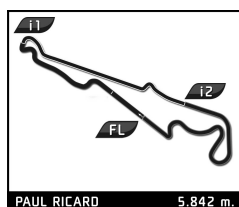


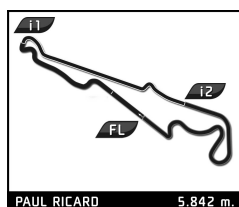
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CLASSIC TOURING CHALLENGE DIX MILLE TOURS RACE

Sector Analysis

Lap under Red Flag																Invalidated Lap																Personal Best																Session Best																B Crossing the 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	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed																																																
22		Alfa Romeo Giulia Sprint GTA 1965														-2L																																																															
		1.François RIVAZ																																																																													
		2.Frank STIPPLER																																																																													
1	1	2:50.327	47.417	51.055	1:11.855		2:50.327	1	1	3:13.969	58.314	57.111	1:18.544		3:13.969	2	1	3:03.789	50.452	55.063	1:18.274	172.8	6:17.758	3	1	3:00.624	48.718	54.644	1:17.262	175.0	9:18.382																																																
2	1	2:49.182	45.515	51.044	1:12.623	186.9	5:39.509	2	1	3:01.445	49.218	55.216	1:17.011	176.2	12:19.827	4	1	3:01.445	49.218	55.216	1:17.011	176.2	15:19.540	5	1	2:59.713	49.547	54.878	1:15.288	176.8	18:17.876																																																
3	1	2:45.813	44.994	50.439	1:10.380	189.5	8:25.322	3	1	2:58.336	48.284	54.226	1:15.826	175.9	21:16.345	6	1	2:58.469	48.183	54.143	1:16.143	174.5	24:16.464	7	1	2:58.469	48.183	54.143	1:16.143	174.5	27:29.214																																																
4	1	2:46.163	45.255	50.573	1:10.335	190.5	11:11.485	4	1	3:00.119	49.135	54.016	1:16.968	166.4	32:44.859	8	1	3:00.119	49.135	54.016	1:16.968	166.4	35:45.386	9	1	3:12.750B	48.840	54.539	1:29.371	174.8	38:46.121																																																
5	1	2:45.911	45.562	50.287	1:10.062	191.5	13:57.396	5	1	3:12.750B	48.840	54.539	1:29.371	174.8	41:45.868	9	1	3:12.750B	48.840	54.539	1:29.371	174.8	44:44.352	10	1	5:15.645	3:04.122	54.984	1:16.539	109.5	47:43.502																																																
6	1	2:45.477	45.157	50.500	1:09.820	189.5	16:42.873	6	1	5:15.645	3:04.122	54.984	1:16.539	109.5	50:41.686	10	1	5:15.645	3:04.122	54.984	1:16.539	109.5	53:39.895	11	1	3:00.527	49.035	54.649	1:16.843	172.8	56:40.101																																																
7	1	2:45.252	44.995	50.549	1:09.708	189.1	19:28.125	7	1	3:00.527	49.035	54.649	1:16.843	172.8	59:37.932	11	1	3:00.527	49.035	54.649	1:16.843	172.8	1:02:35.950	12	1	3:00.735	49.306	54.898	1:16.531	173.1																																																	
8	1	2:45.078	44.983	50.487	1:09.608	188.5	22:13.203	8	1	3:00.735	49.306	54.898	1:16.531	173.1		12	1	3:00.735	49.306	54.898	1:16.531	173.1		13	1	2:59.747	48.248	55.010	1:16.489	173.4																																																	
9	1	2:45.541	44.800	50.507	1:10.234	188.8	24:58.744	9	1	2:59.747	48.248	55.010	1:16.489	173.4		13	1	2:59.747	48.248	55.010	1:16.489	173.4		14	1	2:58.484	48.350	54.578	1:15.556	173.9																																																	
10	1	2:45.469	44.920	50.353	1:10.196	188.8	27:44.213	10	1	2:58.484	48.350	54.578	1:15.556	173.9		14	1	2:58.484	48.350	54.578	1:15.556	173.9		15	1	2:59.150	48.306	54.200	1:16.644	174.5																																																	
