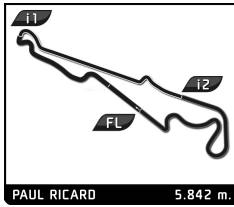


**THE GENTLEMEN CHALLENGE**  
**DIX MILLE TOURS**  
**RACE 2**

**Sector Analysis**

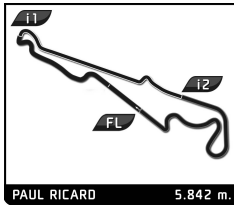
Personal Best							Session Best							B Crossing the finish line in pit lane											
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed		
<b>16</b> Ferrari 250 GT SWB Broadvan 1962																									
1. Lukas HALUSA																									
1	1	2:46.438	50.414	49.342	1:06.682		2:46.438	1	1	2:59.736	49.733	53.022	1:16.981	190.1	44:21.987	14	1	2:59.736	49.733	53.022	1:16.981	190.1	44:21.987		
2	1	2:35.854	43.026	46.297	1:06.531	206.9	5:22.292	15	1	2:55.422	48.625	51.945	1:14.852	184.0	47:17.409	15	1	2:55.422	48.625	51.945	1:14.852	184.0	47:17.409		
3	1	2:35.800	42.619	45.836	1:07.345	210.9	7:58.092	<b>24</b> D.B HBR5 1960																	
4	1	2:34.541	42.364	46.231	<b>1:05.946</b>	215.6	10:32.633	1. Frédéric BORIES																	
5	1	2:36.282	43.599	46.680	1:06.003	202.2	13:08.915	2. Arnaud DUPIN																	
6	1	2:35.585	42.047	45.880	1:07.658	211.4	15:44.500	1	2	3:59.891	1:22.224	1:07.245	1:30.422		3:59.891	1	2	3:59.891	1:22.224	1:07.245	1:30.422		3:59.891		
7	1	<b>2:34.345</b>	42.286	45.824	1:06.235	211.8	18:18.845	2	2	3:31.552	56.230	<b>1:05.700</b>	1:29.622	134.5	7:31.443	2	2	3:31.552	56.230	<b>1:05.700</b>	1:29.622	134.5	7:31.443		
8	1	2:38.982	43.510	48.091	1:07.381	200.7	20:57.827	3	2	3:32.089	55.911	1:06.470	1:29.708	136.9	11:03.532	3	2	3:32.089	55.911	1:06.470	1:29.708	136.9	11:03.532		
9	1	2:44.881	<b>B</b>	43.381	46.410	1:15.090	203.8	23:42.708	4	2	3:33.031	56.038	1:06.619	1:30.374	135.0	14:36.563	4	2	3:33.031	56.038	1:06.619	1:30.374	135.0	14:36.563	
10	1	4:58.550	3:05.580	<b>45.644</b>	1:07.326	123.4	28:41.258	5	2	<b>3:31.291</b>	<b>55.653</b>	1:06.139	<b>1:29.499</b>	136.0	18:07.854	5	2	<b>3:31.291</b>	<b>55.653</b>	1:06.139	<b>1:29.499</b>	136.0	18:07.854		
11	1	2:36.144	42.573	47.226	1:06.345	204.2	31:17.402	6	2	12:28.444	<b>B</b>	57.352	1:14.943	...	132.4	30:36.298	6	2	12:28.444	<b>B</b>	57.352	1:14.943	...	132.4	30:36.298
12	1	2:35.233	<b>41.990</b>	46.593	1:06.650	215.6	33:52.635	<b>27</b> MG B 1965																	
13	1	2:38.973	43.485	47.274	1:08.214	208.9	36:31.608	1. Angélique BESSÉ																	
14	1	2:36.946	43.443	46.465	1:07.038	216.4	39:08.554	2. Baptiste MARCHAND																	
15	1	2:35.738	43.381	46.400	1:05.957	217.7	41:44.292	1	2	3:53.053	1:20.614	1:03.874	1:28.565		3:53.053	1	2	3:53.053	1:20.614	1:03.874	1:28.565		3:53.053		
16	1	2:35.140	42.402	45.669	1:07.069	214.3	44:19.432	2	2	3:22.381	<b>54.348</b>	1:01.581	1:26.452	157.2	7:15.434	2	2	3:22.381	<b>54.348</b>	1:01.581	1:26.452	157.2	7:15.434		
17	1	2:35.777	42.481	46.035	1:07.261	213.4	46:55.209	3	2	3:22.677	55.081	1:01.551	1:26.045	156.5	10:38.111	3	2	3:22.677	55.081	1:01.551	1:26.045	156.5	10:38.111		
<b>17</b> Lister Knobbly Chevrolet 1958																									
1. Luc-Pierre YERQUIN																									
1	1	2:39.908	45.334	47.142	1:07.432		2:39.908	4	2	3:22.812	55.082	1:02.311	1:25.419	157.4	14:00.923	4	2	3:22.812	55.082	1:02.311	1:25.419	157.4	14:00.923		
2	1	2:38.423	43.493	47.454	1:07.476	203.8	5:18.331	5	2	<b>3:21.897</b>	56.495	1:00.302	<b>1:25.100</b>	155.2	17:22.820	5	2	<b>3:21.897</b>	56.495	1:00.302	<b>1:25.100</b>	155.2	17:22.820		
3	1	2:36.295	43.447	46.208	1:06.640	209.7	7:54.626	6	2	5:43.162	<b>B</b>	57.360	<b>59.880</b>	3:45.922	154.9	23:05.982	6	2	5:43.162	<b>B</b>	57.360	<b>59.880</b>	3:45.922	154.9	23:05.982
4	1	2:37.045	42.981	46.927	1:07.137	215.6	10:31.671	7	1	3:49.984	1:14.264	1:07.045	1:28.675	87.3	26:55.966	7	1	3:49.984	1:14.264	1:07.045	1:28.675	87.3	26:55.966		
5	1	2:38.034	43.740	46.967	1:07.327	201.1	13:09.705	8	1	3:33.445	57.800	1:03.900	1:31.745	142.3	30:29.411	8	1	3:33.445	57.800	1:03.900	1:31.745	142.3	30:29.411		
6	1	2:36.897	43.280	46.562	1:07.055	199.6	15:46.602	9	1	3:31.325	57.554	1:04.389	1:29.382	151.7	34:00.736	9	1	3:31.325	57.554	1:04.389	1:29.382	151.7	34:00.736		
7	1	2:36.719	43.356	46.895	1:06.468	210.9	18:23.321	10	1	3:41.065	1:01.386	1:06.862	1:32.817	137.2	37:41.801	10	1	3:41.065	1:01.386	1:06.862	1:32.817	137.2	37:41.801		
