

# FUN RACING CARS - 05 CASTELLET

20 - 21 septembre 2014

LES 8 HEURES DU CASTELLET FUN CUP

Paul Ricard 1C V2 (5.842 km)

ESSAIS PRIVES

Tour par tour

NT / NL	Temps total	S1	S2	S3	Tps. tour	NT / NL	Temps total	S1	S2	S3	Tps. tour
<b>N° 7, EPRIM - SKR, Cit / Rk 15</b>						6	21:08.681	49.494	53.647	1:13.801	Pit In
1	13:51.716	-	1:04.206	1:31.084	5:11.580	7	28:26.722	-	1:00.308	1:19.567	7:18.041
2	17:22.957	1:00.242	1:02.785	1:28.214	3:31.241	8	31:33.703	52.436	56.085	1:18.460	3:06.981
3	20:48.336	58.778	1:00.218	1:26.383	Pit In	9	34:39.987	52.380	56.848	1:17.056	3:06.284
4	26:11.307	-	59.204	1:24.403	5:22.971	10	37:44.746	52.583	56.154	1:16.022	Pit In
5	29:28.573	55.961	58.198	1:23.107	3:17.266	11	44:41.953	-	54.647	1:13.502	6:57.207
6	32:58.467	1:03.414	1:01.203	1:25.277	Pit In	12	47:38.680	49.618	53.855	1:13.254	2:56.727
7	37:17.433	-	1:00.678	1:25.484	Pit In	13	50:37.492	50.192	53.982	1:14.638	2:58.812
8	46:26.329	-	53.041	1:12.861	9:08.896	14	53:35.545	49.198	54.153	1:14.702	2:58.053
9	49:18.917	48.276	52.754	1:11.558	2:52.588	15	56:31.311	49.257	53.247	1:13.262	2:55.766
10	52:09.828	48.024	51.824	1:11.063	2:50.911	16	59:26.812	<b>48.275</b>	53.305	1:13.921	Pit In
11	55:00.726	48.102	52.827	1:09.969	Pit In	17	1:04:15.969	-	53.728	1:15.749	4:49.157
12	58:54.452	-	52.706	<b>1:10.99</b>	3:53.726	18	1:07:14.944	51.241	52.813	1:14.921	2:58.975
13	1:01:49.255	50.292	52.783	1:11.728	2:54.803	19	1:10:10.922	48.698	52.925	1:14.355	2:55.978
14	1:04:39.710	<b>47.354</b>	<b>51.676</b>	1:11.425	<b>2:50.455</b>	20	1:13:11.056	-	-	1:15.417	3:00.134
15	1:07:31.465	47.648	52.790	1:11.317	Pit In	21	1:16:07.029	49.147	53.266	1:13.560	Pit In
16	-	-	56.429	-	-	22	1:28:18.269	-	54.699	1:13.761	12:11.240
<b>N° 9, LES FRERES PETARDS, Cit / Rk 46</b>						23	1:31:14.654	48.394	54.115	1:13.876	2:56.385
1	7:02.439	55.396	58.828	1:18.812	3:13.036	24	1:34:09.781	48.984	52.961	1:13.182	<b>2:55.127</b>
2	10:07.867	51.855	57.746	1:15.827	3:05.428	<b>N° 39, ORHES - FDE, Cit / Rk 47</b>					
3	13:10.620	52.365	55.767	1:14.621	Pit In	1	24:13.801	1:05.080	1:08.741	1:35.854	3:49.675
4	16:47.309	-	57.643	1:15.263	3:36.689	2	27:56.877	1:01.034	1:08.150	1:33.892	3:43.076
5	19:47.674	51.389	55.852	1:13.124	Pit In	3	31:39.154	1:00.376	1:08.170	1:33.731	3:42.277
6	28:19.711	-	56.715	<b>1:14.73</b>	8:32.037	4	35:10.579	58.915	1:02.417	1:30.093	3:31.425
7	31:18.858	<b>48.824</b>	55.433	1:14.890	<b>2:59.147</b>	5	38:39.887	57.203	1:02.955	1:29.150	3:29.308
8	34:17.007	49.277	56.132	1:12.740	Pit In	6	42:09.908	58.652	1:02.402	1:28.967	Pit In
9	46:06.495	-	55.723	1:15.513	11:49.488	7	52:28.898	-	59.425	1:47.931	10:18.990
10	49:07.510	49.378	56.740	1:14.897	3:01.015	8	55:36.864	51.954	57.324	1:18.688	3:07.966
11	52:06.462	49.243	55.989	1:13.720	Pit In	9	58:48.544	51.629	56.921	1:23.130	3:11.680
12	-	-	<b>54.574</b>	-	-	10	1:02:13.459	1:09.408	56.646	1:18.861	3:24.915
<b>N° 24, DUPON RACING, Cit / Rk 50</b>						11	1:05:18.048	<b>51.357</b>	55.545	<b>1:17.68</b>	<b>3:04.589</b>