11	1	5:34.197B	45.033	50.662	3:58.502	189.1	33:18.410	11	1	2:59.150	48.306	54.200	1:16.644	174.5		15	1	2:59.150	48.306	54.200	1:16.644	174.5		16	1	2:58.184	48.359	54.861	1:14.964	173.4																																																	
12	2	3:21.957	1:22.466	50.524	1:08.967	103.1	36:40.367	12	1	2:58.184	48.359	54.861	1:14.964	173.4		16	1	2:58.184	48.359	54.861	1:14.964	173.4		17	1	2:58.209	48.398	54.708	1:15.103	173.9																																																	
13	2	2:43.444	44.272	50.013	1:09.159	188.8	39:23.811	13	1	2:58.209	48.398	54.708	1:15.103	173.9		17	1	2:58.209	48.398	54.708	1:15.103	173.9		18	2	2:41.889	44.216	49.632	1:08.041	190.5																																																	
14	2	2:43.573	44.558	50.639	1:08.376	191.8	42:07.384	14	1	3:00.206	48.846	56.183	1:15.177	174.8		18	2	2:41.889	44.216	49.632	1:08.041	190.5		19	2	2:42.525	43.675	49.544	1:09.306	192.5																																																	
15	2	2:42.452	44.246	50.022	1:08.184	191.5	44:49.836	15	1	2:57.831	48.456	54.301	1:15.074	175.0		19	2	2:42.525	43.675	49.544	1:09.306	192.5		20	2	2:45.647	44.809	50.129	1:10.709	190.5																																																	
16	2	2:42.466	43.954	49.988	1:08.524	190.8	47:32.302	16	1	2:58.018	48.720	54.484	1:14.814	173.4		20	1	2:57.831	48.456	54.301	1:15.074	175.0		21	2	2:42.982	43.944	50.077	1:08.961	190.1																																																	
17	2	2:42.221	44.219	49.695	1:08.307	190.8	50:14.523	17	1							21	2	2:42.982	43.944	50.077	1:08.961	190.1		22	2	2:43.048	44.325	50.090	1:08.633	190.1																																																	
18	2	2:41.889	44.216	49.632	1:08.041	190.5	52:56.412	18	1							22	2	2:43.048	44.325	50.090	1:08.633	190.1																																																									
19	2	2:42.525	43.675	49.544	1:09.306	192.5	55:38.937	19	1																																																																						
20	2	2:45.647	44.809	50.129	1:10.709	190.5	58:24.584	20	1																																																																						
21	2	2:42.982	43.944	50.077	1:08.961	190.1	1:01:07.566																																																																								
22	2	2:43.048	44.325	50.090	1:08.633	190.1	1:03:50.614																																																																								
40		Alfa Romeo Giulia Sprint GTA 1965														-2L																																																															
		1.Michael ERLICH																																																																													
1	1	2:50.950	47.996	51.650	1:11.304		2:50.950	1	1	2:51.078	48.789	51.161	1:11.128		2:51.078	2	1	2:47.383	45.367	50.689	1:11.327	191.2	5:38.461	3	1	2:46.034	45.333	50.845	1:09.856	189.5	8:24.495																																																
2	1	3:14.298B	46.175	51.629	1:36.494	188.5	6:05.248	2	1	2:46.304	45.234	51.039	1:10.031	192.2	11:10.799	4	1	2:46.304	45.234	51.039	1:10.031	192.2	13:58.690	5	1	2:47.891	45.715	51.296	1:10.880	192.2	16:44.002																																																
44		Ford Cortina Lotus 1963														-2L																																																															
		1.Stéphane LEPERCHOIS																																																																													