8	1	2:39.340	42.844	47.826	1:08.670	207.7	21:02.661	11	1	4:39.002	<b>B</b>	57.984	1:05.997	2:35.021	137.4	42:20.803	11	1	4:39.002	<b>B</b>	57.984	1:05.997	2:35.021	137.4	42:20.803
9	1	4:32.674	<b>B</b>	<b>42.720</b>	47.172	3:02.782	215.1	25:35.335	12	1	3:46.603	1:09.007	1:04.588	1:33.008	103.4	46:07.406	12	1	3:46.603	1:09.007	1:04.588	1:33.008	103.4	46:07.406	
10	1	3:03.239	1:08.823	47.069	1:07.347	129.3	28:38.574	13	1	3:33.812	57.792	1:03.542	1:32.478	149.2	49:41.218	13	1	3:33.812	57.792	1:03.542	1:32.478	149.2	49:41.218		
11	1	<b>2:35.321</b>	42.863	46.226	<b>1:06.232</b>	219.5	31:13.895	<b>30</b> Porsche 356 (pré-A) 1500 S Coupé 1954																	
12	1	2:38.130	44.986	46.500	1:06.644	213.4	33:52.025	1. Gilles COURAUDON																	
13	1	2:38.187	43.781	47.129	1:07.277	195.3	36:30.212	2. Maxime GRANSART																	
14	1	2:38.438	44.450	46.927	1:07.061	211.8	39:08.650	1	1	3:22.553	1:06.390	56.760	1:19.403		3:22.553	1	1	3:22.553	1:06.390	56.760	1:19.403		3:22.553		
15	1	2:37.490	43.831	46.866	1:06.793	213.9	41:46.140	2	1	3:07.075	<b>50.914</b>	56.702	1:19.459	171.4	6:29.628	2	1	3:07.075	<b>50.914</b>	56.702	1:19.459	171.4	6:29.628		
16	1	2:37.155	44.339	46.399	1:06.417	206.1	44:23.295	3	1	3:05.890	51.096	56.693	1:18.101	160.5	9:35.518	3	1	3:05.890	51.096	56.693	1:18.101	160.5	9:35.518		
17	1	2:36.069	43.377	<b>46.054</b>	1:06.638	196.7	46:59.364	4	1	3:06.253	51.817	56.841	1:17.595	166.7	12:41.771	4	1	3:06.253	51.817	56.841	1:17.595	166.7	12:41.771		
<b>20</b> Ferrari 250 GT SWB (C) 1961																									
1. Christian DUMOLIN																									
1	1	3:28.549	1:18.166	54.446	1:15.937		3:28.549	5	1	3:05.958	51.361	55.989	1:18.608	160.0	15:47.729	5	1	3:05.958	51.361	55.989	1:18.608	160.0	15:47.729		
2	1	2:59.189	48.927	52.811	1:17.451	188.8	6:27.738	6	1	3:05.267	50.974	56.697	1:17.596	166.9	18:52.996	6	1	3:05.267	50.974	56.697	1:17.596	166.9	18:52.996		
3	1	2:55.379	48.239	51.800	1:15.340	182.4	9:23.117	7	1	<b>3:04.877</b>	51.012	57.007	<b>1:16.858</b>	168.5	21:57.873	7	1	<b>3:04.877</b>	51.012	57.007	<b>1:16.858</b>	168.5	21:57.873		
4	1	2:56.401	48.384	52.698	1:15.319	178.5	12:19.518	8	1	3:05.309	51.092	<b>55.688</b>	1:18.529	162.9	25:03.182	8	1	3:05.309	51.092	<b>55.688</b>	1:18.529	162.9	25:03.182		
5	1	2:57.949	49.878	52.530	1:15.541	168.2	15:17.467	9	1	5:42.650	<b>B</b>	52.225	55.994	3:54.431	159.3	30:45.832	9	1	5:42.650	<b>B</b>	52.225	55.994	3:54.431	159.3	30:45.832
6	1	2:55.362	47.964	51.932	1:15.466	186.9	18:12.829	10	2	3:39.844	1:09.913	1:00.087	1:29.844	96.3	34:25.676	10	2	3:39.844	1:09.913	1:00.087	1:29.844	96.3	34:25.676		
7	1	3:06.111	<b>B</b>	48.989	53.948	1:23.174	175.6	21:18.940	11	2	3:16.087	53.070	59.023	1:23.994	159.3	37:41.763	11	2	3:16.087	53.070	59.023	1:23.994	159.3	37:41.763	
8	1	5:19.083	3:11.957	52.587	1:14.539	114.3	26:38.023	12	2	3:17.860	53.543	59.302	1:25.015	158.1	40:59.623	12	2	3:17.860	53.543	59.302	1:25.015	158.1	40:59.623		
9	1	2:54.830	48.530	52.007	<b>1:14.293</b>	182.7	29:32.853	13	2	3:13.497	53.186	58.426	1:21.885	161.7	44:13.120	13	2	3:13.497	53.186	58.426	1:21.885	161.7	44:13.120		
10	1	<b>2:53.254</b>	<b>47.263</b>	<b>51.579</b>	1:14.412	188.8	32:26.107	14	2	3:15.411	53.169	59.230	1:23.012	156.5	47:28.531	14	2	3:15.411	53.169	59.230	1:23.012	156.5	47:28.531		
11	1	2:55.535	47.863	51.743	1:15.929	202.6	35:21.642	<b>31</b> Austin-Healey 3000 Mk II 1965																	
12	1	3:01.066	48.614	51.627	1:20.825	181.8	38:22.708	1. Paul ANCELIN																	
13	1	2:59.543	49.049	53.963	1:16.531	194.6	41:22.251	1	1	2:56.772	51.154	53.283	1:12.335		2:56.772	1	1	2:56.772	51.154	53.283	1:12.335		2:56.772		
1	1	2:46.438	50.414	49.342	1:06.682		2:46.438	2	1	2:48.625	46.500	51.059	<b>1:11.066</b>	191.8	5:45.397	2	1	2:48.625	46.500	51.059	<b>1:11.066</b>	191.8	5:45.397		
2	1	2:35.854	43.026	46.297	1:06.531	206.9	5:22.292	3	1	2:48.271	45.696	50.914	1:11.661	192.2	8:33.668	3	1	2:48.271	45.696	50.914	1:11.661	192.2	8:33.668		
3	1	2:35.800	42.619	45.836	1:07.345	210.9	7:58.092	4	1	2:48.599	46.191	50.931	1:11.477	191.8	11:22.267	4	1								