1	9:34.270	<b>51.957</b>	1:00.433	1:20.191	Pit In	12	1:08:43.131	51.644	<b>55.541</b>	1:37.898	3:25.083
2	30:21.380	-	1:04.782	1:22.413	Pit In	13	1:11:59.143	1:00.021	57.026	1:18.965	Pit In
3	1:30:21.251	-	1:03.967	1:32.166	Pit In	14	-	-	1:21.951	-	-
<b>N° 31, FUN COX 31, Cit / Rk 26</b>						<b>N° 44, SKR, Cit / Rk 35</b>					
1	7:27.118	52.144	55.750	1:16.459	Pit In	1	7:05.570	51.394	55.634	1:15.389	3:02.417
2	12:01.343	-	55.183	1:16.135	4:34.225	2	10:03.246	49.853	54.095	1:13.728	2:57.676
3	15:01.389	50.310	54.011	1:15.725	3:00.046	3	13:00.684	50.226	53.795	1:13.417	2:57.438
4	17:59.449	49.415	54.405	1:14.240	2:58.060	4	15:56.596	48.655	53.667	1:13.590	2:55.912
5	20:56.985	49.754	54.216	1:13.566	Pit In	5	18:51.211	49.090	<b>52.887</b>	1:12.638	<b>2:54.615</b>
6	25:39.635	-	53.368	1:12.659	4:42.650	6	21:46.323	48.987	53.528	<b>1:12.59</b>	2:55.112
7	28:33.454	48.560	53.151	1:12.108	2:53.819	7	24:40.986	<b>48.530</b>	53.408	1:12.725	2:54.663
8	31:29.525	49.765	53.091	1:13.215	2:56.071	8	27:36.510	48.679	53.899	1:12.946	2:55.524
9	34:24.424	48.934	53.545	1:12.420	2:54.899	9	30:38.034	52.120	54.028	1:15.376	Pit In
10	37:17.751	48.553	52.970	1:11.804	2:53.327	10	36:26.294	-	56.160	1:21.674	5:48.260
11	40:09.651	48.572	52.890	1:10.438	Pit In	11	39:31.752	52.271	55.776	1:17.411	3:05.458
12	46:00.873	-	55.054	1:14.895	5:51.222	12	42:36.702	54.235	54.796	1:15.919	3:04.950
13	49:12.907	50.001	54.848	1:27.185	3:12.034	13	45:43.227	50.269	56.007	1:20.249	3:06.525
14	52:24.993	1:01.342	56.591	1:14.153	3:12.086	14	48:45.615	50.136	55.228	1:17.024	3:02.388
15	55:23.251	49.233	54.574	1:14.451	2:58.258	15	51:44.610	49.344	54.922	1:14.729	2:58.995
16	58:21.249	49.589	54.015	1:14.394	2:57.998	16	54:44.549	50.523	53.850	1:15.566	2:59.939
17	1:01:25.149	50.197	53.955	1:19.748	Pit In	17	57:45.414	50.581	55.444	1:14.840	Pit In
18	1:07:57.550	-	54.129	1:11.714	6:32.401	18	1:04:03.959	-	58.694	1:19.915	6:18.545
19	1:10:50.695	48.248	53.282	<b>1:11.61</b>	2:53.145	19	1:07:08.958	50.599	55.866	1:18.534	3:04.999
20	1:13:44.559	48.454	52.959	1:12.451	2:53.864	20	1:10:11.001	50.725	55.181	1:16.137	3:02.043
21	1:16:36.853	<b>48.097</b>	<b>52.242</b>	1:11.955	<b>2:52.294</b>	21	1:13:11.393	51.068	54.616	1:14.708	3:00.392
22	-	51.560	1:25.144	-	-	22	1:16:41.030	50.206	53.997	1:45.434	Pit In
<b>N° 33, F2R, Cit / Rk 38</b>						<b>N° 52, RKM COMPETITION 1, Cit / Rk 27</b>					
1	6:26.179	51.955	53.500	1:13.032	2:58.487	1	7:23.010	52.937	57.794	1:21.728	3:12.459
2	9:23.372	51.750	<b>52.642</b>	<b>1:12.80</b>	2:57.193	2	10:34.081	53.237	58.008	1:19.826	3:11.071
3	12:20.402	50.295	53.012	1:13.723	2:57.030	3	13:42.489	51.021	56.320	1:21.067	3:08.408
4	15:15.570	48.918	52.952	1:13.298	2:55.168	4	16:48.620	51.684	57.044	1:17.403	3:06.131
5	18:11.739	50.166	<b>52.642</b>	1:13.361	2:56.169	5	19:51.525	51.164	55.445	1:16.296	3:02.905
						6	22:56.576	50.713	56.418	1:17.920	3:05.051