1	1	3:11.901			1:19.818		3:11.901	1	1	2:45.312	44.576	50.246	1:10.490	193.2	22:14.956	6	1	2:45.312	44.576	50.246	1:10.490	193.2	24:59.704	7	1	2:45.741	45.003	50.425	1:10.313	192.2	27:45.189																																																
2	1	3:01.782			1:17.792	177.0	6:13.683	2	1	2:45.213	44.982	50.058	1:10.173	193.2	32:45.151	7	1	2:45.213	44.982	50.058	1:10.173	193.2	35:51.367	8	1	2:45.213	44.982	50.058	1:10.173	193.2	38:37.868																																																
3	1	3:00.801			1:18.005	177.3	9:14.484	3	1	2:44.748	44.711	50.156	1:09.881	192.9	41:22.976	8	1	2:44.748	44.711	50.156	1:09.881	192.9	44:08.186	9	1	2:45.485	45.083	50.283	1:10.119	190.5	47:01.895																																																
4	1	3:18.237			1:18.116	171.2	12:32.721	4	1	2:45.485	45.083	50.283	1:10.119	190.5	49:46.524	9	1	2:45.485	45.083	50.283	1:10.119	190.5	52:31.546	10	1	4:59.962B	45.862	50.588	3:23.512	183.1	55:16.364																																																
5	1	3:03.393			1:17.758	170.1	15:36.114	5	1	3:06.216	1:04.231	51.009	1:10.976	114.8	58:02.007	10	1	3:06.216	1:04.231	51.009	1:10.976	114.8	1:00:48.844	11	1	2:44.818	44.903	50.390	1:09.525	194.2	1:03:35.450																																																
6	1	3:03.849			1:17.170	173.6	18:39.963	6	1	2:46.501	45.736	49.661	1:11.104	192.2		11	2	2:46.501	45.736	49.661	1:11.104	192.2		12	2	2:46.501	45.736	49.661	1:11.104	192.2																																																	
7	1	3:03.706	49.481	55.857	1:18.368	174.5	21:43.669	7	1	2:45.108	44.926	50.791	1:09.391	191.8		12	2	2:45.108	44.926	50.791	1:09.391	191.8		13	2	2:45.108	44.926	50.791	1:09.391	191.8																																																	
8	1	3:01.099			1:16.266	153.6	24:44.768	8	1	2:45.210	44.801	50.763	1:09.646	193.2		13	2	2:45.210	44.801	50.763	1:09.646	193.2		14	2	2:45.210	44.801	50.763	1:09.646	193.2																																																	
9	1	2:59.358			1:15.690	174.8	27:44.126	9	1	2:53.709	44.397	58.894	1:10.418	192.9		14	2	2:53.709	44.397	58.894	1:10.418	192.9		15	2	2:53.709	44.397	58.894	1:10.418	192.9																																																	
10	1	5:07.238B			3:22.885	160.7	32:51.364	10	1	2:44.629	44.829	50.185	1:09.615	192.9		15	2	2:44.629	44.829	50.185	1:09.615	192.9		16	2	2:45.022	44.899	50.753	1:09.370	191.8																																																	
11	1	3:20.826			1:16.575	117.8	36:12.190	11	1	2:45.022	44.899	50.753	1:09.370	191.8		16	2	2:45.022	44.899	50.753	1:09.370	191.8		17	2	2:44.818	44.903	50.390	1:09.525	194.2																																																	
12	1	3:03.265			1:17.034	173.9	39:15.455	12	2	2:44.818	44.903	50.390	1:09.525	194.2		17	2	2:44.818	44.903	50.390	1:09.525	194.2		18	2	2:45.643	45.028	50.980	1:09.635	193.5																																																	
13	1	3:03.063			1:17.536	173.4	42:18.518	13	2	2:45.643	45.028	50.980	1:09.635	193.5		18	2	2:45.643	45.028	50.980	1:09.635	193.5		19	2	2:46.837	45.084	50.730	1:11.023	192.5																																																	
14	1	3:00.841	49.547	54.586	1:16.708	169.0	45:19.359	14	2	2:46.837	45.084	50.730	1:11.023	192.5		19	2	2:46.837	45.084	50.730	1:11.023	192.5		20	2	2:46.606	45.844	51.058	1:09.704	192.2																																																	
15	1	3:02.633			1:18.522	176.2	48:21.992	15	2	2:46.606	45.844	51.058	1:09.704	192.2		20	2	2:46.606	45.844	51.058	1:09.704																																																										