**THE GENTLEMEN CHALLENGE**  
DIX MILLE TOURS  
RACE 2

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>38</b> Porsche 356 (C) 2000 GS Carrera 2 coupé 1964															
1. Gabriel BALTHAZARD F															
2. Didier MARIS															
1	2	2:59.813	52.792	52.896	1:14.125		2:59.813	8	1	5:18.131	3:05.820	54.936	1:17.375	103.1	26:32.705
2	2	2:52.912	48.596	51.685	1:12.631	184.9	5:52.725	9	1	3:02.496	50.681	54.923	1:16.892	161.0	29:35.201
3	2	2:49.739	46.512	50.851	1:12.376	184.0	8:42.464	10	1	2:58.571	49.244	54.121	1:15.206	188.2	32:33.772
4	2	2:49.728	46.197	51.110	1:12.421	182.7	11:32.192	11	1	2:57.334	49.180	53.170	1:14.984	189.1	35:31.106
5	2	2:51.613	46.930	51.678	1:13.005	183.4	14:23.805	12	1	2:57.755	48.306	53.477	1:15.972	192.2	38:28.861
6	2	2:50.763	46.418	51.252	1:13.093	183.4	17:14.568	13	1	2:55.118	48.141	52.799	1:14.178	186.9	41:23.979
7	2	2:51.069	47.246	51.349	1:12.474	182.7	20:05.637	14	1	2:59.301	48.567	54.869	1:15.865	191.5	44:23.280
8	2	2:51.223	47.100	51.419	1:12.704	183.7	22:56.860	15	1	3:06.162 B	48.785	55.288	1:22.089	178.8	47:29.442
9	2	4:46.696 B	47.676	51.642	3:07.378	180.9	27:43.556								
10	1	3:22.661	1:18.589	51.203	1:12.869	106.6	31:06.217								
11	1	2:58.885	47.878	51.185	1:19.822	178.8	34:05.102								
12	1	2:52.872	48.333	51.222	1:13.317	177.6	36:57.974								
13	1	2:52.318	47.256	51.471	1:13.591	184.0	39:50.292								
14	1	2:51.445	47.213	51.093	1:13.139	184.0	42:41.737								
15	1	2:52.725	47.680	51.297	1:13.748	184.0	45:34.462								
16	1	2:53.485	47.552	51.543	1:14.390	184.6	48:27.947								
<b>39</b> Lotus XI 1500 1960															
1. Charles BOURDIN E															
2. Hubert BOURDIN															
1	1	3:07.819	57.084	55.992	1:14.743		3:07.819								
2	1	2:58.855	48.119	55.165	1:15.571	169.3	6:06.674								
<b>40</b> Porsche 356 (B) S 75 Hardtop-Coupé TS 1961															
1. Marc JULLY E															
2. Agathe JULLY															
1	2	3:55.626	1:18.882	1:06.394	1:30.350		3:55.626								
2	2	3:33.927	57.853	1:05.611	1:30.463	137.9	7:29.553								
3	2	3:28.035	55.891	1:03.656	1:28.488	146.1	10:57.588								
4	2	3:25.948	55.560	1:01.116	1:29.272	146.9	14:23.536								
5	2	3:26.301	55.533	1:02.814	1:27.954	151.0	17:49.837								
6	2	3:37.384 B	55.895	1:02.831	1:38.658	143.4	21:27.221								
7	1	5:26.447	3:14.735	54.170	1:17.542	74.0	26:53.668								
8	1	3:01.133	49.140	54.198	1:17.795	170.6	29:54.801								
9	1	3:00.637	50.317	54.471	1:15.849	154.5	32:55.438								
10	1	3:00.137	49.046	54.823	1:16.268	168.7	35:55.575								
11	1	3:01.015	49.599	54.724	1:16.692	163.9	38:56.590								
12	1	3:02.232	49.677	55.559	1:16.996	164.9	41:58.822								
13	1	2:58.345	49.099	54.082	1:15.164	161.7	44:57.167								
14	1	3:00.864	49.967	54.059	1:16.838	151.5	47:58.031								
<b>56</b> Ferrari 250 GT SWB 1960															
1. Conrad C. ULRICH E															
2. Conrad M. ULRICH															
1	2	3:10.873	59.977	54.331	1:16.565		3:10.873								
2	2	2:57.950	48.872	53.546	1:15.532	184.3	6:08.823								
3	2	2:57.217	48.740	53.363	1:15.114	190.5	9:06.040								
4	2	3:01.861	50.275	55.236	1:16.350	184.6	12:07.901								
5	2	2:59.709	51.333	53.363	1:15.013	184.9	15:07.610								
6	2	2:59.569	49.841	53.426	1:16.302	186.2	18:07.179								
7	2	3:07.395 B	49.137	52.376	1:25.882	182.7	21:14.574								
<b>58</b> Porsche 904/6 Carrera GTS 1965															
1. Yves VÖGELE F															
1	1	2:44.725	47.704	48.476	1:08.545		2:44.725								
2	1	2:41.661	44.338	49.113	1:08.210	200.7	5:26.386								
3	1	2:39.904	43.909	48.038	1:07.957	202.6	8:06.290								
4	1	2:42.344	43.624	47.777	1:10.943	202.6	10:48.634								
5	1	2:41.265	44.585	48.645	1:08.035	203.4	13:29.899								
6	1	2:40.595	44.700	47.751	1:08.144	185.6	16:10.494								
7	1	2:55.899 B	45.266	48.310	1:22.323	204.2	19:06.393								
8	1	4:47.170	2:50.061	48.726	1:08.383	114.4	23:53.563								
9	1	2:44.410	45.343	48.823	1:10.244	200.7	26:37.973								
10	1	2:42.432	45.509	49.418	1:07.505	206.5	29:20.405								
11	1	2:39.299	43.685	47.822	1:07.792	203.0	31:59.704								
12	1	2:39.606	43.704	47.353	1:08.549	205.3	34:39.310								
13	1	2:40.351	43.368	48.394	1:08.589	206.1	37:19.661								
14	1	2:43.606	43.847	52.011	1:07.748	205.3	40:03.267								
15	1	2:40.448	44.276	48.451	1:07.721	202.2	42:43.715								
16	1	2:42.917	44.017	49.652	1:09.248	204.2	45:26.632								
17	1	2:39.736	43.813	48.545	1:07.378	208.1	48:06.368								
<b>60</b> Porsche 904/4 Carrera GTS 1964															
1. Peter VÖGELE F															
1	1	2:53.643	52.077	50.839	1:10.727		2:53.643								
2	1	2:48.111	45.708	50.840	1:11.563	191.5	5:41.754								
3	1	2:48.382	45.554	50.910	1:11.918	191.5	8:30.136								
4	1	2:48.293	45.795	50.925	1:11.573	191.8	11:18.429								
5	1	2:49.668	45.493	51.622	1:12.553	191.8	14:08.097								
6	1	2:48.699	46.015	50.911	1:11.773	192.9	16:56.796								
7	1	2:56.517 B	45.787	50.490	1:20.240	189.1	19:53.313								
8	1	5:00.844	2:58.172	51.393	1:11.279	105.1	24:54.157								
9	1	2:47.347	45.635	50.929	1:10.783	187.8	27:41.504								
10	1	2:47.392	46.427	50.351	1:10.614	192.5	30:28.896								
11	1	2:46.782	45.505	49.987	1:11.290	190.1	33:15.678								
12	1	2:47.231	45.310	50.772	1:11.149	192.9	36:02.909								
13	1	2:49.550	45.939	51.737	1:11.874	189.8	38:52.459								
14	1	2:52.865	46.107	53.677	1:13.081	189.1	41:45.324								
15	1	2:50.360	46.728	51.939	1:11.693	178.5	44:35.684								
16	1	2:49.847	45.337	50.314	1:14.196	191.2	47:25.531								
<b>72</b> Austin-Healey 3000 Mk I 1962															
1. Jean-Marc AVEZOU F															
1	1	3:05.270	56.769	53.228	1:15.273		3:05.270								
2	1	2:53.581	47.330	52.843	1:13.408	186.5	5:58.851								
3	1	2:52.006	46.840	52.794	1:12.372	189.8	8:50.857								
4	1	2:50.264	46.280	51.332	1:12.652	192.5	11:41.121								
5	1	2:52.426	47.697	52.102	1:12.627	187.2	14:33.547								
6	1	2:52.726	46.686	52.798	1:13.242	192.5	17:26.273								
7	1	2:52.202	48.087	51.837	1:12.278	187.5	20:18.475								