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ESSAIS PRIVÉS

Tour par tour

NT / NL	Temps total	S1	S2	S3	Tps. tour	NT / NL	Temps total	S1	S2	S3	Tps. tour
<b>N° 52, RKM COMPETITION 1, Clt / Rk 27</b>						<b>N° 71, ZOSH COMPETITION, Clt / Rk 43</b>					
3	13:42.489	51.021	56.320	1:21.067	3:08.408	20	1:10:02.753	48.376	52.691	1:12.212	2:53.279
4	16:48.620	51.684	57.044	1:17.403	3:06.131	21	1:12:59.915	48.964	54.317	1:13.881	2:57.162
5	19:51.525	51.164	55.445	1:16.296	3:02.905	22	1:15:54.722	49.442	52.859	1:12.506	2:54.807
6	22:56.576	50.713	56.418	1:17.920	3:05.051	23	1:28:58.201	10:57.228	53.473	1:12.778	13:03.479
7	26:01.699	51.292	55.925	1:17.906	3:05.123	24	1:31:52.508	48.240	52.835	1:13.232	2:54.307
8	29:04.711	50.387	55.538	1:17.087	Pit In	25	1:34:45.506	48.073	53.386	1:11.539	2:52.998
9	33:39.291	-	53.562	1:14.408	4:34.580	<b>N° 60, DEFI COFIGEX, Clt / Rk 10</b>					
10	36:34.090	49.164	53.530	1:12.105	2:54.799	1	7:33.901	-	-	1:10.432	Pit In
11	39:28.288	47.827	53.502	1:12.869	2:54.198	2	11:44.780	-	52.552	1:11.439	4:10.879
12	42:22.386	47.920	53.471	1:12.707	2:54.098	3	14:36.036	47.996	52.340	1:10.920	2:51.256
13	45:18.403	48.375	53.584	1:14.058	2:56.017	4	17:27.090	48.147	52.131	1:10.776	2:51.054
14	48:12.768	49.088	53.183	1:12.09	2:54.365	5	20:17.930	48.288	52.213	1:10.339	Pit In
15	51:05.066	<b>47.421</b>	<b>52.619</b>	1:12.258	<b>2:52.298</b>	6	26:53.728	-	56.326	1:15.383	6:35.798
16	53:58.223	48.176	52.802	1:12.179	2:53.157	7	29:51.660	50.642	53.952	1:13.338	2:57.932
17	56:52.695	49.628	53.791	1:11.053	Pit In	8	32:46.204	48.995	52.920	1:12.629	2:54.544
18	1:06:44.649	-	57.798	1:20.775	9:51.954	9	35:40.645	48.646	53.114	1:12.681	Pit In
19	1:09:53.134	53.024	56.050	1:19.411	3:08.485	10	41:04.526	-	52.715	1:11.638	5:23.881
20	1:13:04.157	54.455	57.500	1:19.068	3:11.023	11	43:56.482	47.599	52.404	1:11.953	2:51.956
21	1:16:12.653	51.124	58.096	1:19.276	3:08.496	12	46:49.620	47.675	53.870	1:11.593	2:53.138
22	1:29:14.012	10:51.256	55.426	1:14.677	13:01.359	13	49:41.975	47.847	52.610	1:11.898	2:52.355
23	1:32:17.087	51.579	55.046	1:16.450	3:03.075	14	52:31.352	<b>46.902</b>	51.942	1:10.53	<b>2:49.377</b>
						15	55:23.529	48.025	<b>51.835</b>	1:12.317	Pit In
						16	1:02:09.935	-	54.456	1:14.294	6:46.406
						17	1:05:05.157	48.622	52.654	1:13.946	2:55.222
						18	1:07:58.459	48.451	52.843	1:12.008	2:53.302
						19	1:10:51.161	48.043	52.474	1:12.185	2:52.702
						20	1:13:44.466	48.450	52.258	1:12.597	2:53.305
						21	1:16:39.697	47.632	52.612	1:14.987	2:55.231
						22	-	56.639	1:19.729	-	-
						<b>N° 83, V-Ri-One RKM, Clt / Rk 11</b>					
						1	17:47.477	50.656	53.034	1:11.912	2:55.602
						2	20:41.469	47.792	54.247	1:11.953	2:53.992
						3	23:42.269	48.387	54.847	1:17.566	Pit In
						4	29:50.418	-	53.619	1:11.752	6:08.149
						5	32:43.714	48.156	53.770	1:11.370	2:53.296
						6	35:36.231	47.841	53.524	1:11.152	2:52.517
						7	38:32.409	47.750	52.538	1:15.890	2:56.178
						8	41:27.039	-	-	1:11.023	Pit In
						9	46:49.895	-	53.104	1:10.801	5:22.856
						10	49:40.532	47.184	52.914	1:10.539	2:50.637
						11	52:30.382	47.147	52.274	1:10.429	2:49.850
						12	55:32.790	48.134	52.516	1:21.758	3:02.408
						13	58:25.176	48.891	53.023	1:10.472	2:52.386
						14	1:01:15.461	<b>46.851</b>	<b>51.963</b>	1:11.471	2:50.285
						15	1:04:04.844	46.935	52.151	<b>1:10.29</b>	<b>2:49.383</b>
						16	1:06:58.610	47.263	52.810	1:13.693	Pit In
						17	1:15:52.668	-	55.338	1:11.735	8:54.058
						18	-	48.335	1:03.901	-	-
						<b>N° 66, P P 81 - 1, Clt / Rk 23</b>					
1	8:13.235	51.455	59.120	1:15.418	Pit In	<b>N° 94, ANDROS GMS, Clt / Rk 29</b>					
2	12:05.828	-	53.372	1:12.714	3:52.593	1	7:09.809	48.903	53.932	1:11.864	2:54.699
3	15:01.716	50.447	52.940	1:12.501	2:55.888	2	10:03.549	49.001	53.040	1:11.699	2:53.740
4	17:56.804	49.491	53.225	1:12.372	2:55.088	3	12:56.129	-	-	1:11.339	2:52.580
5	20:51.253	48.538	53.075	1:12.836	2:54.449	4	15:45.377	47.847	<b>52.518</b>	1:08.883	Pit In
6	23:44.261	48.484	53.107	1:11.417	2:53.008	5	20:48.128	-	56.451	1:16.927	5:02.751
7	26:35.728	47.901	52.524	1:11.04	<b>2:51.467</b>	6	23:47.653	50.489	55.251	1:13.785	2:59.525
8	29:28.613	48.297	<b>52.335</b>	1:12.253	Pit In	7	26:41.950	49.495	54.072	1:10.730	Pit In
9	34:48.350	-	57.167	1:12.465	5:19.737	8	31:53.470	-	53.288	1:11.10	5:11.520
10	37:54.312	-	-	1:13.817	3:05.962	9	34:47.157	48.727	53.167	1:11.793	2:53.687
11	40:47.935	49.294	52.464	1:11.865	2:53.623	10	37:39.675	48.239	52.706	1:11.573	<b>2:52.518</b>
12	43:41.150	48.575	52.731	1:11.909	2:53.215	11	40:29.296	<b>47.527</b>	52.626	1:09.468	Pit In
13	46:34.954	48.320	53.768	1:11.716	2:53.804	12	45:47.954	-	59.247	1:34.203	5:18.658
14	49:28.227	48.388	53.641	1:11.244	2:53.273	13	48:59.001	52.128	57.972	1:20.947	3:11.047
15	52:21.501	48.102	53.361	1:11.811	2:53.274	14	52:08.602	52.685	57.124	1:19.792	3:09.601
16	55:13.577	<b>47.488</b>	52.722	1:11.866	2:52.076	15	55:16.280	51.893	56.070	1:19.715	Pit In
17	58:07.230	48.778	52.876	1:11.999	2:53.653						
18	1:01:01.382	48.372	53.315	1:12.465	Pit In						
19	1:07:09.474	-	54.282	1:13.980	6:08.092						