CLASSIC TOURING CHALLENGE DIX MILLE TOURS RACE

PAUL RICARD 5.842 m. Sector Analysis

Lap under Red Flag Invalidated Lap Personal Best Session Best B Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
3	1	2:42.395	44.593	48.128	1:09.674	196.7	8:08.624	7	1	2:52.052	47.226	52.795	1:12.031	176.8	20:12.994
4	1	2:41.353	44.004	47.743	1:09.606	198.2	10:49.977	8	1	2:52.637	47.258	52.711	1:12.668	175.3	23:05.631
5	1	2:41.743	44.282	48.092	1:09.369	192.2	13:31.720	9	1	2:51.684	46.806	53.025	1:11.853	175.0	25:57.315
6	1	2:40.857	44.174	47.950	1:08.733	202.2	16:12.577	10	1	2:56.720 B	46.465	53.271	1:16.984	175.6	28:54.035
7	1	2:41.448	43.962	47.936	1:09.550	200.7	18:54.025	11	1	5:08.379	3:02.402	53.670	1:12.307	106.3	34:02.414
8	1	2:40.871	43.962	48.015	1:08.894	197.4	21:34.896	12	1	2:51.956	46.842	53.117	1:11.997	175.9	36:54.370
9	1	2:41.614	44.394	48.196	1:09.024	192.9	24:16.510	13	1	2:53.509	47.102	53.684	1:12.723	175.9	39:47.879
10	1	2:41.944	43.982	48.600	1:09.362	195.7	26:58.454	14	1	2:58.234	46.455	54.227	1:17.552	176.2	42:46.113
11	1	2:41.476	44.257	48.009	1:09.210	198.2	29:39.930	15	1	2:51.505	46.339	53.139	1:12.027	176.2	45:37.618
12	1	4:41.902 B	44.285	48.239	3:09.378	203.0	34:21.832	16	1	2:53.304	47.312	53.943	1:12.049	175.6	48:30.922
13	1	3:08.084	1:08.715	49.380	1:09.989	124.4	37:29.916	17	1	2:51.976	47.164	53.051	1:11.761	176.5	51:22.898
14	1	2:43.741	44.997	49.190	1:09.554	190.5	40:13.657	18	1	2:51.905	46.629	53.556	1:11.720	174.2	54:14.803
15	1	2:44.044	45.442	49.096	1:09.506	189.8	42:57.701	19	1	2:51.868	46.356	53.706	1:11.806	174.5	57:06.671
16	1	2:43.434	44.896	48.730	1:09.808	186.5	45:41.135	20	1	2:52.213	46.600	53.614	1:11.999	174.5	59:58.884
17	1	2:43.949	45.602	48.984	1:09.363	195.3	48:25.084	21	1	2:52.109	46.678	53.317	1:12.114	174.5	1:02:50.993
18	1	2:43.373	44.738	48.562	1:10.073	195.3	51:08.457								
19	1	2:44.737	44.697	50.164	1:09.876	190.8	53:53.194								
20	1	2:46.480	46.902	49.572	1:10.006	190.8	56:39.674								
21	1	2:50.690	44.788	49.427	1:16.475	188.8	59:30.364								
22	1	2:45.715	44.966	49.831	1:10.918	175.0	1:02:16.079								