**THE GENTLEMEN CHALLENGE**  
**DIX MILLE TOURS**  
**RACE 2**

**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
8	1	2:47.313	45.533	50.689	1:11.091	191.2	23:05.788	11	2	2:51.706	47.188	<b>51.269</b>	1:13.249	178.8	34:43.685
9	1	2:47.638	45.583	50.757	1:11.298	189.1	25:53.426	12	2	2:56.431	50.177	53.232	1:13.022	180.6	37:40.116
10	1	4:46.464 <b>B</b>	45.785	50.445	3:10.234	192.9	30:39.890	13	2	<b>2:50.622</b>	<b>46.714</b>	51.820	<b>1:12.088</b>	177.0	40:30.738
11	1	3:08.079	1:07.142	50.393	<b>1:10.544</b>	112.0	33:47.969	14	2	2:52.330	47.038	52.296	1:12.996	178.5	43:23.068
12	1	2:48.425	45.437	51.319	1:11.669	193.9	36:36.394	15	2	2:53.152	48.212	52.171	1:12.769	180.3	46:16.220
13	1	2:48.924	45.332	50.530	1:13.062	194.2	39:25.318	16	2	2:52.256	47.598	52.111	1:12.547	179.4	49:08.476
14	1	2:47.441	<b>45.215</b>	49.927	1:12.299	192.5	42:12.759	<b>92</b> Lister Knobby Chevrolet 1960							
15	1	2:48.017	45.576	50.467	1:11.974	194.6	45:00.776	1. Wolf ZWEIFLER E							
16	1	<b>2:46.809</b>	45.656	<b>49.720</b>	1:11.433	191.8	47:47.585	1	1	3:03.338	54.429	51.423	1:17.486		3:03.338

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	2	3:20.268	1:14.055	52.566	1:13.647		3:20.268
2	2	2:51.529	46.252	53.136	1:12.141	186.2	6:11.797
3	2	2:51.654	46.831	52.637	1:12.186	186.5	9:03.451
4	2	2:49.823	45.932	51.606	1:12.285	184.6	11:53.274
5	2	2:52.622	47.189	52.171	1:13.262	183.7	14:45.896
6	2	<b>2:49.558</b>	46.287	<b>51.171</b>	1:12.100	181.8	17:35.454
7	2	2:50.901	46.752	52.593	<b>1:11.556</b>	183.1	20:26.355
8	2	5:14.254 <b>B</b>	<b>45.580</b>	51.330	3:37.344	181.8	25:40.609
9	2	3:28.258	1:10.966	57.302	1:19.990	109.0	29:08.867
10	2	3:03.779	49.600	55.688	1:18.491	170.6	32:12.646
11	2	3:11.629	52.785	58.384	1:20.460	179.1	35:24.275
12	2	3:10.690	52.947	58.340	1:19.403	177.3	38:34.965
13	2	3:05.206	49.576	56.168	1:19.462	172.0	41:40.171
14	2	3:05.336	51.353	54.948	1:19.035	179.1	44:45.507
15	2	3:03.710	50.096	54.951	1:18.663	174.5	47:49.217

