.7	15:06.461									
6	1	2:55.081	<b>47.759</b>	51.873	1:15.449	171.2	18:01.542									
7	1	2:55.595	48.356	<b>50.814</b>	1:16.425	169.0	20:57.137									
8	1	3:13.061 B	48.246	52.730	1:32.085	165.6	24:10.198									
9	1	5:01.267	2:55.146	52.664	<b>1:13.457</b>	115.3	29:11.465									
10	1	2:55.492	48.192	51.651	1:15.649	180.0	32:06.957									
11	1	3:01.467	48.198	55.597	1:17.672	196.0	35:08.424									
12	1	3:24.672 B	56.050	57.218	1:31.404	142.5	38:33.096									
<b>24</b>	D.B HBR5 1960 1. Frédéric BORIES E 2. Arnaud DUPIN															
1	2	24:54.964 B	...	1:11.421	1:35.276		24:54.964									
2	2	<b>3:42.982</b>	59.693	<b>1:09.062</b>	<b>1:34.227</b>	126.5	28:37.946									
3	2	6:04.742 B	1:00.304	1:10.754	3:53.684	122.3	34:42.688									
4	1	4:08.899	1:23.572	1:10.849	1:34.478	82.6	38:51.587									
5	1	5:52.840 B	<b>59.545</b>	1:09.252	3:44.043	126.2	44:44.427									
<b>27</b>	MG B 1965 1. Angélique BESSÉ F 2. Baptiste MARCHAND															
1	2	3:46.733	1:16.977	<b>1:03.434</b>	<b>1:26.322</b>		3:46.733									
<b>30</b>	Porsche 356 (pré-A) 1500 S Coupé 1954 1. Gilles COURAUDON E 2. Maxime GRANSART															
1	1	3:18.134	1:03.746	56.132	1:18.256		3:18.134									
2	1	3:06.554	51.774	56.236	1:18.544	167.2	6:24.688									
3	1	3:04.331	50.485	56.393	<b>1:17.453</b>	166.2	9:29.019									
4	1	3:05.795	51.590	56.722	1:17.483	157.0	12:34.814									
5	1	3:04.927	50.516	56.025	1:18.386	164.1	15:39.741									
6	1	3:05.827	50.412	57.514	1:17.901	163.4	18:45.568									
7	1	<b>3:04.177</b>	<b>50.397</b>	55.721	1:18.059	165.1	21:49.745									
8	1	5:32.087 B	50.403	<b>55.586</b>	3:46.098	158.8	27:21.832									
9	2	3:41.262	1:16.950	59.351	1:24.961	89.4	31:03.094									
10	2	3:15.330	53.307	58.134	1:23.889	164.9	34:18.424									
11	2	3:17.168	54.478	58.612	1:24.078	168.7	37:35.592									
12	2	3:15.954	53.018	59.520	1:23.416	166.2	40:51.546									
13	2	3:11.095	51.840	57.871	1:21.384	165.1	44:02.641									
14	2	3:10.958	52.585	57.003	1:21.370	166.2	47:13.599									
<b>31</b>	Austin-Healey 3000 Mk II 1965 1. Paul ANCELIN F															
1	1	2:52.133	50.562	50.851	1:10.720		2:52.133									
2	1	<b>2:46.627</b>	<b>45.801</b>	50.391	<b>1:10.435</b>	194.2	5:38.760									
3	1	2:47.678	46.151	51.048	1:10.479	193.2	8:26.438									
4	1	2:49.285	46.892	51.140	1:11.253	194.9	11:15.723									
5	1	2:48.230	46.187	50.332	1:11.711	191.5	14:03.953									
6	1	2:47.651	45.903	50.573	1:11.175	192.9	16:51.604									
7	1	2:48.945	46.301	50.343	1:12.301	191.8	19:40.549									
8	1	2:58.528 B	46.064	50.714	1:21.750	189.5	22:39.077									
9	1	5:02.144	2:59.011	51.179	1:11.954	112.5	27:41.221									
10	1	2:50.143	46.777	51.329	1:12.037	190.8	30:31.364									
11	1	2:48.741	46.195	<b>50.308</b>	1:12.238	192.2	33:20.105									
12	1	2:50.563	46.764	51.584	1:12.215	193.5	36:10.668									
13	1	2:48.458	46.309	50.536	1:11.613	192.2	38:59.126									
14	1	2:49.750	46.718	50.541	1:12.491	189.1	41:48.876									
15	1	2:50.484	46.950	52.363	1:11.171	187.2	44:39.360									
16	1	2:47.766	46.301	50.414	1:11.051	194.6	47:27.126									
<b>32</b>	Porsche 356 (B) 2000 GS Carrera 2 coupé 1962 1. Marie-Claude FIRMENICH F															
1	1	3:30.076	1:09.675	57.057	1:23.344		3:30.076									
2	1	3:11.461	52.285	57.168	1:22.008	166.2	6:41.537									
3	1	3:08.030	52.606	56.562	1:18.862	167.4	9:49.567									
4	1	3:10.146	52.077	55.787	1:22.282	165.1	12:59.713									
5	1	3:07.180	51.775	57.251	1:18.154	155.8	16:06.893									
6	1	3:07.845	51.677	56.409	1:19.759	163.4	19:14.738									

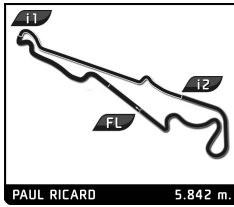
Personal Best Session Best B Crossing the finish line in pit lane