79 Ford Cortina Lotus 1965

1.Mark DRAIN
2.Andrew HADDON

-2L

1	1	2:58.732	54.122	51.941	1:12.669		2:58.732
2	1	2:50.033	46.114	51.160	1:12.759	184.3	5:48.765
3	1	2:49.341	45.823	51.635	1:11.883	188.5	8:38.106
4	1	2:49.153	46.121	51.755	1:11.277	190.5	11:27.259
5	1	2:48.886	46.359	51.376	1:11.151	189.1	14:16.145
6	1	2:49.164	45.912	51.159	1:12.093	188.2	17:05.309
7	1	2:49.754	46.714	51.506	1:11.534	184.0	19:55.063
8	1	2:49.315	45.996	51.858	1:11.461	189.1	22:44.378
9	1	2:56.191 B	45.925	52.778	1:17.488	186.9	25:40.569
10	2	5:06.105	3:04.942	50.925	1:10.238	117.3	30:46.674
11	2	2:46.171	45.273	50.354	1:10.544	188.5	33:32.845
12	2	2:45.444	44.936	50.411	1:10.097	189.5	36:18.289
13	2	2:46.257	46.195	50.209	1:09.853	190.5	39:04.546
14	2	2:46.023	45.296	50.823	1:09.904	189.8	41:50.569
15	2	2:45.900	45.304	50.215	1:10.381	191.5	44:36.469
16	2	2:45.520	45.103	50.448	1:09.969	190.1	47:21.989
17	2	2:45.205	45.120	50.507	1:09.578	190.5	50:07.194
18	2	2:45.206	45.354	50.293	1:09.559	190.8	52:52.400
19	2	2:45.993	44.798	50.746	1:10.449	191.2	55:38.393
20	2	2:46.338	44.870	50.631	1:10.837	189.8	58:24.731
21	2	2:50.702	46.014	50.774	1:13.914	190.5	1:01:15.433

86 Morris Mini Cooper S 1275 1964

1.Fabrice QUESNEL

-2L

1	1	2:57.636	51.014	53.649	1:12.973		2:57.636
2	1	2:54.440	46.588	53.947	1:13.905	174.5	5:52.076
3	1	2:53.801	46.529	53.752	1:13.520	175.6	8:45.877
4	1	2:52.340	47.221	52.923	1:12.196	175.6	11:38.217
5	1	2:51.576	47.375	52.883	1:11.318	175.9	14:29.793
6	1	2:51.149	46.388	52.832	1:11.929	177.6	17:20.942

89 Ford Mustang 289 1965

1.Phil MULACEK
2.Alain VINSON

+2L

1	1	2:55.479	52.072	51.250	1:12.157		2:55.479
2	1	2:50.406	47.283	51.683	1:11.440	187.2	5:45.885
3	1	2:49.609	45.878	52.125	1:11.606	202.6	8:35.494
4	1	2:48.565	46.172	51.019	1:11.374	191.8	11:24.059
5	1	2:49.712	46.348	51.301	1:12.063	193.2	14:13.771
6	1	2:52.065	46.379	51.959	1:13.727	199.3	17:05.836
7	1	2:50.176	47.210	51.531	1:11.435	193.2	19:56.012
8	1	2:49.756	46.655	50.140	1:12.961	188.5	22:45.768
9	1	2:47.889	45.808	51.011	1:11.070	190.5	25:33.657
10	1	4:59.977 B	46.297	51.537	3:22.143	200.4	30:33.634
11	2	3:08.656	1:03.770	51.153	1:13.733	125.0	33:42.290
12	2	2:50.519	46.522	50.918	1:13.079	182.1	36:32.809
13	2	2:49.812	45.957	50.720	1:13.135	196.4	39:22.621
14	2	2:56.628	46.511	51.237	1:18.880	200.4	42:19.249
15	2	2:49.859	46.476	50.583	1:12.800	197.4	45:09.108
16	2	2:47.864	46.212	49.780	1:11.872	193.9	47:56.972
17	2	2:47.217	45.848	49.815	1:11.554	185.6	50:44.189
18	2	2:46.728	44.890	50.929	1:10.909	187.8	53:30.917
19	2	3:10.073	45.686	1:09.894	1:14.493	176.2	56:40.990
20	2	2:50.475	46.125	51.351	1:12.999	184.0	59:31.465
21	2	2:49.489	46.055	50.706	1:12.728	172.2	1:02:20.954