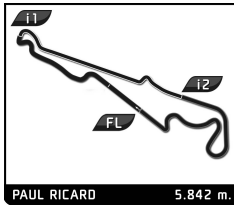
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:28.998	1:08.637	58.443	1:21.918		3:28.998
2	1	3:13.588	53.094	58.514	1:21.980	161.7	6:42.586
3	1	3:14.719	52.537	58.627	1:23.555	170.3	9:57.305
4	1	3:12.250	51.823	58.468	1:21.959	163.6	13:09.555
5	1	3:10.741	51.716	58.270	1:20.755	162.4	16:20.296
6	1	3:22.721 <b>B</b>	51.652	57.618	1:33.451	167.4	19:43.017
7	1	5:25.831	3:07.730	57.443	1:20.658	89.7	25:08.848
8	1	3:14.146	53.761	59.474	1:20.911	160.2	28:22.994
9	1	3:12.606	52.375	59.510	1:20.721	169.0	31:35.600
10	1	3:11.277	51.878	56.940	1:22.459	168.7	34:46.877
11	1	3:08.402	51.972	56.932	1:19.498	170.1	37:55.279
12	1	3:08.863	51.983	57.791	1:19.089	168.5	41:04.142
13	1	3:07.053	<b>50.359</b>	56.866	1:19.828	170.6	44:11.195
14	1	<b>3:06.565</b>	51.540	<b>56.378</b>	<b>1:18.647</b>	167.7	47:17.760

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:07.640	58.483	54.812	1:14.345		3:07.640
2	1	2:55.864	47.711	53.795	1:14.358	177.3	6:03.504
3	1	2:56.151	48.674	53.677	1:13.800	178.2	8:59.655
4	1	2:54.966	47.990	52.835	1:14.141	172.0	11:54.621
5	1	2:55.008	48.113	53.330	1:13.565	166.9	14:49.629
6	1	2:54.728	47.500	52.982	1:14.246	177.0	17:44.357
7	1	2:56.365	47.353	53.664	1:15.348	179.4	20:40.722
8	1	2:59.860 <b>B</b>	46.916	52.684	1:20.260	175.6	23:40.582
9	2	5:18.928	3:11.432	54.245	1:13.251	114.3	28:59.510
10	2	2:52.469	47.211	52.584	1:12.674	179.4	31:51.979

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:51.998	47.396	50.597	1:14.005	195.3	11:40.048
5	1	2:51.624	48.187	50.116	1:13.321	190.8	14:31.672
6	1	2:53.744	48.129	51.020	1:14.595	188.8	17:25.416
7	1	4:53.945 <b>B</b>	48.664	50.531	3:14.750	185.6	22:19.361
8	1	3:20.147	1:11.521	52.957	1:15.669	98.4	25:39.508
9	1	2:51.498	47.411	49.861	1:14.226	204.9	28:31.006
10	1	2:52.910	<b>46.960</b>	51.250	1:14.700	202.2	31:23.916
11	1	2:53.346	48.269	50.391	1:14.686	199.3	34:17.262
12	1	2:55.457	48.841	51.150	1:15.466	192.9	37:12.719
13	1	2:56.331	50.254	50.200	1:15.877	170.6	40:09.050
14	1	2:54.210	48.742	50.249	1:15.219	192.5	43:03.260
15	1	2:57.493	51.000	50.324	1:16.169	179.1	46:00.753
16	1	2:54.087	51.490	<b>49.249</b>	1:13.348	182.1	48:54.840

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:06.437	57.871	53.946	1:14.620		3:06.437
2	1	2:56.984	49.119	53.178	1:14.687	187.2	6:03.421
3	1	2:54.581	48.324	52.050	1:14.207	191.5	8:58.002
4	1	<b>2:54.176</b>	48.203	52.129	<b>1:13.844</b>	192.2	11:52.178
5	1	2:54.830	47.837	52.419	1:14.574	194.2	14:47.008
6	1	2:56.336	48.681	52.822	1:14.833	189.5	17:43.344
7	1	2:54.777	<b>47.676</b>	51.966	1:15.135	194.9	20:38.121
8	1	2:54.444	47.924	52.111	1:14.409	193.9	23:32.565
9	1	4:55.805 <b>B</b>	48.751	52.097	3:14.957	184.9	28:28.370
10	1	3:17.939	1:11.994	<b>51.958</b>	1:13.987	108.2	31:46.309
11	1	2:56.614	48.814	52.180	1:15.620	193.5	34:42.923
12	1	2:58.291	50.356	52.973	1:14.962	189.8	37:41.214
13	1	2:58.341	48.180	53.146	1:17.015	183.1	40:39.555
14	1	2:57.182	49.576	52.228	1:15.378	190.1	43:36.737
15	1	3:01.055	50.924	53.154	1:16.977	191.8	46:37.792
16	1	2:57.913	49.250	52.647	1:16.016	189.5	49:35.705

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:46.318	49.196	48.896	1:08.226		2:46.318
2	1	2:40.835	44.614	48.234	1:07.987	190.5	5:27.153
3	1	2:40.098	43.900	47.943	1:08.255	198.5	8:07.251
4	1	2:41.619	44.369	47.775	1:09.475	201.9	10:48.870
5	1	2:41.612	44.863	48.913	1:07.836	199.6	13:30.482
6	1	2:40.557	44.571	47.958	1:08.028	182.4	16:11.039
7	1	2:41.861	45.235	48.271	1:08.355	197.8	18:52.900
8	1	2:39.626	43.647	47.919	1:08.060	198.5	21:32.526
9	1	2:47.935 <b>B</b>	43.772	47.677	1:16.486	194.6	24:20.461
10	1	4:59.205	3:02.484	48.821	1:07.900	116.9	29:19.666