**THE GENTLEMEN CHALLENGE**  
**DIX MILLE TOURS**  
**RACE 1**

**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		
7	1	3:09.789	B	51.945	55.637	1:22.207	160.2	22:24.527	9	2	3:34.471	54.390	1:13.404	1:26.677	153.8	31:23.838	
8	1	6:20.565		4:03.358	57.601	1:19.606	94.0	28:45.092	10	2	3:37.363	57.849	1:07.102	1:32.412	147.3	35:01.201	
9	1	<b>3:04.803</b>		50.811	<b>55.110</b>	1:18.882	167.7	31:49.895	11	2	3:24.442	55.859	1:01.343	1:27.240	133.0	38:25.643	
10	1	3:07.107		<b>50.519</b>	55.964	1:20.624	165.4	34:57.002	12	2	3:20.380	54.196	1:00.182	1:26.002	154.9	41:46.023	
11	1	3:08.041		52.088	56.088	1:19.865	162.4	38:05.043	13	2	3:21.190	55.816	1:00.472	1:24.902	146.1	45:07.213	
12	1	3:06.553		51.450	56.957	<b>1:18.146</b>	160.5	41:11.596	14	2	3:25.168	55.182	1:02.254	1:27.732	144.6	48:32.381	
13	1	3:06.420		51.027	55.634	1:19.759	162.9	44:18.016									
14	1	3:08.813		51.833	55.356	1:21.624	157.7	47:26.829									
<b>38</b>	Porsche 356 (C) 2000 GS Carrera 2 coupé 1964 1. Gabriel BALTHAZARD F 2. Didier MARIS																
1	1	3:00.890		53.416	52.960	1:14.514		3:00.890	1	1	3:18.205	1:06.663	54.939	1:16.603		3:18.205	
2	1	2:54.549		47.405	53.193	1:13.951	185.6	5:55.439	2	1	2:59.837	50.045	54.269	1:15.523	152.8	6:18.042	
3	1	2:51.993		47.178	51.707	1:13.108	184.3	8:47.432	3	1	3:00.298	48.968	54.915	1:16.415	150.8	9:18.340	
4	1	2:51.971		46.643	51.329	1:13.999	185.6	11:39.403	4	1	<b>2:57.556</b>	<b>48.243</b>	<b>53.805</b>	1:15.508	161.4	12:15.896	
5	1	2:53.760		47.981	52.011	1:13.768	183.7	14:33.163	5	1	3:01.409	48.505	55.527	1:17.377	163.1	15:17.305	
6	1	2:56.978		47.138	52.785	1:17.055	183.4	17:30.141	6	1	3:09.481	B	50.067	55.002	1:24.412	148.1	18:26.786
7	1	4:52.823	B	46.516	51.407	3:14.900	182.4	22:22.964	7	1	6:24.868	4:14.481	55.113	<b>1:15.274</b>	99.7	24:51.654	
8	2	3:15.429		1:10.717	50.877	1:13.835	113.1	25:38.393	8	1	2:59.843	48.965	54.827	1:16.051	155.8	27:51.497	
9	2	2:50.841		47.255	50.730	1:12.856	182.4	28:29.234	9	1	3:01.323	49.601	56.178	1:15.544	156.1	30:52.820	
10	2	2:49.962		<b>46.005</b>	51.952	1:12.005	184.0	31:19.196									
11	2	2:50.641		46.694	50.923	1:13.024	184.6	34:09.837									
12	2	2:49.749		46.828	<b>50.490</b>	1:12.431	184.3	36:59.586									
13	2	<b>2:48.800</b>		46.314	50.822	<b>1:11.664</b>	184.3	39:48.386									
14	2	2:51.955		47.192	51.240	1:13.523	185.6	42:40.341									
15	2	2:51.132		46.574	52.181	1:12.377	181.8	45:31.473									
16	2	2:50.338		47.117	51.026	1:12.195	183.1	48:21.811									
<b>39</b>	Lotus XI 1500 1960 1. Charles BOURDIN E 2. Hubert BOURDIN																
1	2	2:57.905		52.542	51.520	1:13.843		2:57.905	1	1	2:53.050	50.992	50.866	1:11.192		2:53.050	
2	2	2:57.919		49.461	53.603	1:14.855	169.8	5:55.824	2	1	2:47.008	46.133	49.799	1:11.076	186.9	5:40.058	
3	2	2:52.309		47.336	51.593	1:13.380	181.8	8:48.133	3	1	2:47.747	45.990	50.897	<b>1:10.860</b>	185.6	8:27.805	
4	2	2:51.115		46.681	51.556	1:12.878	189.5	11:39.248	4	1	2:47.352	45.943	50.050	1:11.359	187.2	11:15.157	
5	2	2:53.953		47.539	51.663	1:14.751	187.8	14:33.201	5	1	2:46.777	46.296	<b>49.561</b>	1:10.920	188.8	14:01.934	
6	2	2:49.159		46.562	51.367	1:11.230	190.8	17:22.360	6	1	<b>2:46.484</b>	45.727	49.724	1:11.033	190.8	16:48.418	
7	2	2:47.231		45.580	50.274	1:11.377	185.6	20:09.591	7	1	2:56.606	B	46.690	49.851	1:20.065	182.7	19:45.024
8	2	2:46.697		45.193	50.212	1:11.292	185.9	22:56.288	8	1	5:00.214	2:57.049	50.990	1:12.175	110.8	24:45.238	
9	2	4:38.302	B	46.593	50.467	3:01.242	186.9	27:34.590	9	1	2:47.354		<b>45.325</b>	50.266	1:11.763	192.9	27:32.592
10	2	3:21.641		1:18.564	51.934	1:11.143	103.1	30:56.231	10	1	2:47.136	45.939	49.630	1:11.567	188.8	30:19.728	
11	2	2:47.214		46.334	50.685	1:10.195	187.2	33:43.445	11	1	2:48.254	46.798	49.881	1:11.575	186.2	33:07.982	
12	2	2:46.627		46.031	50.544	<b>1:10.052</b>	187.5	36:30.072	12	1	2:47.412	46.559	49.844	1:11.009	178.5	35:55.394	
13	2	<b>2:45.349</b>		<b>44.951</b>	<b>50.031</b>	1:10.367	188.8	39:15.421	13	1	2:47.525	45.770	49.695	1:12.060	192.5	38:42.919	
14	2	2:46.245		45.062	50.077	1:11.106	189.8	42:01.666	14	1	2:48.175	45.561	50.429	1:12.185	193.5	41:31.094	
15	2	2:46.559		45.412	50.117	1:11.030	188.8	44:48.225	15	1	3:33.859	B	46.283	1:18.000	1:29.576	184.9	45:04.953
16	2	2:45.622		45.060	50.269	1:10.293	187.2	47:33.847									
<b>40</b>	Porsche 356 (B) S 75 Hardtop-Coupe TS 1961 1. Marc JULLY E 2. Agathe JULLY																
1	1	3:15.179		1:02.190	55.705	1:17.284		3:15.179	1	1	3:24.171	1:13.108	54.345	1:16.718		3:24.171	
2	1	3:00.790		49.402	54.554	1:16.834	167.2	6:15.969	2	1	2:57.567	48.649	53.808	1:15.110	183.1	6:21.738	
3	1	<b>2:59.601</b>		<b>48.789</b>	55.098	<b>1:15.714</b>	161.7	9:15.570	3	1	2:55.980	47.637	53.793	1:14.550	183.1	9:17.718	
4	1	3:02.345		49.945	54.350	1:18.050	163.1	12:17.915	4	1	2:52.566	47.140	52.137	1:13.289	184.3	12:10.284	
5	1	3:05.137		51.801	<b>53.964</b>	1:19.372	161.4	15:23.052	5	1	2:52.861	47.210	52.094	1:13.557	184.9	15:03.145	
6	1	3:11.581	B	49.699	56.963	1:24.919	159.8	18:34.633	6	1	2:56.328	47.872	53.031	1:15.425	173.6	17:59.473	
7	2	5:50.274		3:22.089	1:01.141	1:27.044	80.3	24:24.907	7	1	2:52.795	47.478	52.256	1:13.061	179.4	20:52.268	
8	2	3:24.460		54.757	1:02.814	1:26.889	153.0	27:49.367	8	1	3:14.035	B	48.880	52.107	1:33.048	177.9	24:06.303
									9	1	5:54.728	3:46.035	54.794	1:13.899	93.3	30:01.031	
									10	1	2:53.003	47.426	52.509	1:13.068	180.9	32:54.034	
									11	1	2:52.264	47.900	<b>51.676</b>	<b>1:12.688</b>	183.7	35:46.298	
									12	1	<b>2:51.448</b>	46.866	51.863	1:12.719	181.8	38:37.746	
									13	1	2:52.281	46.882	51.988	1:13.411	182.4	41:30.027	
<b>44</b>	Allard J2 1951 1. Michel GROSFILLIER E																
1	1	3:18.205		1:06.663	54.939	1:16.603		3:18.205	1	1	3:34.471	54.390	1:13.404	1:26.677	153.8	31:23.838	
2	1	2:59.837		50.045	54.269	1:15.523	152.8	6:18.042	10	2	3:37.363	57.849	1:07.102	1:32.412	147.3	35:01.201	
3	1	3:00.298		48.968	54.915	1:16.415	150.8	9:18.340	11	2	3:24.442	55.859	1:01.343	1:27.240	133.0	38:25.643	
4	1	<b>2:57.556</b>		<b>48.243</b>	<b>53.805</b>	1:15.508	161.4	12:15.896	12	2	3:20.380	54.196	1:00.182	1:26.002	154.9	41:46.023	
5	1	3:01.409		48.505	55.527	1:17.377	163.1	15:17.305	13	2	3:21.190	55.816	1:00.472	1:24.902	146.1	45:07.213	
6	1	3:09.481	B	50.067	55.002	1:24.412	148.1	18:26.786	14	2	3:25.168	55.182	1:02.254	1:27.732	144.6	48:32.381	
7	1	6:24.868		4:14.481	55.113	<b>1:15.274</b>	99.7	24:51.654									
8	1	2:59.843		48.965	54.827	1:16.051	155.8	27:51.497									
9	1	3:01.323		49.601	56.178	1:15.544	156.1	30:52.820									
<b>45</b>	Alfa Romeo Giulia TZ 1965 1. Carlo VÖGELE F																
1	1	2:53.050		50.992	50.866	1:11.192		2:53.050	1	1	2:53.050	50.992	50.866	1:11.192		2:53.050	
2	1	2:47.008		46.133	49.799	1:11.076	186.9	5:40.058	2	1	2:47.008	46.133	49.799	1:11.076	186.9	5:40.058	
3	1	2:47.747		45.990	50.897	<b>1:10.860</b>	185.6	8:27.805	3	1	2:47.747	45.990	50.897	<b>1:10.860</b>	185.6	8:27.805	
4	1	2:47.352		45.943	50.050	1:11.359	187.2	11:15.157	4	1	2:47.352	45.943	50.050	1:11.359	187.2	11:15.157	
5	1	2:46.777		46.296	<b>49.561</b>	1:10.920	188.8	14:01.934	5	1	2:46.777	46.296	<b>49.561</b>	1:10.920	188.8	14:01.934	
6	1	<b>2:46.484</b>		45.727	49.724	1:11.033	190.8	16:48.418	6	1	<b>2:46.484</b>	45.727	49.724	1:11.033	190.8	16:48.418	
7	1	2:56.606	B	46.690	49.851	1:20.065	182.7	19:45.024	7	1	2:56.606	B	46.690	49.851			