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Tour par tour

NT / NL	Temps total	S1	S2	S3	Tps. tour	NT / NL	Temps total	S1	S2	S3	Tps. tour
<b>N° 94, ANDROS GMS, Clt / Rk 29</b>						<b>N° 117, UNIGHTED 1, Clt / Rk 36</b>					
12	45:47.954	-	59.247	1:34.203	5:18.658	9	38:42.400	-	56.208	1:17.437	5:02.196
13	48:59.001	52.128	57.972	1:20.947	3:11.047	10	41:45.621	52.357	57.338	1:13.52	3:03.221
14	52:08.602	52.685	57.124	1:19.792	3:09.601	11	44:43.936	49.392	54.625	1:14.298	2:58.315
15	55:16.280	51.893	56.070	1:19.715	Pit In	12	47:43.317	49.045	54.379	1:15.957	Pit In
16	1:02:52.715	-	1:04.880	1:29.601	7:36.435	13	53:50.614	-	1:11.277	1:40.912	6:07.297
17	1:06:24.894	58.932	1:04.498	1:28.749	3:32.179	14	57:35.637	1:04.172	1:06.730	1:34.121	3:45.023
18	1:09:49.281	56.799	1:01.295	1:26.293	3:24.387	15	1:01:18.884	1:03.354	1:05.769	1:34.124	3:43.247
19	1:13:10.177	54.492	59.971	1:26.433	Pit In	16	1:05:00.199	1:02.518	1:05.609	1:33.188	Pit In
20	1:28:58.725	-	55.889	1:16.408	15:48.548	17	1:12:55.757	-	1:01.071	1:26.732	7:55.558
21	1:31:55.194	48.959	53.902	1:13.608	2:56.469	18	1:16:08.175	55.997	58.494	1:17.927	3:12.418
22	1:35:04.396	50.784	54.836	1:23.582	3:09.202	19	1:29:46.799	11:00.390	1:07.341	1:30.893	13:38.624
						20	1:33:11.538	58.439	1:01.670	1:24.630	3:24.739
<b>N° 96, SPI 1, Clt / Rk 9</b>						<b>N° 118, L'EQUIPE, Clt / Rk 21</b>					
1	6:22.369	48.803	52.483	1:11.772	2:53.058	1	13:21.286	52.284	55.669	1:16.661	3:04.614
2	9:14.710	48.432	52.413	1:11.496	2:52.341	2	16:24.327	50.931	54.567	1:17.543	3:03.041
3	12:07.678	47.562	52.616	1:12.790	2:52.968	3	19:24.394	50.795	54.132	1:15.140	3:00.067
4	15:00.379	49.592	52.219	1:10.890	2:52.701	4	22:34.555	49.705	52.508	1:27.948	Pit In
5	17:49.571	47.167	51.702	1:10.32	2:49.192	5	30:21.872	-	1:03.465	1:24.925	7:47.317
6	20:40.673	46.849	53.118	1:11.135	2:51.102	6	33:35.966	53.407	58.259	1:22.428	3:14.094
7	23:34.325	48.443	53.707	1:11.502	Pit In	7	36:44.514	52.463	56.538	1:19.547	3:08.548
8	29:34.361	-	54.034	1:15.768	Pit In	8	39:49.100	50.391	55.397	1:18.798	Pit In
9	35:12.861	-	56.606	1:31.882	5:38.500	9	1:01:32.365	-	54.472	1:15.187	21:43.265
10	38:10.564	-	-	1:13.399	2:57.703	10	1:04:27.939	48.719	52.290	1:14.565	2:55.574
11	41:05.881	48.788	53.866	1:12.663	2:55.317	11	1:07:22.934	47.811	52.993	1:14.191	2:54.995
12	43:59.545	48.204	52.508	1:12.952	2:53.664	12	1:10:18.320	48.545	54.015	1:12.826	Pit In
13	46:53.819	48.275	52.836	1:13.163	Pit In	13	1:15:11.391	-	56.082	1:14.800	4:53.071
14	53:50.390	-	58.384	1:19.796	6:56.571	14	1:28:46.642	11:26.176	54.589	1:14.486	13:35.251
15	56:51.297	50.432	55.051	1:15.424	3:00.907	15	1:31:45.191	49.747	54.956	1:13.84	2:58.549
16	59:51.049	49.535	54.129	1:16.088	2:59.752	16	1:34:44.385	48.776	56.359	1:14.059	2:59.194
17	1:02:48.699	49.398	54.302	1:13.950	Pit In						
18	1:09:11.219	-	57.197	1:17.985	6:22.520						
19	1:12:17.736	52.270	56.552	1:17.695	3:06.517						
20	1:15:23.369	51.792	55.792	1:18.049	3:05.633						
21	1:28:46.206	11:12.503	55.875	1:14.459	13:22.837						
22	1:31:41.712	49.345	53.555	1:12.606	2:55.506						
23	1:34:37.037	49.725	53.089	1:12.511	2:55.325						
<b>N° 112, BLS, Clt / Rk 28</b>						<b>N° 119, COCC'S IN HELL, Clt / Rk 30</b>					
1	7:41.338	49.256	53.493	1:11.906	2:54.655	1	7:37.024	54.471	56.710	1:19.851	3:11.032
2	10:34.135	48.778	52.666	1:11.353	2:52.797	2	10:45.190	52.156	56.418	1:19.592	3:08.166
3	13:28.363	49.192	52.808	1:12.228	2:54.228	3	13:51.172	52.252	55.709	1:18.021	3:05.982
4	16:22.478	49.432	52.853	1:11.830	Pit In	4	16:54.143	51.513	54.639	1:16.819	Pit In
5	27:47.738	-	52.871	1:11.840	11:25.260	5	22:24.196	-	54.263	1:16.562	5:30.053
6	30:40.206	48.117	53.190	1:11.16	2:52.468	6	25:22.626	50.658	53.408	1:14.364	2:58.430
7	33:33.189	48.154	53.043	1:11.786	2:52.983	7	28:16.504	48.318	52.943	1:12.617	2:53.878
8	36:24.858	48.092	52.977	1:10.600	Pit In	8	31:10.046	47.570	52.358	1:13.614	2:53.542
9	48:40.788	-	57.260	1:17.684	12:15.930	9	33:59.762	46.985	52.358	1:10.373	Pit In
10	51:42.706	51.347	54.147	1:16.424	3:01.918	10	39:22.948	-	55.802	1:15.859	5:23.186
11	54:46.370	50.992	54.141	1:18.531	3:03.664	11	42:22.712	50.798	53.360	1:15.606	2:59.764
12	57:46.451	50.398	54.226	1:15.457	3:00.081	12	45:18.867	49.545	52.598	1:14.012	2:56.155
13	1:00:47.718	50.495	55.182	1:15.590	3:01.267						
14	1:03:47.690	49.701	54.027	1:16.244	2:59.972						
15	1:06:46.549	50.282	53.522	1:15.055	Pit In						
16	1:14:16.149	-	53.270	1:12.123	7:29.600						
17	1:30:15.021	13:54.452	52.892	1:11.528	15:58.872						
18	1:33:07.761	48.179	52.484	1:12.077	2:52.740						
<b>N° 115, ANDROS, Clt / Rk 45</b>											
1	8:54.000	52.111	1:00.362	1:19.586	3:12.059						
2	11:56.237	51.053	54.752	1:16.432	3:02.237						
3	14:57.808	49.931	53.993	1:17.647	Pit In						
4	20:51.129	-	1:01.644	1:21.573	5:53.321						
5	24:05.987	53.758	58.885	1:22.215	3:14.858						
6	27:19.517	53.309	58.193	1:22.028	3:13.530						
7	30:31.865	53.352	57.718	1:21.278	3:12.348						
8	33:40.204	53.026	56.458	1:18.855	Pit In						

## FUN RACING CARS - 05 CASTELLET

20 - 21 septembre 2014

LES 8 HEURES DU CASTELLET FUN CUP

Paul Ricard 1C V2 (5.842 km)