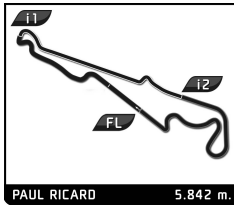
# THE GENTLEMEN CHALLENGE

## DIX MILLE TOURS

### RACE 2

#### Sector Analysis

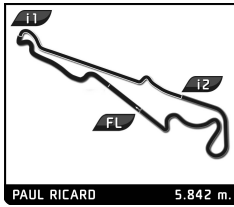
							<span style="color: green;">■</span> Personal Best <span style="color: purple;">■</span> Session Best <span style="color: blue;">■</span> Crossing the finish line in pit lane								
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
11	1	<b>2:38.617</b>	43.692	<b>47.250</b>	1:07.675	196.7	31:58.283	12	1	2:57.383	46.648	54.687	1:16.048	184.9	37:17.367
12	1	2:39.661	43.616	48.215	1:07.830	198.2	34:37.944	13	1	2:54.045	48.497	<b>51.520</b>	1:14.028	182.1	40:11.412
13	1	2:39.043	<b>43.359</b>	48.602	<b>1:07.082</b>	200.0	37:16.987	14	1	2:54.001	47.345	52.754	1:13.902	183.4	43:05.413
14	1	2:39.844	44.476	47.763	1:07.605	201.9	39:56.831	15	1	2:57.128	48.735	52.451	1:15.942	184.6	46:02.541
15	1	2:39.261	43.562	48.306	1:07.393	200.4	42:36.092	16	1	2:56.187	50.224	52.608	1:13.355	179.1	48:58.728
16	1	2:40.818	45.398	48.219	1:07.201	197.4	45:16.910								
17	1	2:41.808	44.945	48.034	1:08.829	200.4	47:58.718								
<b>100</b> Austin-Healey 100 S 1954 1. Sébastien BERCHON E							<b>124</b> Austin-Healey 100 BN1 1955 1. Luc BOUSQUET E 2. Thomas LAUNOIS								
1	1	2:56.722	50.728	53.656	1:12.338		2:56.722	1	2	3:19.665	1:03.642	55.913	1:20.110		3:19.665
2	1	2:50.028	46.943	51.663	1:11.422	182.7	5:46.750	2	2	3:08.074	51.005	57.404	1:19.665	167.4	6:27.739
3	1	2:48.845	45.764	51.433	1:11.648	182.1	8:35.595	3	2	3:06.630	51.293	56.120	1:19.217	164.4	9:34.369
4	1	2:48.349	45.881	51.000	1:11.468	181.8	11:23.944	4	2	3:06.304	50.960	56.613	1:18.731	170.3	12:40.673
5	1	2:49.746	45.746	51.411	1:12.589	182.1	14:13.690	5	2	3:07.077	51.112	55.722	1:20.243	154.7	15:47.750
6	1	2:50.260	46.385	52.016	1:11.859	180.9	17:03.950	6	2	3:17.609 <b>B</b>	50.427	56.209	1:30.973	170.6	19:05.359
7	1	2:49.851	45.764	51.859	1:12.228	181.5	19:53.801	7	1	5:16.941	3:07.498	54.580	1:14.863	93.6	24:22.300
8	1	2:48.618	45.968	51.583	1:11.067	180.9	22:42.419	8	1	2:58.708	48.364	54.984	1:15.360	169.8	27:21.008
9	1	3:00.989 <b>B</b>	47.962	51.431	1:21.596	180.9	25:43.408	9	1	2:57.797	48.357	54.527	1:14.913	170.6	30:18.805
10	1	5:00.541	2:56.952	51.605	1:11.984	105.8	30:43.949	10	1	2:56.090	48.221	54.104	1:13.765	172.0	33:14.895
11	1	<b>2:47.343</b>	<b>45.738</b>	<b>50.947</b>	1:10.658	181.8	33:31.292	11	1	2:56.931	48.361	53.931	1:14.639	169.0	36:11.826
12	1	2:48.739	45.751	51.765	1:11.223	181.8	36:20.031	12	1	<b>2:55.465</b>	<b>47.589</b>	<b>53.437</b>	1:14.439	175.9	39:07.291
13	1	2:47.619	46.011	51.092	<b>1:10.516</b>	182.1	39:07.650	13	1	2:56.963	48.173	53.950	1:14.840	168.2	42:04.254
14	1	2:50.415	46.676	51.023	1:12.716	186.5	41:58.065	14	1	2:56.485	48.419	54.896	<b>1:13.170</b>	172.2	45:00.739
15	1	2:48.230	46.063	51.091	1:11.076	182.7	44:46.295	15	1	2:58.371	49.269	54.227	1:14.875	171.4	47:59.110
16	1	2:50.027	46.536	51.623	1:11.868	185.9	47:36.322								
<b>104</b> Austin-Healey 100-4 1956 1. François de CHANTERAC E							<b>130</b> MG A 1600 Twin Cam 1959 1. Olivier MAZOYER E								
1	1	3:28.188	1:07.364	59.064	1:21.760		3:28.188	1	1	3:20.523	1:04.066	57.167	1:19.290		3:20.523
2	1	3:13.821	53.483	58.298	1:22.040	160.7	6:42.009	2	1	3:10.196	50.959	59.401	1:19.836	166.2	6:30.719
3	1	3:15.046	53.786	58.876	1:22.384	157.7	9:57.055	3	1	3:05.890	50.672	56.983	1:18.235	165.9	9:36.609
4	1	3:13.217	53.804	58.338	1:21.075	150.2	13:10.272	4	1	3:06.651	51.354	57.300	1:17.997	159.1	12:43.260
5	1	3:12.289	54.015	58.237	<b>1:20.037</b>	151.9	16:22.561	5	1	3:05.359	51.975	56.098	1:17.286	162.7	15:48.619
6	1	3:21.993 <b>B</b>	<b>51.851</b>	1:02.897	1:27.245	161.2	19:44.554	6	1	3:05.293	50.673	57.197	1:17.423	163.6	18:53.912
7	1	5:55.191	3:23.493	1:02.451	1:29.247	93.8	25:39.745	7	1	5:07.824 <b>B</b>	50.561	57.517	3:19.746	159.3	24:01.736
8	1	3:12.386	52.677	58.868	1:20.841	157.9	28:52.131	8	1	3:33.697	1:18.215	56.848	1:18.634	91.6	27:35.433
9	1	3:26.124	52.388	1:11.002	1:22.734	156.7	32:18.255	9	1	3:02.595	50.675	56.612	<b>1:15.308</b>	161.9	30:38.028
10	1	3:15.965	53.439	59.517	1:23.009	157.4	35:34.220	10	1	<b>3:01.564</b>	<b>49.476</b>	56.102	1:15.986	168.7	33:39.592
11	1	<b>3:11.133</b>	52.302	58.575	1:20.256	163.4	38:45.353	11	1	3:05.005	50.445	57.358	1:17.202	159.5	36:44.597
12	1	3:15.127	52.642	1:00.625	1:21.860	159.3	42:00.480	12	1	3:05.296	50.402	58.548	1:16.346	164.6	39:49.893
13	1	3:13.258	54.022	58.716	1:20.520	156.3	45:13.738	13	1	3:02.496	49.736	56.447	1:16.316	166.7	42:52.389
14	1	3:56.595	52.530	<b>57.696</b>	2:06.369	159.5	49:10.333	14	1	3:06.037	52.026	56.524	1:17.487	157.9	45:58.426
<b>110</b> Lotus XI 1500 1958 1. Jean Jacques GRAVIER E 2. Michel THOULOZE							<b>134</b> Austin-Healey 3000 Mk I 1962 1. Bart BLOMMAERT F 2. Rikkert LEEMAN								
1	1	3:20.635	1:11.423	53.628	1:15.584		3:20.635	1	1	3:12.300	1:01.521	54.046	1:16.733		3:12.300
2	1	2:52.493	47.529	51.941	1:13.023	181.8	6:13.128	2	1	2:58.823	49.084	53.868	1:15.871	179.7	6:11.123
3	1	2:54.478	46.743	53.075	1:14.660	182.7	9:07.606	3	1	2:57.358	<b>48.293</b>	53.314	1:15.751	184.3	9:08.481
4	1	2:52.698	48.083	52.574	1:12.041	183.7	12:00.304	4	1	3:04.634	48.807	55.237	1:20.590	180.9	12:13.115
5	1	2:52.838	47.060	52.802	1:12.976	183.1	14:53.142	5	1	<b>2:57.057</b>	49.041	<b>52.674</b>	1:15.342	163.1	15:10.172
6	1	2:52.673	<b>46.122</b>	51.621	1:14.930	182.1	17:45.815	6	1	2:57.443	48.800	52.859	1:15.784	182.1	18:07.615
7	1	3:02.659 <b>B</b>	46.504	52.526	1:23.629	181.8	20:48.474	7	1	2:59.401	49.346	53.934	1:16.121	185.6	21:07.016
8	1	4:56.096	2:50.946	52.174	1:12.976	107.5	25:44.570	8	1	3:05.331 <b>B</b>	48.471	53.157	1:23.703	180.0	24:12.347
9	1	<b>2:50.337</b>	46.508	51.911	<b>1:11.918</b>	182.7	28:34.907	9	1	5:18.792	3:08.423	54.392	1:15.977	108.2	29:31.139
10	1	2:52.580	47.114	53.508	1:11.958	184.0	31:27.487	10	1	2:57.536	49.816	53.547	<b>1:14.173</b>	180.6	32:28.675
11	1	2:52.497	46.694	52.062	1:13.741	184.9	34:19.984	11	1	2:59.315	48.630	54.150	1:16.535	185.6	35:27.990
								12	1	3:02.299	49.590	55.148	1:17.561	181.5	38:30.289
								13	1	2:58.674	48.647	53.667	1:16.360	176.2	41:28.963