**THE GENTLEMEN CHALLENGE**  
DIX MILLE TOURS  
RACE 1

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
3	2	2:58.814	49.345	53.424	1:16.045	164.9	9:06.086	2	1	2:55.330	47.985	52.713	1:14.632	187.2	5:55.240
4	2	2:55.982	48.684	52.778	1:14.520	181.2	12:02.068	3	1	<b>2:51.917</b>	46.733	51.346	1:13.838	190.5	8:47.157
5	2	<b>2:55.237</b>	47.977	52.427	1:14.833	175.0	14:57.305	4	1	2:52.004	46.421	51.176	1:14.407	186.5	11:39.161
6	2	2:56.503	48.443	53.317	1:14.743	180.0	17:53.808	5	1	2:53.300	47.274	51.586	1:14.440	187.8	14:32.461
7	2	3:04.303 <b>B</b>	48.193	52.235	1:23.875	178.2	20:58.111	6	1	2:55.733	47.016	51.321	1:17.396	190.5	17:28.194
8	1	5:16.548	3:06.462	53.432	1:16.654	100.9	26:14.659	7	1	5:01.178 <b>B</b>	<b>46.193</b>	50.622	3:24.363	192.9	22:29.372
9	1	2:56.181	<b>47.927</b>	53.071	1:15.183	185.6	29:10.840	8	1	3:10.302	1:05.926	51.281	<b>1:13.095</b>	124.4	25:39.674
10	1	2:57.180	50.107	52.264	1:14.809	151.0	32:08.020	9	1	2:55.289	48.926	52.193	1:14.170	178.8	28:34.963
11	1	3:00.537	48.196	54.974	1:17.367	185.6	35:08.557	10	1	2:54.400	48.058	53.014	1:13.328	179.1	31:29.363
12	1	2:56.379	49.634	52.726	<b>1:14.019</b>	153.6	38:04.936	11	1	2:54.043	48.478	51.815	1:13.750	190.1	34:23.406
13	1	2:56.119	48.693	52.769	1:14.657	188.2	41:01.055	12	1	2:52.586	48.002	<b>50.211</b>	1:14.373	187.8	37:15.992
14	1	2:55.356	48.732	<b>52.024</b>	1:14.600	189.8	43:56.411	13	1	2:54.156	47.310	51.745	1:15.101	184.6	40:10.148
15	1	2:55.522	48.415	52.863	1:14.244	193.9	46:51.933	14	1	2:53.456	46.912	52.011	1:14.533	193.9	43:03.604
16	1	2:56.635	48.599	52.883	1:15.153	191.8	49:48.568	15	1	3:03.606	46.556	51.951	1:25.099	194.2	46:07.210
								16	1	2:58.297	51.973	51.826	1:14.498	145.6	49:05.507

**58** Porsche 904/6 Carrera GTS 1965  
1. Yves VÖGELE F

1	1	2:47.499	48.383	48.790	1:10.326		2:47.499
2	1	2:44.812	45.064	49.526	1:10.222	198.9	5:32.311
3	1	2:44.084	45.689	48.424	1:09.971	194.6	8:16.395
4	1	2:45.536	45.163	49.771	1:10.602	203.4	11:01.931
5	1	2:42.426	45.285	48.551	1:08.590	199.6	13:44.357
6	1	2:43.140	44.711	49.356	1:09.073	203.4	16:27.497
7	1	2:53.431 <b>B</b>	44.156	48.493	1:20.782	200.7	19:20.928
8	1	4:50.519	2:54.062	48.539	1:07.918	113.2	24:11.447
9	1	2:39.882	43.444	47.944	1:08.494	204.5	26:51.329
10	1	2:42.491	44.599	48.026	1:09.866	202.2	29:33.820
11	1	2:41.130	43.786	49.297	1:08.047	203.8	32:14.950
12	1	2:46.378	43.912	52.520	1:09.946	200.0	35:01.328
13	1	2:41.233	44.301	49.711	<b>1:07.221</b>	208.9	37:42.561
14	1	<b>2:38.731</b>	<b>43.282</b>	47.886	1:07.563	206.1	40:21.292
15	1	2:41.125	43.446	<b>47.801</b>	1:09.878	206.5	43:02.417
16	1	2:42.596	43.986	49.928	1:08.682	208.9	45:45.013
17	1	2:40.738	43.670	49.054	1:08.014	202.2	48:25.751

