



## THE GENTLEMEN CHALLENGE

### DIX MILLE TOURS

#### RACE 2

Best Sector Times

| SECTOR 1 |                           |        | SECTOR 2                  |          |                           | SECTOR 3 |     |                                                       |    |           |               |
|----------|---------------------------|--------|---------------------------|----------|---------------------------|----------|-----|-------------------------------------------------------|----|-----------|---------------|
| Pos      | Driver                    | Time   | Driver                    | Time     | Driver                    | Time     | Pos | Car                                                   | Cl | Ideal Lap | Best Lap      |
| 1        | 49 T. RAPOSO DE MAGALHÃES | 42.232 | 100 D. FATEMI             | 45.697   | 100 D. FATEMI             | 1:06.166 | 1   | 100 Tojeiro EE 1965                                   | F  | 2:34.338  | 2:35.901 (1)  |
| 2        | 100 D. FATEMI             | 42.475 | 49 T. RAPOSO DE MAGALHÃES | 46.494   | 49 T. RAPOSO DE MAGALHÃES | 1:06.442 | 2   | 49 Porsche 904/6 Carrera GTS 1964                     | F  | 2:35.168  | 2:36.041 (2)  |
| 3        | 46 V. HICHERT             | 42.695 | 80 D. TAVARES             | 46.727   | 46 V. HICHERT             | 1:07.055 | 3   | 46 Bizzarrini 5300 GT 1965                            | F  | 2:36.910  | 2:37.069 (3)  |
| 4        | 80 D. TAVARES             | 43.086 | 46 V. HICHERT             | 47.160   | 80 D. TAVARES             | 1:07.248 | 4   | 80 Bizzarrini 5300 GT 1965                            | F  | 2:37.061  | 2:37.525 (4)  |
| 5        | 940 P. KOENIG             | 43.707 | 940 P. KOENIG             | 48.055   | 57 N. GREENSALL           | 1:08.306 | 5   | 57 Morgan SLR 1965                                    | F  | 2:40.627  | 2:41.044 (5)  |
| 6        | 57 N. GREENSALL           | 43.852 | 57 N. GREENSALL           | 48.469   | 940 S. KOENIG             | 1:08.891 | 6   | 940 Porsche 904/6 Carrera GTS 1964                    | F  | 2:40.653  | 2:41.510 (6)  |
| 7        | 24 F. BOURDIN             | 44.853 | 92 W. ZWEIFLER            | 48.739   | 24 F. BOURDIN             | 1:09.428 | 7   | 24 Lotus XI 1500 1960                                 | E2 | 2:44.083  | 2:44.522 (7)  |
| 8        | 45 C. VÖGELE              | 45.324 | 24 F. BOURDIN             | 49.802   | 38 D. MARIS               | 1:10.493 | 8   | 45 Alfa Romeo Giulia TZ 1965                          | F  | 2:45.913  | 2:47.523 (11) |
| 9        | 38 D. MARIS               | 45.404 | 45 C. VÖGELE              | 49.968   | 45 C. VÖGELE              | 1:10.621 | 9   | 38 Porsche 356 (C) 2000 GS Carrera 2 coupé 1964       | F  | 2:46.191  | 2:46.510 (8)  |
| 10       | 60 P. VÖGELE              | 45.689 | 60 P. VÖGELE              | 50.132   | 60 P. VÖGELE              | 1:10.769 | 10  | 60 Porsche 904 Carrera GTS 1964                       | F  | 2:46.590  | 2:47.328 (10) |
| 11       | 28 R. JORDAN              | 46.453 | 38 D. MARIS               | 50.294   | 92 W. ZWEIFLER            | 1:11.367 | 11  | 92 Lister Knobbly Chevrolet 1960                      | E2 | 2:46.625  | 2:46.625 (9)  |
| 12       | 9 A. VÖGELE               | 46.471 | 9 A. VÖGELE               | 51.011   | 28 R. JORDAN              | 1:12.485 | 12  | 9 Alfa Romeo Giulia TZ 1964                           | F  | 2:50.115  | 2:50.585 (12) |
| 13       | 92 W. ZWEIFLER            | 46.519 | 72 F. FILLON              | 51.307   | 9 A. VÖGELE               | 1:12.633 | 13  | 28 Lotus Elite S2 1961                                | E2 | 2:50.693  | 2:50.693 (13) |