**THE GENTLEMEN CHALLENGE**  
**DIX MILLE TOURS**  
**RACE 2**

**Sector Analysis**

Personal Best							Session Best							B Crossing the finish line in pit lane									
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
14	1	2:59.571	49.104	53.207	1:17.260	172.5	44:28.534	1	1	3:08.700	58.258	55.629	1:14.813		3:08.700								
15	1	3:00.763	48.519	52.949	1:19.295	180.3	47:29.297	2	1	2:57.717	48.352	53.856	1:15.509	174.8	6:06.417								
<b>149</b>	Porsche 904/6 Carrera GTS 1964																						
	1. Hipólito PIRES F																						
	2. Diogo TAVARES																						
1	1	11:56.945	B 49.707	1:06.340	...		11:56.945	6	1	2:55.166	47.918	53.130	1:14.118	179.1	17:51.016								
<b>151</b>	Abarth 1000 SP 1968																						
	1. Hisashi KUNIE INV																						
1	1	3:47.969	1:20.067	1:04.293	1:23.609		3:47.969	10	2	2:38.018	43.594	46.966	1:07.458	204.9	39:09.691								
<b>161</b>	Austin-Healey 3000 Mk II 1962																						
	1. Serge LIBENS F																						
	2. Jean-André COLLARD																						
1	1	3:04.926	56.167	53.547	1:15.212		3:04.926	11	2	2:37.181	43.368	46.993	1:06.820	199.6	41:46.872								
<b>220</b>	Austin-Healey 3000 Mk II 1962																						
	1. Jean-Pascal CUEREL F																						
1	1	2:58.349	52.463	52.609	1:13.277		2:58.349	12	2	2:37.023	43.874	46.642	1:06.507	213.0	44:23.895								
<b>270</b>	AC Ace Bristol Le Mans 1957																						
	1. Dominique POELS E																						
	2. Patrick VEYRAT																						
1	1	3:57.012	1:23.244	1:04.354	1:29.414		3:57.012	13	2	2:36.220	43.861	45.607	1:06.752	200.4	47:00.115								
<b>356</b>	Porsche 356 (Pre-A) (1100) coupé 1951																						
	1. Jean-François PENILLARD E																						
1	1	3:53.963	1:17.207	1:06.152	1:30.604		3:53.963	14	1	2:56.717	48.352	53.856	1:15.509	174.8	6:06.417								
<b>244</b>	Austin-Healey 3000 Mk II 1962																						
	1. MOZ F																						
1	1	2:52.531	47.161	52.145	1:13.225	193.5	8:50.297	15	1	2:56.898	48.061	54.393	1:14.444	185.9	9:02.790								



**THE GENTLEMEN CHALLENGE**  
**DIX MILLE TOURS**  
**RACE 2**

**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
3	1	3:36.407	58.180	1:06.866	1:31.361	136.4	11:04.718
4	1	3:35.441	57.639	1:06.524	1:31.278	138.3	14:40.159
5	1	3:38.412	57.985	1:06.608	1:33.819	135.7	18:18.571
6	1	3:43.101 B	57.437	1:05.344	1:40.320	137.1	22:01.672
7	1	5:35.334	2:58.827	1:05.747	1:30.760	92.0	27:37.006
8	1	3:37.534	59.534	1:06.075	1:31.925	135.2	31:14.540
9	1	3:39.629	58.601	1:07.823	1:33.205	137.4	34:54.169
10	1	3:36.817	58.604	1:05.819	1:32.394	134.0	38:30.986
11	1	3:38.135	58.626	1:07.570	1:31.939	136.9	42:09.121
12	1	3:35.640	58.202	1:05.377	1:32.061	137.9	45:44.761
13	1	3:36.475	59.049	1:06.872	1:30.554	135.7	49:21.236

