



## CIRCUIT PAUL RICARD

6H Endurance Proto - 3H Endurance GT/Tourisme - 2H Endurance VHC  
Challenge Monoplace V de V - Challenge Funyo V de V

30-31 mai - 1<sup>er</sup> juin 2014

# Endurance GT Tourisme

## Private Practice 1

### Best Sector

#	N°	Name	Sector1	#	N°	Name	Sector 2	#	N°	Name	Sector 3	#	N°	Name	Best lap	Ideal lap
1	<b>65</b>	PER	35.587	1	<b>65</b>	PER	37.764	1	<b>60</b>	COR	53.862	1	<b>60</b>	COR	2:07.674	2:07.674
2	<b>60</b>	COR	35.690	2	<b>60</b>	COR	38.122	2	<b>2</b>	BOU	54.376	2	<b>2</b>	BOU	2:09.789	2:09.559
3	<b>44</b>	LOG	36.428	3	<b>100</b>	VON	38.511	3	<b>44</b>	LOG	54.558	3	<b>44</b>	LOG	2:10.158	2:09.807
4	<b>2</b>	BOU	36.496	4	<b>55</b>	TOM	38.529	4	<b>100</b>	VON	54.722	4	<b>100</b>	VON	2:10.506	2:10.109
5	<b>55</b>	TOM	36.600	5	<b>2</b>	BOU	38.687	5	<b>55</b>	TOM	55.070	5	<b>55</b>	TOM	2:10.749	2:10.199
6	<b>15</b>	CAM	36.812	6	<b>44</b>	LOG	38.821	6	<b>65</b>	PER	55.101	6	<b>65</b>	PER	2:10.757	2:08.452
7	<b>100</b>	VON	36.876	7	<b>11</b>	FER	38.862	7	<b>15</b>	CAM	55.264	7	<b>15</b>	CAM	2:11.205	2:11.205
8	<b>17</b>	Pau	37.105	8	<b>17</b>	Pau	38.966	8	<b>17</b>	Pau	55.450	8	<b>17</b>	Pau	2:11.521	2:11.521
9	<b>8</b>	PIG	37.901	9	<b>15</b>	CAM	39.129	9	<b>8</b>	PIG	56.167	9	<b>8</b>	PIG	2:13.424	2:13.358
10	<b>7</b>	BLA	37.911	10	<b>8</b>	PIG	39.290	10	<b>4</b>	TEN	57.065	10	<b>11</b>	FER	2:14.548	2:14.333
11	<b>63</b>	POL	37.913	11	<b>4</b>	CHA	40.344	11	<b>7</b>	BLA	57.264	11	<b>7</b>	BLA	2:15.856	2:15.645
12	<b>11</b>	FER	38.141	12	<b>7</b>	BLA	40.470	12	<b>96</b>	CHA	57.268	12	<b>4</b>	TEN	2:16.317	2:15.590
13	<b>4</b>	TEN	38.181	13	<b>63</b>	POL	40.471	13	<b>11</b>	FER	57.330	13	<b>96</b>	CHA	2:16.799	2:16.018
14	<b>96</b>	CHA	38.206	14	<b>96</b>		40.544	14	<b>63</b>	POL	57.491	14	<b>63</b>	POL	2:16.804	2:15.875
15	<b>45</b>	PRO	38.285	15	<b>37</b>		40.600	15	<b>58</b>	FEL	57.672	15	<b>30</b>	M.Z	2:17.097	08:56.725
16	<b>58</b>	FEL	38.513	16	<b>58</b>	FEL	40.651	16	<b>27</b>	ARR	57.987	16	<b>58</b>	FEL	2:17.356	2:16.836
17	<b>18</b>	ABE	38.555	17	<b>94</b>	POU	40.820	17	<b>18</b>	ABE	58.024	17	<b>45</b>	PRO	2:17.825	2:17.583
18	<b>94</b>	POU	38.648	18	<b>18</b>	ABE	40.969	18	<b>45</b>	PRO	58.272	18	<b>27</b>	ARR	2:17.979	2:17.979
19	<b>37</b>		38.668	19	<b>45</b>	PRO	41.026	19	<b>37</b>		58.297	19	<b>18</b>	ABE	2:18.052	2:17.548
20	<b>56</b>	SPI	38.890	20	<b>27</b>	ARR	41.096	20	<b>36</b>	J-F	58.507	20	<b>37</b>		2:18.057	2:17.565
21	<b>27</b>	ARR	38.896	21	<b>56</b>	SPI	41.164	21	<b>56</b>	SPI	58.684	21	<b>36</b>	J-F	2:19.212	2:19.018
22	<b>36</b>	J-F	38.900	22	<b>95</b>	BOU	41.337	22	<b>94</b>	POU	58.687	22	<b>56</b>	SPI	2:19.222	2:18.738
23	<b>95</b>	BOU	40.045	23	<b>36</b>	J-F	41.611	23	<b>95</b>	BOU	59.299	23	<b>95</b>	BOU	2:21.090	2:20.681
				24	<b>30</b>	M.Z	> 10 Min	24	<b>30</b>	M.Z	1:02.181					