| 14       | 177 R. ELLIS              | 46.893 | 28 R. JORDAN              | 51.755   | 31 P. ANCELIN             | 1:12.851 | 14  | 177 Lotus Elite S2 1961                               | E2 | 2:51.857  | 2:52.237 (14) |
| 15       | 220 J. CUEREL             | 47.089 | 220 J. CUEREL             | 51.833   | 91 J. DA ROCHA            | 1:12.983 | 15  | 220 Austin-Healey 3000 Mk II 1962                     | F  | 2:52.220  | 2:53.671 (16) |
| 16       | 31 P. ANCELIN             | 47.186 | 177 R. ELLIS              | 51.881   | 177 R. ELLIS              | 1:13.083 | 16  | 31 Austin-Healey 3000 Mk II 1965                      | F  | 2:52.367  | 2:53.089 (15) |
| 17       | 91 J. DA ROCHA            | 47.383 | 31 P. ANCELIN             | 52.330   | 220 J. CUEREL             | 1:13.298 | 17  | 91 Austin-Healey 100-4 1955                           | E2 | 2:53.336  | 2:54.039 (17) |
| 18       | 72 F. FILLON              | 47.682 | 87 M. ASHWORTH            | 52.934   | 164 F. AUGIS              | 1:13.733 | 18  | 72 Austin-Healey 3000 Mk I 1962                       | F  | 2:54.102  | 2:55.690 (20) |
| 19       | 164 F. AUGIS              | 47.839 | 164 F. AUGIS              | 52.944   | 87 M. ASHWORTH            | 1:13.905 | 19  | 164 Austin-Healey 100-4 1954                          | E1 | 2:54.516  | 2:54.945 (18) |
| 20       | 87 M. ASHWORTH            | 47.870 | 91 J. DA ROCHA            | 52.970   | 40 M. JULLY               | 1:14.248 | 20  | 87 TVR Grantura Mk III 1965                           | F  | 2:54.709  | 2:55.528 (19) |
| 21       | 30 J. LEGRAS              | 47.945 | 40 M. JULLY               | 53.641   | 30 J. LEGRAS              | 1:14.318 | 21  | 40 Porsche 356 (B) 5 75 Hardtop-Coupé T 5 1961        | E2 | 2:55.924  | 2:56.285 (22) |
| 22       | 40 M. JULLY               | 48.035 | 30 J. LEGRAS              | 53.954   | 72 F. FILLON              | 1:15.113 | 22  | 30 MG B 1965                                          | F  | 2:56.217  | 2:56.217 (21) |
| 23       | 400 M. BISCHOFBERGER      | 49.274 | 400 C. CARAVA             | 54.459   | 400 C. CARAVA             | 1:15.731 | 23  | 400 Lotus Elite S2 1961                               | E2 | 2:59.464  | 3:01.834 (23) |
| 24       | 12 H. STAMM               | 49.595 | 12 H. STAMM               | 54.936   | 12 H. STAMM               | 1:16.661 | 24  | 12 Aston Martin DB2/4 Bertone Competition Spider 1953 | E1 | 3:01.192  | 3:02.708 (25) |
| 25       | 104 F. de CHANTERAC       | 49.706 | 104 F. de CHANTERAC       | 55.487   | 104 F. de CHANTERAC       | 1:16.672 | 25  | 104 Austin-Healey 100-4 1956                          | E2 | 3:01.865  | 3:02.580 (24) |
| 26       | 64 G. DEFOLY              | 54.657 | 13 O. NATAF               | 1:00.512 | 64 G. DEFOLY              | 1:22.678 | 26  | 64 Jaguar XK140 Coupe 1956                            | E2 | 3:18.145  | 3:21.765 (27) |
| 27       | 13 O. NATAF               | 54.759 | 64 G. DEFOLY              | 1:00.810 | 13 O. NATAF               | 1:23.415 | 27  | 13 Porsche 550A 1956                                  | E1 | 3:18.686  | 3:19.051 (26) |
| 28       | 52 N. SCHMITZ-KOEP        | 57.602 | 52 N. SCHMITZ-KOEP        | 1:03.286 | 52 N. SCHMITZ-KOEP        | 1:29.352 | 28  | 52 Aston Martin DB2 Sport Saloon Coupé 1952           | E1 | 3:30.240  | 3:30.240 (28) |
| 29       | 123 E. BOUFFARD           | 59.088 | 123 E. BOUFFARD           | 1:06.046 | 123 E. BOUFFARD           | 1:33.094 | 29  | 123 René Bonnet Djet CRB1 1962                        | F  | 3:38.228  | 3:38.869 (29) |