**390** Lotus XI 1100 1958  
1. Amaury GARIEL E

1	1	3:13.045	1:01.677	56.041	1:15.327		3:13.045
2	1	2:59.421	48.919	55.001	1:15.501	166.4	6:12.466
3	1	2:57.124	48.102	54.326	1:14.696	166.9	9:09.590
4	1	3:00.419	48.443	55.818	1:16.158	166.7	12:10.009
5	1	2:59.251	49.114	55.368	1:14.769	163.9	15:09.260
6	1	3:09.569 B	49.719	56.045	1:23.805	164.4	18:18.829
7	1	5:08.959	3:00.660	54.569	1:13.730	100.4	23:27.788
8	1	2:56.232	47.956	54.189	1:14.087	163.4	26:24.020
9	1	3:20.750	47.514	54.550	1:38.686	162.2	29:44.770
10	1	3:00.523	51.315	55.071	1:14.137	143.4	32:45.293
11	1	2:56.721	48.109	54.407	1:14.205	161.9	35:42.014
12	1	2:57.431	47.959	54.982	1:14.490	163.1	38:39.445
13	1	2:57.354	49.092	54.323	1:13.939	163.4	41:36.799
14	1	2:55.539	47.487	54.398	1:13.654	163.9	44:32.338
15	1	2:58.018	47.372	54.646	1:16.000	165.1	47:30.356

**400** Lotus Elite 1961  
1. Markus BISCHOFBERGER E

1	1	3:44.206	1:19.492	1:00.675	1:24.039		3:44.206
2	1	3:17.305	54.157	59.622	1:23.526	162.9	7:01.511
3	1	3:17.251	53.765	59.290	1:24.196	162.7	10:18.762
4	1	3:16.507	53.764	59.797	1:22.946	157.9	13:35.269
5	1	3:12.702	52.573	59.108	1:21.021	164.9	16:47.971
6	1	3:15.930 B	52.105	57.268	1:26.557	166.4	20:03.901
7	1	5:40.202	3:16.541	59.125	1:24.536	87.6	25:44.103
8	1	3:08.971	52.130	57.287	1:19.554	169.3	28:53.074
9	1	3:06.477	52.164	56.268	1:18.045	154.1	31:59.551
10	1	3:07.709	51.517	57.356	1:18.836	168.0	35:07.260
11	1	3:53.087 B	57.876	1:10.041	1:45.170	130.3	39:00.347

**557** Austin-Healey 100-4 1956  
1. Philippe PETIT E

1	1	3:46.304	1:16.113	1:03.320	1:26.871		3:46.304
2	1	3:22.559	56.557	1:02.042	1:23.960	152.3	7:08.863
3	1	3:19.398	54.740	1:00.843	1:23.815	154.1	10:28.261
4	1	3:22.207	54.911	1:02.688	1:24.608	160.0	13:50.468
5	1	3:18.823	54.102	1:00.285	1:24.436	158.4	17:09.291
6	1	3:44.008 B	1:13.008	59.955	1:31.045	162.9	20:53.299
7	1	5:37.897	3:09.001	1:02.679	1:26.217	96.8	26:31.196
8	1	3:24.438	57.441	1:00.916	1:26.081	131.7	29:55.634
9	1	3:22.697	56.180	1:01.454	1:25.063	153.6	33:18.331
10	1	3:20.925	55.049	59.482	1:26.394	156.1	36:39.256
11	1	3:21.019	54.432	1:01.837	1:24.750	156.7	40:00.275

**600** Lotus XI 1957  
1. GUY  
2. JUNIOR E

1	2	2:47.888	50.184	49.750	1:07.954		2:47.888
2	2	2:39.783	44.314	47.906	1:07.563	194.9	5:27.671
3	2	2:39.277	44.097	47.644	1:07.536	199.3	8:06.948
4	2	2:41.052	44.093	47.600	1:09.359	196.4	10:48.000
5	2	2:41.474	44.526	48.550	1:08.398	196.4	13:29.474
6	2	2:40.700	44.519	47.774	1:08.407	194.2	16:10.174
7	2	2:40.969	45.071	48.006	1:07.892	197.1	18:51.143
8	2	2:40.407	44.430	48.129	1:07.848	194.2	21:31.550
9	2	4:49.994 B	43.855	47.750	3:18.389	195.7	26:21.544
10	2	3:00.291	1:02.112	50.601	1:07.578	118.9	29:21.835
11	2	2:39.159	44.144	47.792	1:07.223	196.4	32:00.994
12	2	2:39.003	43.626	47.622	1:07.755	197.8	34:39.997
13	2	2:40.352	43.720	47.847	1:08.785	199.3	37:20.349
14	2	2:42.329	44.888	49.398	1:08.043	197.8	40:02.678
15	2	2:40.491	44.526	48.214	1:07.751	195.3	42:43.169
16	2	2:43.607	44.797	50.256	1:08.554	197.4	45:26.776
17	2	2:39.478	43.808	48.035	1:07.635	198.9	48:06.254

**904** Porsche 904 Carrera GTS 1965  
1. Michael HINDERER F

1	1	3:00.840	55.135	52.235	1:13.470		3:00.840
2	1	2:49.274	47.059	50.538	1:11.677	198.9	5:50.114
3	1	2:47.491	45.871	50.463	1:11.157	193.2	8:37.605
4	1	2:47.701	46.255	50.000	1:11.446	204.5	11:25.306
5	1	2:51.318	46.740	51.781	1:12.797	194.2	14:16.624
6	1	2:51.121	46.432	49.960	1:14.729	208.1	17:07.745
7	1	2:48.790	45.955	50.636	1:12.199	203.0	19:56.535
8	1	3:02.201 B	47.018	49.889	1:25.294	180.6	22:58.736
9	1	5:00.442	2:55.333	51.474	1:13.635	115.0	27:59.178
10	1	2:50.690	46.573	50.536	1:13.581	196.4	30:49.868
11	1	2:52.595	47.135	52.454	1:13.006	188.2	33:42.463
12	1	2:51.007	46.954	50.420	1:13.633	188.8	36:33.470
13	1	2:47.802	46.122	49.924	1:11.756	201.5	39:21.272
14	1	2:49.668	46.144	50.999	1:12.525	198.5	42:10.940
15	1	2:47.325	46.850	49.270	1:11.205	200.0	44:58.265
16	1	2:47.734	47.480	49.324	1:10.930	190.1	47:45.999