**60** Porsche 904/6 Carrera GTS 1964  
1. Peter VÖGELE F

1	1	2:56.526	52.913	51.369	1:12.244		2:56.526
2	1	2:49.588	45.872	50.654	1:13.062	194.9	5:46.114
3	1	2:47.512	46.827	<b>49.838</b>	1:10.847	185.9	8:33.626
4	1	2:46.486	45.431	49.979	1:11.076	193.9	11:20.112
5	1	2:48.246	45.637	51.575	1:11.034	191.2	14:08.358
6	1	2:48.793	<b>45.117</b>	50.655	1:13.021	192.2	16:57.151
7	1	2:57.524 <b>B</b>	46.151	50.862	1:20.511	187.2	19:54.675
8	1	5:00.543	2:57.992	50.772	1:11.779	112.7	24:55.218
9	1	2:48.447	46.370	50.229	1:11.848	189.1	27:43.665
10	1	2:48.442	45.569	50.611	1:12.262	190.1	30:32.107
11	1	2:48.725	46.253	50.114	1:12.358	193.2	33:20.832
12	1	2:48.601	46.200	50.721	1:11.680	190.8	36:09.433
13	1	<b>2:45.563</b>	45.188	50.154	<b>1:10.221</b>	189.5	38:54.996
14	1	2:48.894	45.778	51.324	1:11.792	190.1	41:43.890
15	1	2:47.191	45.453	50.698	1:11.040	188.8	44:31.081
16	1	2:48.755	45.953	49.857	1:12.945	186.2	47:19.836

**72** Austin-Healey 3000 Mk I 1962  
1. André RAULIN F

1	1	2:59.910	54.612	52.161	1:13.137		2:59.910
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**78** Lotus Mark IX 1955  
1. Kaneko TAKUZO E  
2. Ryo YOKOJIMA

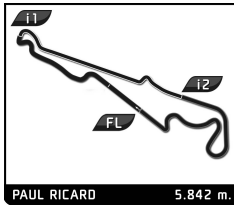
1	2	3:20.652	1:10.824	54.410	1:15.418		3:20.652
2	2	2:57.127	49.261	53.894	1:13.972	183.4	6:17.779
3	2	2:54.852	47.535	54.368	1:12.949	181.2	9:12.631
4	2	<b>2:52.284</b>	46.124	52.497	1:13.663	181.8	12:04.915
5	2	2:53.550	46.856	<b>51.702</b>	1:14.992	184.9	14:58.465
6	2	2:53.329	<b>45.603</b>	54.175	1:13.551	184.0	17:51.794
7	2	2:53.432	48.174	53.086	<b>1:12.172</b>	184.6	20:45.226
8	2	5:17.881 <b>B</b>	46.685	53.015	3:38.181	180.6	26:03.107
9	2	3:36.956	1:11.866	58.154	1:26.936	102.4	29:40.063
10	2	3:16.297	53.747	58.455	1:24.095	149.6	32:56.360
11	2	3:12.857	51.800	59.277	1:21.780	161.0	36:09.217
12	2	3:10.028	53.408	56.475	1:20.145	157.4	39:19.245
13	2	3:07.870	49.527	57.827	1:20.516	175.6	42:27.115
14	2	3:07.636	53.306	56.644	1:17.686	165.1	45:34.751
15	2	3:04.157	49.739	56.212	1:18.206	162.4	48:38.908

**85** Lotus Elite 1960  
1. Pierre-Emmanuel CHAMP. E

1	1	3:28.964	1:05.493	59.297	1:24.174		3:28.964
2	1	3:11.972	51.945	57.835	1:22.192	170.3	6:40.936
3	1	3:12.780	52.574	58.285	1:21.921	169.0	9:53.716
4	1	3:11.605	51.980	57.831	1:21.794	168.7	13:05.321
5	1	3:11.126	52.807	57.312	1:21.007	166.4	16:16.447
6	1	3:08.578	51.797	56.748	1:20.033	168.7	19:25.025
7	1	3:30.095 <b>B</b>	51.707	57.597	1:40.791	165.9	22:55.120
8	1	5:51.392	3:35.596	56.497	1:19.299	96.8	28:46.512
9	1	3:07.894	52.252	56.951	1:18.691	173.6	31:54.406
10	1	3:06.989	50.815	56.570	1:19.604	167.7	35:01.395
11	1	3:06.203	51.460	<b>55.330</b>	1:19.413	172.8	38:07.598
12	1	3:05.845	50.487	56.406	1:18.952	171.7	41:13.443
13	1	<b>3:04.657</b>	50.408	56.245	<b>1:18.004</b>	171.7	44:18.100
14	1	3:05.721	<b>49.845</b>	57.075	1:18.801	174.8	47:23.821

**87** TVR Grantura Mk III 1965  
1. Mark ASHWORTH F  
2. Simon ASHWORTH

1	1	3:06.989	57.438	54.218	1:15.333		3:06.989
2	1	2:57.528	47.908	53.866	1:15.754	167.7	6:04.517
3	1	2:59.434	49.259	54.530	1:15.645	175.9	9:03.951
4	1	3:21.501	47.248	52.306	1:41.947	170.9	12:25.452



**THE GENTLEMEN CHALLENGE**  
**DIX MILLE TOURS**  
**RACE 1**

**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	3:34.375 <b>B</b>	1:15.621	54.829	1:23.925	145.0	15:59.827	6	1	2:40.014	43.971	48.721	1:07.322	201.9	16:22.649
6	1	3:58.981 <b>B</b>	1:44.343	53.956	1:20.682	107.2	19:58.808	7	1	2:40.636	44.813	48.420	1:07.403	200.0	19:03.285
7	2	5:16.565	3:09.682	52.447	1:14.436	111.6	25:15.373	8	1	2:41.302	44.131	48.344	1:08.827	199.6	21:44.587
8	2	2:55.292	47.961	52.109	1:15.222	179.7	28:10.665	9	1	2:48.422 <b>B</b>	43.654	48.448	1:16.320	200.7	24:33.009
9	2	2:55.258	47.690	52.226	1:15.342	178.5	31:05.923	10	1	5:07.704	3:10.911	48.729	1:08.064	113.4	29:40.713
10	2	2:54.383	47.597	52.534	1:14.252	179.7	34:00.306	11	1	2:40.809	44.042	48.851	1:07.916	198.5	32:21.522
11	2	2:54.091	47.165	52.783	1:14.143	179.4	36:54.397	12	1	2:41.561	44.167	48.730	1:08.664	201.5	35:03.083
12	2	2:52.272	47.157	51.904	1:13.211	181.2	39:46.669	13	1	2:40.570	44.888	47.992	1:07.690	196.7	37:43.653
13	2	2:53.605	47.499	51.928	1:14.178	180.3	42:40.274	14	1	<b>2:38.685</b>	<b>43.963</b>	<b>47.587</b>	<b>1:07.135</b>	200.4	40:22.338
14	2	2:52.116	47.639	51.552	1:12.925	178.2	45:32.390	15	1	2:40.373	44.175	48.162	1:08.036	199.6	43:02.711
15	2	<b>2:50.414</b>	<b>46.749</b>	<b>51.331</b>	<b>1:12.334</b>	180.3	48:22.804	16	1	2:42.958	44.134	49.665	1:09.159	201.5	45:45.669
								17	1	2:41.217	<b>43.392</b>	49.849	1:07.976	201.1	48:26.886