ESSAIS PRIVES

Tour par tour

NT / NL	Temps total	S1	S2	S3	Tps. tour	NT / NL	Temps total	S1	S2	S3	Tps. tour
<b>N° 119, COCC'S IN HELL, Clt / Rk 30</b>											
9	33:59.762	46.985	52.358	1:10.373	Pit In	3	15:11.014	54.852	57.095	1:13.552	Pit In
10	39:22.948	-	55.802	1:15.859	5:23.186	4	21:20.963	-	53.025	1:13.766	6:09.949
11	42:22.712	50.798	53.360	1:15.606	2:59.764	5	24:15.958	49.400	53.176	1:12.419	2:54.995
12	45:18.867	49.545	52.598	1:14.012	2:56.155	6	27:18.018	52.180	53.997	1:15.883	3:02.060
13	48:14.159	49.337	53.496	1:12.459	2:55.292	7	30:07.927	48.381	51.431	1:10.097	2:49.909
14	51:08.951	48.614	52.941	1:13.237	Pit In	8	32:57.056	46.805	52.233	1:10.091	2:49.129
15	58:12.573	-	1:01.211	1:23.308	7:03.622	9	36:08.784	52.223	1:00.121	1:19.384	Pit In
16	1:01:23.328	53.886	56.065	1:20.804	3:10.755	10	43:04.216	-	51.837	1:11.569	6:55.432
17	1:04:28.276	52.685	54.517	1:17.746	Pit In	11	45:54.263	47.135	52.553	1:10.359	2:50.047
18	1:09:52.147	-	59.869	1:24.543	5:23.871	12	48:43.690	46.614	51.539	1:11.274	2:49.427
19	1:13:11.925	55.048	59.862	1:24.868	3:19.778	13	51:32.154	47.037	51.589	1:09.83	2:48.464
20	1:16:23.795	52.407	57.772	1:21.691	3:11.870	14	54:21.958	46.809	51.460	1:11.535	Pit In
21	1:28:42.876	10:11.229	54.372	1:13.480	12:19.081	15	1:28:08.458	-	51.469	1:10.621	33:46.500
22	1:31:37.938	49.620	53.376	1:12.066	2:55.062	16	1:30:56.224	46.682	51.210	1:09.874	2:47.766
23	1:34:30.634	48.187	52.859	1:11.65	2:52.696	17	1:33:53.191	47.405	53.798	1:15.764	Pit In
<b>N° 135, EAGLE DRIVER, Clt / Rk 14</b>						<b>N° 141, EURODATACAR 2, Clt / Rk 22</b>					
1	13:59.469	48.087	53.587	1:12.234	2:53.908	1	6:24.226	50.664	52.541	1:13.020	2:56.225
2	16:52.527	48.317	53.188	1:11.553	2:53.058	2	9:15.919	47.954	52.220	1:11.519	2:51.693
3	19:45.730	47.647	53.769	1:11.787	2:53.203	3	12:07.911	47.500	51.972	1:12.520	2:51.992
4	22:37.989	47.685	52.706	1:11.868	2:52.259	4	14:59.355	48.768	51.646	1:11.03	2:51.444
5	25:31.244	48.682	53.257	1:11.316	Pit In	5	17:50.077	47.536	52.061	1:11.125	Pit In
6	32:04.266	-	54.311	1:13.622	6:33.022	6	24:13.793	-	59.328	1:19.825	6:23.716
7	35:00.425	48.776	54.239	1:13.144	2:56.159	7	27:18.283	51.560	54.314	1:18.616	3:04.490
8	37:54.541	48.806	52.924	1:12.386	2:54.116	8	30:18.173	50.534	53.702	1:15.654	2:59.890
9	40:47.543	48.267	52.674	1:12.061	2:53.002	9	33:15.575	49.530	54.016	1:13.856	2:57.402
10	43:40.912	49.219	52.069	1:12.081	2:53.369	10	36:12.716	49.205	53.647	1:14.289	2:57.141
11	46:35.354	48.835	53.143	1:12.464	2:54.442	11	39:09.897	48.896	53.846	1:14.439	2:57.181
12	49:27.600	48.145	53.093	1:11.008	2:52.246	12	42:07.568	47.838	53.063	1:16.770	Pit In
13	52:18.906	47.611	51.979	1:11.716	2:51.306	13	48:59.083	-	54.277	1:15.577	6:51.515
14	55:10.620	47.847	52.359	1:11.508	Pit In	14	51:56.659	49.019	53.446	1:15.111	2:57.576
15	1:00:09.064	-	52.553	1:12.041	4:58.444	15	54:50.850	48.417	52.885	1:12.889	2:54.191
16	1:03:02.312	49.538	52.841	1:10.869	2:53.248	16	57:48.238	48.453	53.753	1:15.182	2:57.388
17	1:05:53.889	47.350	52.294	1:11.933	2:51.577	17	1:00:45.159	49.110	53.744	1:14.067	2:56.921
18	1:08:44.651	47.108	52.584	1:11.070	2:50.762	18	1:03:40.323	48.536	53.108	1:13.520	Pit In
19	1:11:35.074	47.952	52.114	1:10.35	2:50.423	19	1:10:11.720	-	54.538	1:16.038	6:31.397
20	1:14:25.006	48.578	52.847	1:08.507	Pit In	20	1:13:09.052	49.387	54.130	1:13.815	2:57.332
21	1:28:27.726	-	54.399	1:13.714	14:02.720	21	1:16:04.238	47.869	54.838	1:12.479	2:55.186
22	1:31:26.538	49.110	54.349	1:15.353	2:58.812	22	1:29:07.611	10:56.868	53.103	1:13.402	13:03.373
23	1:34:21.727	47.866	53.370	1:13.953	2:55.189	23	1:31:59.034	47.360	52.624	1:11.439	2:51.423
24						24	1:34:52.734	47.975	53.688	1:12.037	2:53.700
<b>N° 137, EURODATACAR 1, Clt / Rk 8</b>						<b>N° 145, JURASSIC TEAM LE RETOUR, Clt / Rk 37</b>					
1	10:09.775	52.381	56.062	1:17.380	3:05.823	1	6:25.185	50.599	54.198	1:14.534	2:59.331
2	13:05.092	49.265	53.619	1:12.433	2:55.317	2	9:22.894	48.784	53.904	1:15.021	2:57.709
3	15:56.671	47.624	51.976	1:11.979	2:51.579	3	12:20.829	49.140	54.333	1:14.462	2:57.935
4	18:47.427	47.726	51.897	1:11.133	2:50.756	4	15:14.143	49.602	52.707	1:11.005	Pit In
5	21:38.441	47.277	51.998	1:11.739	2:51.014	5	21:53.764	-	1:00.719	1:22.952	6:39.621
6	24:30.992	47.635	52.791	1:12.125	Pit In	6	25:43.580	55.331	58.214	1:56.271	3:49.816
7	30:46.424	-	54.336	1:12.221	6:15.432	7	29:01.651	54.619	59.394	1:24.058	Pit In
8	33:39.516	48.166	52.409	1:12.517	2:53.092	8	35:17.531	-	1:04.335	1:28.872	6:15.880
9	36:32.700	48.367	52.536	1:12.281	2:53.184	9	38:39.386	57.363	1:00.596	1:23.896	3:21.855
10	39:23.831	47.528	52.192	1:11.411	2:51.131	10	41:56.140	54.973	1:00.095	1:21.686	3:16.754
11	42:18.394	48.123	52.555	1:13.885	2:54.563	11	45:11.315	54.636	58.586	1:21.953	Pit In
12	45:11.850	48.055	52.921	1:12.480	2:53.456	12	51:02.827	-	58.779	1:20.841	5:51.512
13	48:01.356	47.628	52.099	1:09.779	Pit In	13	54:13.646	52.610	59.454	1:18.755	3:10.819
14	1:06:29.919	-	53.938	1:13.807	18:28.563	14	57:21.360	52.904	56.858	1:17.952	3:07.714
15	1:09:23.936	48.393	52.667	1:12.957	2:54.017	15	1:00:31.442	52.249	56.956	1:20.877	Pit In
16	1:12:16.950	48.027	52.916	1:12.071	2:53.014	16	1:08:11.170	-	54.316	1:12.66	7:39.728
17	1:15:09.048	47.741	52.822	1:11.535	Pit In	17	1:11:09.052	50.028	54.154	1:13.700	2:57.882
18	1:25:22.651	-	53.600	1:10.06	13:13.603	18	1:14:04.115	48.773	53.561	1:12.729	2:55.063
19	1:31:11.923	46.833	52.275	1:10.164	2:49.272	19	1:28:52.953	12:25.452	1:00.203	1:23.183	14:48.838
20	1:34:01.107	46.731	52.066	1:10.387	2:49.184	20	1:32:07.003	54.523	57.993	1:21.534	3:14.050
<b>N° 140, SPEBI 1, Clt / Rk 6</b>											
1	8:50.857	56.366	1:03.147	1:18.227	3:17.740						
2	12:05.515	55.259	1:00.234	1:19.165	3:14.658						