98 Austin Mini Cooper S 1275 1964

1.Philippe LECARDONNEL
2.Jérôme MASTELLOTO

-2L

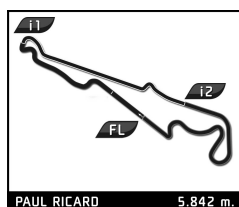
1	2	3:15.953	1:00.209	57.846	1:17.898		3:15.953
2	2	3:19.449	49.809	59.994	1:29.646	172.2	6:35.402
3	2	3:43.453 B	55.276	1:09.426	1:38.751	140.4	10:18.855

111 Morris Mini Cooper S 1275 1965

1.Dominique JOUVIN

-2L

1	1	3:02.745	55.012	54.140	1:13.593		3:02.745
2	1	2:52.383	47.006	52.577	1:12.800	180.6	5:55.128
3	1	2:51.493	46.739	52.618	1:12.136	182.1	8:46.621
4	1	2:51.847	47.337	53.156	1:11.354	183.1	11:38.468
5	1	2:52.323	47.793	52.531	1:11.999	182.4	14:30.791



CLASSIC TOURING CHALLENGE DIX MILLE TOURS RACE

PAUL RICARD 5.842 m. Sector Analysis

Lap under Red Flag Invalidated Lap Personal Best Session Best Crossing the pit lane

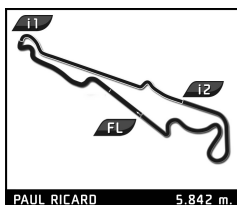
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
6	1	2:50.838	46.667	52.790	1:11.381	181.8	17:21.629	12	1	2:50.487	46.095	52.309	1:12.083	180.0	37:03.047
7	1	2:51.527	47.263	52.888	1:11.376	180.9	20:13.156	13	1	2:51.291	46.544	52.716	1:12.031	180.9	39:54.338
8	1	2:53.224	48.099	52.630	1:12.495	179.7	23:06.380	14	1	2:50.473	45.900	52.112	1:12.461	183.4	42:44.811
9	1	2:51.770	46.521	53.576	1:11.673	179.4	25:58.150	15	1	2:50.059	45.939	52.311	1:11.809	182.7	45:34.870
10	1	2:53.979	47.607	52.912	1:13.460	181.8	28:52.129	16	1	2:49.620	45.849	52.281	1:11.490	181.5	48:24.490
11	1	3:04.942	47.170	53.543	1:24.229	178.8	31:57.071	17	1	2:50.671	47.390	52.040	1:11.241	182.4	51:15.161
12	1	5:07.851	3:02.916	53.097	1:11.838	117.5	37:04.922	18	1	2:49.677	45.927	51.739	1:12.011	182.7	54:04.838
13	1	2:51.343	46.834	52.981	1:11.528	179.1	39:56.265	19	1	2:50.663	45.997	52.575	1:12.091	184.0	56:55.501
14	1	2:52.156	47.049	53.764	1:11.343	182.1	42:48.421	20	1	2:51.563	45.808	52.722	1:13.033	181.8	59:47.064
15	1	2:50.634	46.426	52.884	1:11.324	182.1	45:39.055	21	1	2:51.783	46.889	52.783	1:12.111	180.9	1:02:38.847
16	1	2:52.438	46.704	53.445	1:12.289	181.8	48:31.493								
17	1	2:52.613	47.651	53.315	1:11.647	172.5	51:24.106								
18	1	2:51.806	46.805	53.141	1:11.860	182.1	54:15.912								
19	1	2:51.538	46.700	53.028	1:11.810	182.4	57:07.450								
20	1	2:52.037	47.204	53.048	1:11.785	178.2	59:59.487								
21	1	2:52.464	47.302	52.878	1:12.284	166.7	1:02:51.951								