**92** Lister Knobby Chevrolet 1960  
1. Wolf ZWEIFLER

1	1	3:08.048	58.274	52.977	1:16.797		3:08.048
2	1	2:55.411	49.341	51.359	1:14.711	158.1	6:03.459
3	1	2:54.206	49.983	49.995	1:14.228	177.0	8:57.665
4	1	2:53.027	48.506	49.828	1:14.693	168.0	11:50.692
5	1	2:53.339	48.388	50.389	1:14.562	175.9	14:44.031
6	1	2:54.151	48.982	50.647	1:14.522	172.8	17:38.182
7	1	4:57.966 <b>B</b>	48.609	50.175	3:19.182	182.1	22:36.148
8	1	3:11.491	1:07.043	50.898	1:13.550	102.1	25:47.639
9	1	2:54.243	48.059	50.637	1:15.547	176.2	28:41.882
10	1	2:53.727	49.569	50.039	1:14.119	180.9	31:35.609
11	1	2:53.465	47.511	52.807	1:13.147	195.3	34:29.074
12	1	2:50.858	47.115	50.679	1:13.064	206.1	37:19.932
13	1	<b>2:48.270</b>	<b>46.978</b>	<b>49.112</b>	<b>1:12.180</b>	204.5	40:08.202
14	1	2:50.640	47.572	49.294	1:13.774	180.3	42:58.842
15	1	2:57.173	47.619	54.090	1:15.464	197.4	45:56.015
16	1	2:53.944	47.796	51.426	1:14.722	171.2	48:49.959

**94** Jaguar E-Type 3.8 1961  
1. Georges VERQUIN

1	1	3:05.997	57.824	52.943	1:15.230		3:05.997
2	1	2:56.708	48.165	53.091	1:15.452	191.2	6:02.705
3	1	2:58.015	49.597	53.367	1:15.051	181.5	9:00.720
4	1	2:58.107	48.307	52.931	1:16.869	193.2	11:58.827
5	1	2:55.720	48.841	52.579	1:14.300	186.5	14:54.547
6	1	2:57.367	48.784	53.126	1:15.457	198.5	17:51.914
7	1	4:55.696 <b>B</b>	48.345	52.074	3:15.277	188.5	22:47.610
8	1	3:20.571	1:13.736	52.242	1:14.593	91.8	26:08.181
9	1	2:55.091	48.169	51.986	1:14.936	191.5	29:03.272
10	1	2:54.793	47.959	53.234	<b>1:13.600</b>	188.2	31:58.065
11	1	2:55.612	48.009	52.301	1:15.302	195.3	34:53.677
12	1	2:57.274	49.024	53.562	1:14.688	190.1	37:50.951
13	1	<b>2:52.443</b>	<b>46.801</b>	51.507	1:14.135	188.2	40:43.394
14	1	2:55.885	47.422	52.778	1:15.685	192.9	43:39.279
15	1	2:55.107	47.406	52.288	1:15.413	189.5	46:34.386
16	1	2:55.196	48.062	<b>51.486</b>	1:15.648	174.5	49:29.582

**99** Lotus XI 1500 1956  
1. Serge KRINKOFF

1	1	2:48.955	49.235	50.669	1:09.051		2:48.955
2	1	2:43.478	44.716	49.184	1:09.578	194.9	5:32.433
3	1	2:44.718	45.059	49.322	1:10.337	195.7	8:17.151
4	1	2:44.089	44.859	48.828	1:10.402	202.6	11:01.240
5	1	2:41.395	45.373	48.294	1:07.728	200.4	13:42.635

**100** Austin-Healey 100 S 1954  
1. Sébastien BERCHON

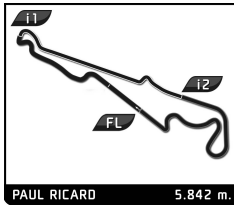
1	1	2:56.238	51.418	52.172	1:12.648		2:56.238
2	1	2:49.725	46.632	51.407	1:11.686	184.6	5:45.963
3	1	2:48.983	46.526	51.330	1:11.127	182.7	8:34.946
4	1	2:48.076	<b>45.511</b>	51.258	1:11.307	185.2	11:23.022
5	1	2:48.070	46.082	51.099	1:10.889	184.9	14:11.092
6	1	2:49.012	46.659	51.276	1:11.077	186.5	17:00.104
7	1	<b>2:47.373</b>	45.596	50.915	1:10.862	182.7	19:47.477
8	1	2:48.313	46.166	51.113	1:11.034	183.1	22:35.790
9	1	2:57.738 <b>B</b>	45.623	52.062	1:20.053	182.7	25:33.528
10	1	5:01.141	2:59.237	50.804	1:11.100	110.7	30:34.669
11	1	2:47.462	45.834	<b>50.728</b>	1:10.900	183.4	33:22.131
12	1	2:49.528	46.492	51.139	1:11.897	185.2	36:11.659
13	1	2:49.289	47.717	50.799	<b>1:10.773</b>	184.6	39:00.948
14	1	2:48.716	45.899	51.182	1:11.635	184.0	41:49.664
15	1	2:50.585	47.374	51.715	1:11.496	186.9	44:40.249
16	1	2:47.916	46.032	50.955	1:10.929	185.2	47:28.165

**110** Lotus XI 1500 1958  
1. Jean Jacques GRAVIER  
2. Michel THOULOUZE

1	1	3:13.813	1:04.910	53.683	1:15.220		3:13.813
2	1	2:54.504	47.827	52.819	1:13.858	188.5	6:08.317
3	1	2:55.303	47.643	52.541	1:15.119	184.0	9:03.620
4	1	2:53.562	46.270	52.837	1:14.455	181.8	11:57.182
5	1	2:54.601	46.737	54.562	1:13.302	183.1	14:51.783
6	1	2:52.693	46.584	53.059	1:13.050	186.2	17:44.476
7	1	2:53.268	47.033	52.438	1:13.797	182.7	20:37.744
8	1	2:54.018	47.604	52.648	1:13.766	180.0	23:31.762
9	1	3:09.331 <b>B</b>	47.648	53.849	1:27.834	182.7	26:41.093
10	1	5:20.405	3:14.556	52.590	1:13.259	106.4	32:01.498
11	1	2:55.338	47.378	53.249	1:14.711	182.1	34:56.836
12	1	2:53.040	46.574	52.948	1:13.518	181.8	37:49.876
13	1	<b>2:50.620</b>	<b>45.995</b>	<b>51.930</b>	<b>1:12.695</b>	181.2	40:40.496
14	1	2:54.568	47.058	51.941	1:15.569	182.4	43:35.064
15	1	2:54.558	46.624	51.952	1:15.982	176.2	46:29.622
16	1	2:56.906	49.548	53.030	1:14.328	161.9	49:26.528

**124** Austin-Healey 100 BN1 1955  
1. Luc BOUSQUET  
2. Thomas LAUNOIS

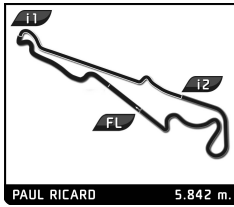
1	1	3:13.462	1:01.320	57.113	1:15.029		3:13.462
2	1	2:55.735	49.134	<b>53.097</b>	1:13.504	173.4	6:09.197
3	1	2:57.345	48.793	54.066	1:14.486	172.0	9:06.542
4	1	2:57.431	48.545	55.124	1:13.762	178.5	12:03.973