# FUN RACING CARS - 05 CASTELLET

20 - 21 septembre 2014

## LES 8 HEURES DU CASTELLET FUN CUP

Paul Ricard 1C V2 (5.842 km)

### ESSAIS PRIVES

Tour par tour

NT / NL	Temps total	S1	S2	S3	Tps. tour	NT / NL	Temps total	S1	S2	S3	Tps. tour
<b>N° 145, JURASSIC TEAM LE RETOUR, Clt / Rk 37</b>						18	1:15:22.123	51.940	54.493	1:16.307	3:02.740
19	1:28:52.953	12:25.452	1:00.203	1:23.183	14:48.838	19	1:28:38.877	11:08.420	54.720	1:13.614	13:16.754
20	1:32:07.003	54.523	57.993	1:21.534	3:14.050	20	1:31:34.599	49.403	53.667	1:12.652	2:55.722
						21	1:34:29.377	48.618	53.494	1:12.666	2:54.778
<b>N° 162, SECOBAT, Clt / Rk 42</b>						<b>N° 165, PHD RACING, Clt / Rk 17</b>					
1	13:21.175	58.074	1:00.779	1:25.466	3:24.319	1	6:22.132	49.327	53.764	1:13.078	2:56.169
2	16:40.304	57.549	59.435	1:22.145	3:19.129	2	9:15.432	49.020	52.740	1:11.540	2:53.300
3	20:03.942	1:00.116	1:01.025	1:22.497	Pit In	3	12:06.305	47.455	<b>51.842</b>	1:11.576	2:50.873
4	25:26.380	-	55.236	1:14.712	5:22.438	4	14:55.324	47.488	52.118	1:09.413	Pit In
5	28:25.943	50.706	54.588	1:14.269	2:59.563	5	26:31.703	-	52.772	1:11.398	11:36.379
6	31:27.450	50.555	<b>54.482</b>	1:16.470	3:01.507	6	29:23.673	47.963	52.555	1:11.452	2:51.970
7	34:25.366	<b>49.961</b>	54.499	<b>1:13.45</b>	<b>2:57.916</b>	7	32:14.922	48.163	52.581	1:10.505	Pit In
8	37:31.521	52.406	56.723	1:17.026	Pit In	8	40:33.390	-	56.894	1:14.732	8:18.468
9	42:56.164	-	1:01.325	1:23.847	5:24.643	9	43:31.833	49.864	55.104	1:13.475	2:58.443
10	46:07.832	53.479	59.232	1:18.957	3:11.668	10	46:28.178	49.340	53.909	1:13.096	2:56.345
11	49:14.951	51.193	56.223	1:19.703	3:07.119	11	49:26.016	49.331	55.989	1:12.518	2:57.838
12	52:15.791	50.054	55.148	1:15.638	3:00.840	12	52:20.734	48.331	54.317	1:12.070	2:54.718
13	55:19.055	50.429	57.036	1:15.799	Pit In	13	55:20.768	49.487	54.883	1:15.664	3:00.034
14	1:00:07.803	-	57.986	1:23.438	4:48.748	14	58:36.094	54.656	1:07.109	1:13.561	3:15.326
15	1:03:23.308	55.296	57.822	1:22.387	3:15.505	15	1:01:31.110	48.111	53.703	1:13.202	2:55.016
16	1:06:35.813	54.440	57.121	1:20.944	3:12.505	16	1:04:25.664	48.613	52.932	1:13.009	2:54.554
17	1:09:46.499	52.813	56.549	1:21.324	3:10.686	17	1:07:27.205	48.546	53.737	1:19.258	3:01.541
18	1:12:56.485	52.950	56.627	1:20.409	3:09.986	18	1:10:22.043	49.528	53.294	1:12.016	2:54.838
19	1:16:20.508	56.206	59.273	1:28.544	Pit In	19	1:13:13.530	47.531	52.571	1:11.385	2:51.487
20	1:28:40.110	-	1:01.067	1:21.083	12:19.602	20	1:16:18.315	51.255	54.344	1:19.186	Pit In
21	1:31:52.342	52.277	58.888	1:21.067	3:12.232	21	1:28:24.275	-	53.638	<b>1:10.61</b>	12:05.960
22	1:35:04.618	53.107	1:00.852	1:18.317	3:12.276	22	1:31:15.004	<b>46.899</b>	51.929	1:11.901	<b>2:50.729</b>
						23	1:34:05.863	47.874	52.179	1:10.806	2:50.859
<b>N° 163, DEFI BMW, Clt / Rk 19</b>						<b>N° 172, DJV - GERMAIN RACING TEAM , Clt / Rk 25</b>					
1	15:13.511	48.777	52.084	1:11.587	2:52.448	1	7:43.903	51.235	54.897	1:14.751	3:00.883
2	18:06.060	47.752	52.737	1:12.060	2:52.549	2	10:45.420	50.222	53.413	1:17.882	3:01.517