122 Volvo Amazon (122 S) 1968								-2L							
1.Bertrand GUERIN															
2.François MARTINI															
1	2	3:14.416	59.229	57.191	1:17.996		3:14.416								
2	2	3:02.793	49.421	55.091	1:18.281	164.6	6:17.209								
3	2	3:00.270	48.627	54.794	1:16.849	175.0	9:17.479								
4	2	3:01.650	49.210	55.885	1:16.555	174.8	12:19.129								
5	2	2:59.515	48.766	54.834	1:15.915	171.7	15:18.644								
6	2	2:58.220	48.492	54.085	1:15.643	171.4	18:16.864								
7	2	2:59.309	48.031	54.690	1:16.588	173.9	21:16.173								
8	2	2:59.548	48.519	54.530	1:16.499	174.8	24:15.721								
9	2	3:12.388	48.547	54.999	1:28.842	174.2	27:28.109								
10	1	6:18.008	3:54.651	1:03.386	1:19.971	71.6	33:46.117								
11	1	3:02.095	49.848	56.662	1:15.585	157.0	36:48.212								
12	1	3:01.029	49.033	56.052	1:15.944	161.0	39:49.241								
13	1	3:02.187	48.761	56.556	1:16.870	162.2	42:51.428								
14	1	3:01.972	49.719	56.373	1:15.880	157.4	45:53.400								
15	1	2:59.856	49.527	55.524	1:14.805	164.4	48:53.256								
16	1	2:58.723	48.396	55.162	1:15.165	162.4	51:51.979								
17	1	3:01.292	48.280	56.661	1:16.351	163.4	54:53.271								
18	1	3:01.836	49.627	56.579	1:15.630	157.7	57:55.107								
19	1	2:56.392	47.241	53.930	1:15.221	171.4	1:00:51.499								
20	1	3:02.747	48.196	58.295	1:16.256	177.0	1:03:54.246								

127 Alfa Romeo Giulia Sprint GTA 1966								-2L							
1.Sandro HUBAR															
1	1	3:00.295	50.419	54.572	1:15.304		3:00.295								
2	1	2:53.098	47.918	52.227	1:12.953	179.1	5:53.393								
3	1	2:52.692	47.390	52.660	1:12.642	182.1	8:46.085								
4	1	2:50.207	46.563	51.699	1:11.945	182.1	11:36.292								
5	1	2:51.310	46.797	52.022	1:12.491	181.8	14:27.602								
6	1	2:49.659	46.020	51.972	1:11.667	181.5	17:17.261								
7	1	2:53.311	49.291	52.489	1:11.531	180.6	20:10.572								
8	1	3:01.348	46.307	52.227	1:22.814	181.5	23:11.920								
9	1	5:03.442	46.309	52.241	3:24.892	180.9	28:15.362								
10	1	3:05.201	1:00.257	52.458	1:12.486	117.0	31:20.563								
11	1	2:51.997	46.803	52.884	1:12.310	180.0	34:12.560								

155 Alfa Romeo Giulia Sprint GTA 1965								-2L							
1.Daniel HAGER															
1	1	3:02.554	54.712	53.716	1:14.126		3:02.554								
2	1	2:57.147	48.152	53.414	1:15.581	180.0	5:59.701								
3	1	3:10.665	47.897	53.607	1:29.161	180.0	9:10.366								
4	1	2:57.608	48.344	54.166	1:15.098	175.0	12:07.974								
5	1	2:59.469	49.203	54.873	1:15.393	181.8	15:07.443								
6	1	2:57.781	48.162	54.439	1:15.180	179.1	18:05.224								
7	1	2:56.972	47.890	55.133	1:13.949	178.5	21:02.196								
8	1	2:57.014	47.419	55.116	1:14.479	181.2	23:59.210								
9	1	2:56.128	47.986	53.806	1:14.336	180.6	26:55.338								
10	1	2:57.046	48.585	53.810	1:14.651	180.0	29:52.384								
11	1	3:02.977	47.484	53.183	1:22.310	180.9	32:55.361								
12	1	5:13.077	2:58.766	53.425	1:20.886	98.6	38:08.438								
13	1	2:53.749	47.191	53.736	1:12.822	178.2	41:02.187								
14	1	2:54.654	46.276	54.817	1:13.561	183.4	43:56.841								
15	1	2:54.359	47.372	53.692	1:13.295	181.5	46:51.200								
16	1	2:53.986	47.214	53.347	1:13.425	182.1	49:45.186								
17	1	3:02.056	55.283	53.562	1:13.211	182.4	52:47.242								
18	1	2:54.275	47.205	53.202	1:13.868	183.1	55:41.517								
19	1	2:53.822	46.989	53.402	1:13.431	183.4	58:35.339								
20	1	2:55.729	48.218	53.890	1:13.621	182.7	1:01:31.068								
21	1	3:06.483	48.976	58.535	1:18.972	179.7	1:04:37.551								