**THE GENTLEMEN CHALLENGE**  
**DIX MILLE TOURS**  
**RACE 1**

**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>130</b> MG A 1600 Twin Cam 1959															
1. Olivier MAZOYER <span style="float: right;">E</span>															
1	1	3:20.868	1:05.724	57.825	1:17.319		3:20.868								
2	1	3:05.374	50.495	56.910	1:17.969	160.5	6:26.242								
3	1	3:04.284	49.726	56.311	1:18.247	161.4	9:30.526								
4	1	3:05.616	50.630	57.218	1:17.768	162.7	12:36.142								
5	1	3:04.733	49.988	56.561	1:18.184	160.5	15:40.875								
6	1	3:05.702	51.636	56.691	1:17.375	161.0	18:46.577								
7	1	3:19.546	<b>B</b> 50.325	56.201	1:33.020	162.4	22:06.123								
8	1	5:28.364	3:12.911	57.276	1:18.177	90.5	27:34.487								
9	1	3:02.855	49.462	55.799	1:17.594	161.0	30:37.342								
10	1	3:03.751	50.003	56.894	1:16.854	164.9	33:41.093								
11	1	<b>3:02.665</b>	50.082	<b>55.678</b>	1:16.905	160.0	36:43.758								
12	1	3:03.155	49.970	55.970	1:17.215	164.1	39:46.913								
13	1	3:04.083	<b>49.382</b>	57.212	1:17.489	166.7	42:50.996								
14	1	3:12.466	52.650	1:01.089	1:18.727	166.4	46:03.462								
15	1	3:09.744	52.949	57.194	1:19.601	143.4	49:13.206								
<b>134</b> Austin-Healey 3000 Mk I 1962															
1. Bart BLOMMAERT <span style="float: right;">F</span>															
2. Rikkert LEEAMAN															
1	2	3:13.041	1:00.941	55.566	1:16.534		3:13.041								
2	2	2:58.766	49.809	53.621	1:15.336	170.3	6:11.807								
3	2	2:57.407	48.774	53.237	1:15.396	177.0	9:09.214								
4	2	2:56.679	48.246	<b>52.414</b>	1:16.019	177.9	12:05.893								
5	2	<b>2:55.862</b>	48.233	52.822	<b>1:14.807</b>	178.8	15:01.755								
6	2	2:56.438	48.054	53.009	1:15.375	173.4	17:58.193								
7	2	2:56.952	48.356	53.477	1:15.119	183.7	20:55.145								
8	2	3:17.535	<b>B</b> 48.225	55.268	1:34.042	168.2	24:12.680								
9	2	5:03.679	2:53.622	54.434	1:15.623	119.9	29:16.359								
10	2	2:58.427	49.004	54.108	1:15.315	175.6	32:14.786								
11	2	2:58.489	48.579	53.402	1:16.508	183.7	35:13.275								
12	2	3:00.994	51.607	54.442	1:14.945	184.0	38:14.269								
13	2	2:58.461	48.804	53.445	1:16.212	186.9	41:12.730								
14	2	2:56.860	<b>47.838</b>	53.296	1:15.726	180.6	44:09.590								
15	2	2:57.910	48.129	54.031	1:15.750	184.3	47:07.500								
<b>149</b> Porsche 904/6 Carrera GTS 1964															
1. Hipolito PIRES <span style="float: right;">F</span>															
2. Diogo TAVARES															
1	1	2:46.336	47.787	48.604	1:09.945		2:46.336								
2	1	2:45.138	45.715	49.148	1:10.275	200.7	5:31.474								
3	1	<b>2:44.302</b>	45.540	<b>48.418</b>	1:10.344	199.6	8:15.776								
4	1	2:45.014	45.525	49.132	1:10.357	203.0	11:00.790								
5	1	2:45.555	45.466	50.955	<b>1:09.134</b>	193.9	13:46.345								
<b>151</b> Abarth 1000 SP 1968															
1. Hisashi KUNIE <span style="float: right;">INV</span>															
1	1	3:42.477	1:15.105	1:04.711	1:22.661		3:42.477								
2	1	3:15.871	52.566	59.423	1:23.882	154.1	6:58.348								
3	1	3:14.692	52.679	59.412	1:22.601	152.5	10:13.040								
4	1	3:22.823	54.087	1:03.981	1:24.755	145.7	13:35.863								
5	1	3:23.717	54.344	1:02.588	1:26.785	146.7	16:59.580								
6	1	5:46.303	<b>B</b> 54.456	1:02.202	3:49.645	141.7	22:45.883								
7	1	3:44.661	1:19.914	1:02.017	1:22.730	84.6	26:30.544								
8	1	3:18.194	52.705	1:01.375	1:24.114	149.4	29:48.738								
9	1	3:15.696	52.618	1:00.652	1:22.426	149.4	33:04.434								
10	1	3:13.601	52.168	59.117	1:22.316	148.8	36:18.035								
11	1	<b>3:10.851</b>	<b>51.672</b>	<b>58.480</b>	1:20.699	148.8	39:28.886								
12	1	3:14.252	51.997	59.193	1:23.062	152.1	42:43.138								
13	1	3:17.250	53.027	59.952	1:24.271	146.9	46:00.388								
14	1	3:12.457	52.081	59.897	<b>1:20.479</b>	147.3	49:12.845								
<b>161</b> Austin-Healey 3000 Mk II 1962															
1. Serge LIBENS <span style="float: right;">F</span>															
2. Jean-André COLLARD															
1	1	3:03.489	56.524	53.531	1:13.434		3:03.489								
2	1	2:53.460	46.861	52.160	1:14.439	180.0	5:56.949								
3	1	2:52.095	47.026	51.482	1:13.587	170.6	8:49.044								
4	1	2:51.316	46.871	51.844	1:12.601	174.8	11:40.360								
5	1	2:54.079	47.678	51.655	1:14.746	168.0	14:34.439								
6	1	4:14.624	<b>B</b> 46.952	51.244	2:36.428	188.8	18:49.063								
7	2	3:56.550	1:50.906	51.475	1:14.169	103.1	22:45.613								
8	2	2:51.450	47.503	50.484	1:13.463	184.9	25:37.063								
9	2	2:49.298	46.423	50.859	1:12.016	184.3	28:26.361								
10	2	2:48.277	46.073	50.170	1:12.034	193.5	31:14.638								
11	2	<b>2:47.489</b>	<b>45.765</b>	<b>50.066</b>	1:11.658	191.5	34:02.127								
12	2	2:48.694	46.442	50.285	1:11.967	183.7	36:50.821								
13	2	2:49.323	46.163	50.610	1:12.550	184.0	39:40.144								
14	2	2:49.030	45.916	51.412	1:11.702	185.9	42:29.174								
15	2	2:49.286	47.471	50.458	<b>1:11.357</b>	192.5	45:18.460								
16	2	2:52.626	46.990	52.746	1:12.890	177.0	48:11.086								
<b>220</b> Austin-Healey 3000 Mk II 1962															
1. Jean-Pascal CUEREL <span style="float: right;">F</span>															
1	1	2:55.578	51.695	51.812	1:12.071		2:55.578								
2	1	2:48.409	46.393	50.807	1:11.209	195.7	5:43.987								
3	1	2:48.012	45.998	50.895	1:11.119	194.9	8:31.999								
4	1	2:49.186	46.093	51.558	1:11.535	196.7	11:21.185								
5	1	2:49.187	46.094	51.365	1:11.728	199.3	14:10.372								
6	1	3:06.492	<b>B</b> 46.141	50.713	1:29.638	196.4	17:16.864								
7	1	3:59.369	1:55.742	51.910	1:11.717	109.2	21:16.233								
8	1	3:08.089	<b>B</b> 46.198	<b>50.451</b>	1:31.440	195.7	24:24.322								
9	1	5:17.861	3:13.599	52.686	1:11.576	115.5	29:42.183								
10	1	2:51.574	49.027	51.014	1:11.533	190.8	32:33.757								
11	1	<b>2:47.381</b>	<b>45.500</b>	50.557	1:11.234	197.4	35:21.138								
12	1	2:49.700	46.052	52.366	1:11.282	196.4	38:10.838								
13	1	2:48.184	46.251	51.028	<b>1:10.905</b>	192.5	40:59.022								
14	1	2:58.021	48.896	53.037	1:16.088	195.3	43:57.043								
15	1	2:48.726	46.178	51.366	1:11.182	197.4	46:45.769								
16	1	2:51.516	48.709	51.604	1:11.203	192.9	49:37.285								