3	20:59.053	47.977	52.593	1:12.423	2:52.993	3	13:46.206	50.723	53.634	1:16.429	3:00.786
4	23:50.108	47.691	52.502	<b>1:10.86</b>	<b>2:51.055</b>	4	16:44.371	50.125	53.864	1:14.176	Pit In
5	26:42.036	47.624	52.833	1:11.471	2:51.928	5	21:16.485	-	53.970	1:13.515	4:32.114
6	29:33.198	47.931	52.360	1:10.871	2:51.162	6	24:14.019	50.201	53.239	1:14.094	2:57.534
7	32:21.869	<b>47.255</b>	51.979	1:09.437	Pit In	7	27:11.302	49.510	54.200	1:13.573	2:57.283
8	38:27.196	-	54.713	1:11.670	6:05.327	8	30:06.038	49.893	53.475	1:11.368	Pit In
9	41:18.651	47.691	52.558	1:11.206	2:51.455	9	37:32.929	-	56.353	1:16.619	7:26.891
10	44:10.960	48.170	52.451	1:11.688	2:52.309	10	40:32.233	50.797	54.007	1:14.500	2:59.304
11	47:02.946	47.833	52.458	1:11.695	2:51.986	11	43:27.315	48.680	52.954	1:13.448	2:55.082
12	49:55.103	47.567	52.626	1:11.964	2:52.157	12	46:32.905	49.628	54.744	1:21.218	3:05.590
13	52:50.198	48.641	52.801	1:13.653	2:55.095	13	49:24.887	<b>47.960</b>	<b>51.842</b>	1:12.180	<b>2:51.982</b>
14	55:42.245	47.602	52.481	1:11.964	2:52.047	14	52:18.140	48.240	52.890	<b>1:12.12</b>	2:53.253
15	58:33.199	47.427	52.737	1:10.790	Pit In	15	55:12.238	48.355	52.343	1:13.400	Pit In
16	1:09:12.847	-	<b>51.889</b>	1:11.592	10:39.648	16	1:02:30.140	-	1:01.975	1:21.110	7:17.902
17	1:12:04.983	48.921	52.185	1:11.030	2:52.136	17	1:05:45.782	53.759	58.423	1:23.460	3:15.642
18	1:14:58.529	49.501	52.320	1:11.725	2:53.546	18	1:08:56.790	54.052	56.610	1:20.346	3:11.008
19	1:28:21.579	11:18.192	53.345	1:11.513	Pit In	19	1:12:07.577	52.968	55.957	1:21.862	3:10.787
<b>N° 164, DELORME COMPETITION, Clt / Rk 5</b>						20	1:15:15.146	51.984	57.006	1:18.579	3:07.569
1	12:37.876	48.121	<b>51.533</b>	1:09.798	2:49.452	21	-	52.014	56.619	-	-
2	15:25.260	<b>46.022</b>	51.794	<b>1:09.56</b>	<b>2:47.384</b>	<b>N° 179, MTG - ZOSH, Clt / Rk 48</b>					
3	18:31.402	50.900	57.572	1:17.670	Pit In	1	8:42.367	1:01.200	1:29.393	1:38.030	Pit In
4	25:23.520	-	53.960	1:15.302	6:52.118	2	1:02:36.541	-	1:04.984	1:25.265	53:54.174
5	28:18.478	49.054	53.240	1:12.664	2:54.958	3	1:06:16.894	56.282	1:01.258	1:42.813	3:40.353
6	31:13.794	49.268	53.828	1:12.220	2:55.316	4	1:09:35.970	57.303	59.255	1:22.518	3:19.076
7	34:07.829	48.881	52.804	1:12.350	2:54.035	5	1:12:55.864	55.548	59.101	1:25.245	3:19.894
8	37:04.421	48.562	55.123	1:12.907	2:56.592	6	1:16:22.085	55.276	1:00.513	1:30.432	Pit In
9	39:59.003	48.844	53.604	1:12.134	2:54.582	7	1:28:45.404	-	1:01.093	1:21.903	12:23.319
10	42:53.380	49.184	53.436	1:11.757	Pit In	8	1:31:54.182	54.473	<b>56.845</b>	<b>1:17.46</b>	3:08.778
11	50:58.025	-	1:00.494	1:22.801	8:04.645	9	1:35:02.372	<b>52.898</b>	57.479	1:17.813	<b>3:08.190</b>
12	54:12.158	56.900	58.838	1:18.395	3:14.133						
13	57:18.505	53.284	56.147	1:16.916	Pit In						
14	1:03:08.350	-	56.493	1:23.149	5:49.845						
15	1:06:11.322	51.198	56.600	1:15.174	3:02.972						
16	1:09:16.388	51.530	56.894	1:16.642	3:05.066						
17	1:12:19.383	50.135	55.451	1:17.409	3:02.995						