172 Ford Mustang 289 1965											+2L
1.Jean-François COGET											
2.Jean-Pierre GAGICK											
1	1	2:54.956	49.887	51.882	1:13.187					2:54.956	
2	1	2:52.810	47.359	52.636	1:12.815	195.3				5:47.766	
3	1	2:49.266	46.172	51.073	1:12.021	201.5				8:37.032	
4	1	2:48.802	46.422	51.081	1:11.299	200.7				11:25.834	
5	1	2:48.827	46.673	50.801	1:11.353	201.5				14:14.661	
6	1	2:49.400	46.433	50.958	1:12.009	206.5				17:04.061	
7	1	2:49.393	46.596	51.110	1:11.687	201.1				19:53.454	
8	1	2:48.759	45.786	50.945	1:12.028	205.3				22:42.213	
9	1	2:48.753	45.971	51.078	1:11.704	203.8				25:30.966	
10	1	2:49.782	46.293	51.318	1:12.171	203.0				28:20.748	
11	1	3:00.474	46.228	51.670	1:22.576	201.1				31:21.222	
12	2	4:54.492	2:46.828	52.933	1:14.731	113.2				36:15.714	
13	2	2:55.515	49.407	51.936	1:14.172	169.8				39:11.229	
14	2	2:52.802	47.278	51.528	1:13.996	184.9				42:04.031	
15	2	2:51.130	47.055	51.215	1:12.860	187.2				44:55.161	
16	2	2:51.293	47.117	51.991	1:12.185	186.9				47:46.454	



CLASSIC TOURING CHALLENGE DIX MILLE TOURS RACE

PAUL RICARD 5.842 m.

Sector Analysis

Lap under Red Flag														Invalidated Lap	Personal Best	Session Best	B Crossing the 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		
17	2	2:49.945	46.671	51.190	1:12.084	188.2	50:36.399										
18	2	2:50.639	46.801	51.644	1:12.194	180.0	53:27.038										
19	2	2:51.000	46.290	50.215	1:14.495	186.2	56:18.038										
20	2	2:52.392	47.335	51.605	1:13.452	186.9	59:10.430										
21	2	2:51.526	47.039	51.588	1:12.899	184.6	1:02:01.956										
22	2	2:54.293	47.952	52.031	1:14.310	168.5	1:04:56.249										

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Alfa Romeo Giulia Sprint GTA 1965
1.Xavier GALANT

-2L

1	1	3:00.316	53.315	53.058	1:13.943		3:00.316								
2	1	2:52.483	47.496	52.230	1:12.757	181.8	5:52.799								
3	1	2:52.553	47.352	52.615	1:12.586	184.3	8:45.352								
4	1	2:52.162	46.819	52.532	1:12.811	180.6	11:37.514								
5	1	2:51.639	46.842	52.105	1:12.692	183.1	14:29.153								
6	1	2:51.509	46.737	51.824	1:12.948	182.4	17:20.662								
7	1	2:51.989	46.894	51.949	1:13.146	180.3	20:12.651								
8	1	2:52.982	46.794	52.238	1:13.950	181.8	23:05.633								
9	1	2:53.535	48.774	52.456	1:12.305	176.2	25:59.168								
10	1	6:02.285 B	47.466	51.839	4:22.980	186.2	32:01.453								
11	1	3:12.346	1:03.687	53.415	1:15.244	111.8	35:13.799								