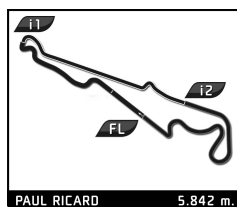


**THE GENTLEMEN CHALLENGE**  
**DIX MILLE TOURS**  
**RACE 1**

**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>244</b> Austin-Healey 3000 Mk II 1962 1. MOZ F															
1	1	3:03.918	55.263	53.705	1:14.950		3:03.918								
2	1	2:55.042	47.891	53.061	1:14.090	180.6	5:58.960								
3	1	2:55.340	47.833	53.190	1:14.317	178.2	8:54.300								
4	1	2:58.444	47.663	53.392	1:17.389	185.2	11:52.744								
5	1	2:55.296	47.904	53.515	1:13.877	183.1	14:48.040								
6	1	2:54.992	47.542	53.378	1:14.072	186.9	17:43.032								
7	1	2:54.560	47.352	52.701	1:14.507	186.9	20:37.592								
8	1	3:10.386 B	48.759	52.728	1:28.899	172.0	23:47.978								
9	1	5:07.163	2:57.344	54.680	1:15.139	92.6	28:55.141								
10	1	2:54.449	47.210	53.688	1:13.551	188.2	31:49.590								
11	1	2:59.684	47.552	55.475	1:16.657	193.2	34:49.274								
12	1	2:52.630	47.153	51.868	1:13.609	190.1	37:41.904								
13	1	2:53.296	47.634	52.038	1:13.624	188.5	40:35.200								
14	1	2:52.037	46.640	51.997	1:13.400	192.5	43:27.237								
15	1	2:54.114	46.824	53.981	1:13.309	188.8	46:21.351								
16	1	2:53.511	47.133	52.623	1:13.755	183.1	49:14.862								
<b>356</b> Porsche 356 (Pre-A) (1100) coupé 1951 1. Jean-François PENILLARD E															
1	1	3:49.554	1:14.418	1:05.596	1:29.540		3:49.554								
2	1	3:33.796	57.826	1:05.265	1:30.705	137.1	7:23.350								
3	1	3:43.741	59.741	1:11.637	1:32.363	134.8	11:07.091								
4	1	3:37.534	57.929	1:06.827	1:32.778	136.0	14:44.625								
5	1	3:39.732	57.787	1:09.672	1:32.273	135.3	18:24.357								
6	1	3:48.750 B	1:00.026	1:06.570	1:42.154	134.8	22:13.107								
7	1	5:40.555	3:03.178	1:06.567	1:30.810	84.6	27:53.662								
8	1	3:35.171	57.543	1:06.009	1:31.619	135.5	31:28.833								
9	1	3:35.659	57.747	1:05.627	1:32.285	134.3	35:04.492								
10	1	3:38.077	58.656	1:07.320	1:32.101	136.5	38:42.569								
11	1	3:36.080	57.310	1:07.123	1:31.647	136.7	42:18.649								
12	1	3:33.596	58.571	1:04.300	1:30.725	136.7	45:52.245								
13	1	3:44.232	1:01.273	1:07.853	1:35.106	134.2	49:36.477								
<b>390</b> Lotus XI 1100 1958 1. Amaury GARIEL E															
1	1	3:16.263	1:01.846	57.127	1:17.290		3:16.263								
2	1	3:00.227	49.032	55.151	1:16.044	167.4	6:16.490								
3	1	3:01.420	49.399	55.034	1:16.987	165.1	9:17.910								
4	1	3:00.207	49.229	55.370	1:15.608	168.5	12:18.117								
5	1	3:01.740	49.390	56.694	1:15.656	165.1	15:19.857								
6	1	3:08.255 B	49.285	55.727	1:23.243	166.2	18:28.112								
7	1	5:12.824	3:03.210	55.293	1:14.321	102.0	23:40.936								
8	1	2:57.610	48.215	54.311	1:15.084	164.1	26:38.546								
9	1	2:57.593	48.053	54.023	1:15.517	161.9	29:36.139								
10	1	2:56.597	47.651	54.656	1:14.290	163.9	32:32.736								
11	1	2:58.381	49.444	54.533	1:14.404	163.1	35:31.117								
12	1	2:58.762	48.954	55.146	1:14.662	162.2	38:29.879								
13	1	2:57.274	48.311	54.530	1:14.433	163.1	41:27.153								
14	1	2:57.812	47.751	55.778	1:14.283	164.1	44:24.965								
15	1	2:59.451	47.678	54.759	1:17.014	164.9	47:24.416								
<b>400</b> Lotus Elite 1961 1. Markus BISCHOFBERGER E															
1	1	3:36.952	1:12.279	1:00.257	1:24.416		3:36.952								
2	1	3:17.901	53.940	59.150	1:24.811	161.9	6:54.853								
3	1	3:18.626	54.410	58.796	1:25.420	151.5	10:13.479								
4	1	3:14.493	52.601	57.861	1:24.031	165.9	13:27.972								
5	1	3:10.722	52.007	57.063	1:21.652	165.9	16:38.694								
6	1	3:11.316	51.935	57.676	1:21.705	161.7	19:50.010								
7	1	3:11.033	52.726	57.303	1:21.004	164.1	23:01.043								
8	1	3:09.842	51.848	57.073	1:20.921	162.9	26:10.885								
9	1	3:16.446 B	51.091	59.128	1:26.227	166.9	29:27.331								
10	1	5:48.488	3:22.266	1:01.329	1:24.893	92.0	35:15.819								
11	1	3:27.824	1:08.618	57.760	1:21.446	167.2	38:43.643								
12	1	3:08.792	51.399	56.055	1:21.338	172.8	41:52.435								
13	1	3:09.782	52.619	57.293	1:19.870	172.8	45:02.217								
14	1	3:27.215 B	52.284	57.680	1:37.251	157.0	48:29.432								
<b>557</b> Austin-Healey 100-4 1956 1. Philippe PETIT E															
1	1	3:40.038	1:15.702	1:00.773	1:23.563		3:40.038								
2	1	3:16.682	53.759	59.756	1:23.167	147.3	6:56.720								
3	1	3:17.281	54.747	59.921	1:22.613	150.0	10:14.001								
<b>250</b> Lotus XI 1100 1957 1. Sandy WATSON E 2. Dafyd RICHARDS															
1	2	2:42.375	46.287	48.146	1:07.942		2:42.375								
2	2	2:39.494	43.644	47.871	1:07.979	200.4	5:21.869								
3	2	2:41.199	44.733	48.544	1:07.922	197.1	8:03.068								
4	2	2:40.099	44.003	48.442	1:07.654	201.1	10:43.167								
5	2	2:40.314	43.757	48.284	1:08.273	193.9	13:23.481								
6	2	2:39.051	43.179	47.547	1:08.325	199.3	16:02.532								
7	2	2:39.818	43.501	48.010	1:08.307	194.6	18:42.350								
8	2	2:49.337 B	43.743	47.807	1:17.787	190.5	21:31.687								
9	1	5:23.127	3:18.447	52.376	1:12.304	107.2	26:54.814								
10	1	2:52.373	48.154	51.607	1:12.612	179.7	29:47.187								
11	1	2:47.533	46.159	50.301	1:11.073	193.5	32:34.720								
12	1	2:48.539	45.839	51.304	1:11.396	187.5	35:23.259								
13	1	2:49.523	46.412	51.748	1:11.363	189.1	38:12.782								
14	1	2:48.328	46.049	51.066	1:11.213	196.4	41:01.110								
15	1	2:52.618	46.207	53.040	1:13.371	200.0	43:53.728								
16	1	2:50.602	46.634	50.647	1:13.321	197.1	46:44.330								
17	1	2:57.303	49.140	53.076	1:15.087	158.8	49:41.633								
<b>270</b> AC Ace Bristol Le Mans 1957 1. Dominique POELS E 2. Patrick VEYRAT															
1	1	3:56.521	1:20.341	1:05.498	1:30.682		3:56.521								
2	1	3:35.650	1:00.050	1:04.068	1:31.532	143.4	7:32.171								
3	1	3:32.739	57.782	1:04.501	1:30.456	147.9	11:04.910								
4	1	3:33.048	57.796	1:03.831	1:31.421	149.8	14:37.958								
5	1	3:34.003	57.743	1:04.952	1:31.308	149.6	18:11.961								
6	1	3:31.399	58.566	1:03.553	1:29.280	146.3	21:43.360								
7	1	5:35.807 B	57.954	1:02.465	3:35.388	146.9	27:19.167								
8	2	3:59.518	1:22.932	1:05.325	1:31.261	88.7	31:18.685								
9	2	3:42.483	1:02.158	1:07.185	1:33.140	146.9	35:01.168								
10	2	3:43.013	1:02.617	1:08.044	1:32.352	136.9	38:44.181								
11	2	3:38.196	59.475	1:07.361	1:31.360	145.6	42:22.377								
12	2	3:37.848	59.648	1:05.437	1:32.763	145.2	46:00.225								
13	2	4:09.637 B	1:00.665	1:06.740	2:02.232	138.8	50:09.862								

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



## THE GENTLEMEN CHALLENGE

### DIX MILLE TOURS

### RACE 1

### 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
4	1	<b>3:14.703</b>	54.547	<b>59.380</b>	<b>1:20.776</b>	154.5	13:28.704								
5	1	3:17.289	<b>53.089</b>	59.996	1:24.204	156.7	16:45.993								
6	1	3:25.631 <b>B</b>	54.684	59.874	1:31.073	152.1	20:11.624								
7	1	5:34.259	3:08.742	1:00.054	1:25.463	98.5	25:45.883								
8	1	3:23.435	54.996	1:02.037	1:26.402	158.6	29:09.318								
9	1	3:37.748	55.515	1:17.368	1:24.865	142.7	32:47.066								
10	1	3:22.230	56.044	1:01.092	1:25.094	152.8	36:09.296								
11	1	3:20.441	55.371	1:00.041	1:25.029	146.3	39:29.737								
12	1	3:17.507	53.952	1:00.014	1:23.541	152.1	42:47.244								
13	1	3:23.388	55.839	1:03.805	1:23.744	158.4	46:10.632								
14	1	3:22.190	55.003	1:01.646	1:25.541	158.6	49:32.822								

600		Lotus XI 1957					
		1. GUY				E	
		2. JUNIOR					
1	2	2:47.888	49.111	49.369	1:09.408		2:47.888
2	2	2:42.239	44.915	48.904	1:08.420	195.3	5:30.127
3	2	2:40.019	44.124	<b>47.823</b>	1:08.072	196.4	8:10.146
4	2	<b>2:39.367</b>	<b>43.623</b>	47.913	1:07.831	198.2	10:49.513
5	2	2:40.651	43.951	48.429	1:08.271	197.8	13:30.164
6	2	2:39.821	44.080	47.945	1:07.796	198.9	16:09.985
7	2	2:40.721	44.778	48.187	<b>1:07.756</b>	196.0	18:50.706
8	2	2:42.455	44.996	48.747	1:08.712	196.0	21:33.161
9	2	4:53.599 <b>B</b>	44.113	48.199	3:21.287	196.4	26:26.760
10	1	3:13.826	1:12.061	50.382	1:11.383	102.9	29:40.586
11	1	2:43.709	45.087	49.335	1:09.287	190.8	32:24.295
12	1	2:46.708	45.216	49.917	1:11.575	193.9	35:11.003
13	1	2:47.567	47.542	50.099	1:09.926	175.6	37:58.570
14	1	2:46.893	45.939	50.306	1:10.648	191.2	40:45.463
15	1	2:47.023	46.093	50.710	1:10.220	190.5	43:32.486
16	1	2:44.327	44.897	50.227	1:09.203	191.5	46:16.813
17	1	2:46.398	46.218	50.237	1:09.943	191.8	49:03.211

664		Alfa Romeo Giulia TZ 1964					
		1. Franco MEINERS				F	
1	1	3:35.240 <b>B</b>	1:11.922	<b>50.880</b>	1:32.438		3:35.240

904		Porsche 904 Carrera GTS 1965					
		1. Michael HINDERER				F	
1	1	2:58.603	54.135	51.008	1:13.460		2:58.603
2	1	2:52.842	47.692	52.352	<b>1:12.798</b>	177.9	5:51.445
3	1	2:54.289	47.710	52.189	1:14.390	176.8	8:45.734
4	1	2:51.916	46.855	51.279	1:13.782	186.9	11:37.650
5	1	2:54.152	47.916	51.678	1:14.558	184.3	14:31.802
6	1	2:53.648	47.038	51.739	1:14.871	185.9	17:25.450
7	1	2:52.591	47.409	50.864	1:14.318	193.5	20:18.041
8	1	2:57.249	48.089	51.114	1:18.046	163.6	23:15.290
9	1	3:08.038 <b>B</b>	48.426	51.735	1:27.877	173.1	26:23.328
10	1	5:04.354	2:57.482	51.854	1:15.018	112.5	31:27.682
11	1	2:55.641	49.081	52.366	1:14.194	191.2	34:23.323
12	1	2:51.021	47.468	<b>50.142</b>	1:13.411	179.1	37:14.344
13	1	2:52.520	46.505	51.599	1:14.416	188.8	40:06.864
14	1	2:55.763	47.793	52.102	1:15.868	176.5	43:02.627
15	1	2:59.328	46.460	51.324	1:21.544	191.2	46:01.955
16	1	<b>2:49.817</b>	<b>46.074</b>	50.690	1:13.053	201.5	48:51.772