## FUN RACING CARS - 05 CASTELLET

20 - 21 septembre 2014

LES 8 HEURES DU CASTELLET FUN CUP

Paul Ricard 1C V2 (5.842 km)

ESSAIS PRIVES

Tour par tour

NT / NL	Temps total	S1	S2	S3	Tps. tour	NT / NL	Temps total	S1	S2	S3	Tps. tour
<b>N° 181, DEFI 1, Clt / Rk 40</b>						20	-	1:00.960	1:30.609	-	-
1	15:24.116	50.851	53.985	1:13.841	2:58.677	<b>N° 192, DMC 12 TEAM, Clt / Rk 31</b>					
2	18:22.737	49.889	53.369	1:15.363	2:58.621	1	6:26.069	50.852	53.998	1:16.414	3:01.264
3	21:20.046	49.431	53.963	1:13.915	2:57.309	2	9:29.116	54.264	54.994	1:13.789	3:03.047
4	24:15.955	49.489	53.478	<b>1:12.94</b>	2:55.909	3	12:25.410	49.942	53.451	1:12.901	2:56.294
5	27:17.274	50.961	54.208	1:16.150	3:01.319	4	15:20.042	48.750	53.314	1:12.568	2:54.632
6	30:12.242	48.758	<b>53.350</b>	1:12.860	Pit In	5	18:12.765	48.435	<b>52.577</b>	<b>1:11.71</b>	<b>2:52.723</b>
7	37:08.257	-	57.987	1:21.870	6:56.015	6	21:14.257	<b>47.306</b>	54.765	1:19.421	Pit In
8	40:13.790	51.306	55.213	1:19.014	3:05.533	7	27:14.423	-	54.524	1:13.523	6:00.166
9	43:15.457	49.705	55.162	1:16.800	3:01.667	8	30:11.450	49.232	53.909	1:13.886	2:57.027
10	46:15.163	-	-	1:15.544	2:59.706	9	33:09.327	49.495	54.463	1:13.919	2:57.877
11	49:13.049	48.752	53.844	1:15.290	2:57.886	10	36:05.762	49.078	54.425	1:12.932	2:56.435
12	52:08.865	48.180	53.811	1:13.825	<b>2:55.816</b>	11	39:02.135	49.036	54.160	1:13.177	Pit In
13	55:03.402	49.495	53.385	1:11.657	Pit In	12	44:46.731	-	58.315	1:18.107	5:44.596
14	1:03:48.812	-	1:08.722	1:29.817	8:45.410	13	47:48.532	50.109	54.813	1:16.879	3:01.801
15	1:07:14.625	56.425	1:02.647	1:26.741	3:25.813	14	50:54.049	51.400	56.098	1:18.019	3:05.517
16	1:10:31.557	55.956	58.412	1:22.564	3:16.932	15	53:54.760	49.235	54.920	1:16.556	3:00.711
17	1:14:07.199	55.586	55.178	1:44.878	3:35.642	16	57:00.044	51.196	55.030	1:19.058	3:05.284
18	1:28:28.167	12:11.191	55.655	1:14.122	14:20.968	17	59:57.688	48.052	54.298	1:15.294	2:57.644
19	1:31:25.334	49.478	53.677	1:14.012	2:57.167	18	1:02:54.393	49.263	54.154	1:13.288	Pit In
20	1:34:21.291	<b>48.167</b>	53.857	1:13.933	2:55.957	19	1:10:01.057	-	59.078	1:21.665	7:06.664
<b>N° 187, PP 81 - 2, Clt / Rk 39</b>						20	1:13:06.251	52.202	55.286	1:17.706	3:05.194
1	7:48.334	52.478	55.476	1:14.696	3:02.650	21	-	50.408	56.138	-	-
2	10:47.430	50.300	54.137	1:14.659	2:59.096	<b>N° 193, TETRIS - KUBIK - SKR, Clt / Rk 20</b>					
3	13:47.509	50.618	54.053	1:15.408	3:00.079	1	11:14.838	49.336	54.611	1:11.756	Pit In
4	16:47.145	49.688	54.291	1:15.657	2:59.636	2	19:36.981	-	53.919	1:12.138	8:22.143
5	19:46.451	51.060	53.715	1:14.531	2:59.306	3	22:29.352	48.338	53.689	1:10.344	Pit In
6	22:41.988	49.063	<b>53.470</b>	1:13.004	<b>2:55.537</b>	4	43:28.857	-	53.475	1:11.726	20:59.505
7	25:38.177	49.478	53.800	1:12.911	2:56.189	5	46:22.285	47.936	53.428	1:12.064	2:53.428
8	28:33.017	<b>48.983</b>	53.700	1:12.157	Pit In	6	49:14.610	47.552	53.138	1:11.635	2:52.325
9	35:45.914	-	57.852	1:18.631	7:12.897	7	52:04.452	47.183	52.760	1:09.899	Pit In
10	39:00.457	51.679	56.186	1:26.678	3:14.543	8	56:41.668	-	53.073	<b>1:11.15</b>	4:37.216
11	42:02.527	51.328	55.004	1:15.738	3:02.070	9	59:34.413	48.080	53.412	1:11.253	2:52.745
12	45:02.270	49.886	54.968	1:14.889	2:59.743	10	1:02:26.219	47.344	52.878	1:11.584	2:51.806
13	48:00.949	49.675	55.423	1:13.581	2:58.679	11	1:05:17.902	<b>47.148</b>	53.037	1:11.498	Pit In
14	50:59.014	49.450	53.908	1:14.707	2:58.065	12	1:12:18.766	-	54.936	1:12.902	7:00.864
15	53:55.746	49.990	53.840	<b>1:12.90</b>	2:56.732	13	1:15:14.217	49.324	53.506	1:12.621	Pit In
16	56:53.871	50.672	54.011	1:13.442	2:58.125	14	1:28:23.755	-	53.746	1:11.265	13:09.538
17	59:49.435	-	-	1:12.522	Pit In	15	1:31:14.894	47.176	<b>52.366</b>	1:11.597	<b>2:51.139</b>
18	1:07:14.782	-	56.269	1:17.734	7:25.347	16	1:34:07.357	49.509	52.866	1:10.088	Pit In
19	1:10:24.486	53.064	55.764	1:20.876	3:09.704	<b>N° 196, ORHES - EMC, Clt / Rk 49</b>					
20	1:13:24.499	50.099	54.910	1:15.004	3:00.013	1	9:54.178	1:01.345	1:06.364	1:27.039	3:34.748
21	1:16:25.297	49.444	54.446	1:16.908	3:00.798	2	13:31.958	1:02.579	1:06.305	1:28.896	3:37.780
22	1:29:10.131	10:34.770	55.438	1:14.626	12:44.834	3	17:04.877	59.469	1:05.802	1:27.648	3:32.919
23	1:32:08.253	49.012	54.292	1:14.818	2:58.122	4	20:35.333	57.549	1:04.699	1:28.208	3:30.456
<b>N° 191, SPEBI 2, Clt / Rk 34</b>						5	24:06.074	59.019	1:04.462	1:27.260	3:30.741
1	8:55.603	57.803	1:01.761	1:21.831	3:21.395	6	27:31.301	56.547	1:03.411	1:25.269	3:25.227
2	12:08.939	53.531	58.275	1:21.530	3:13.336	7	30:57.979	57.779	1:03.440	1:25.459	Pit In
3	15:19.771	53.339	57.522	1:19.971	3:10.832	8	37:20.250	-	1:07.414	1:26.034	Pit In
4	18:25.078	50.936	55.045	1:19.326	3:05.307	9	42:08.128	-	1:02.636	1:25.471	4:47.878
5	21:30.755	50.433	53.623	1:21.621	Pit In	10	45:46.017	58.024	1:07.889	1:31.976	3:37.889
6	32:23.301	-	54.324	1:13.980	10:52.546	11	49:23.825	1:00.102	1:07.000	1:30.706	3:37.808
7	35:18.638	49.060	52.850	1:13.427	2:55.337	12	52:59.032	59.804	1:04.240	1:31.163	3:35.207
8	38:14.912	49.586	53.441	1:13.247	2:56.274	13	56:30.932	59.172	1:05.660	1:27.068	3:31.900
9	41:08.073	48.575	52.455	1:12.131	Pit In	14	1:00:02.789	59.684	1:04.302	1:27.871	Pit In
10	47:43.837	-	58.809	1:18.640	6:35.764	15	1:06:06.269	-	1:03.187	1:25.449	6:03.480
11	50:54.586	53.662	57.906	1:19.181	3:10.749	16	1:09:27.739	55.821	1:02.899	1:22.750	3:21.470
12	53:55.019	50.278	53.591	1:16.564	3:00.433	17	1:12:50.591	56.748	1:02.835	1:23.269	3:22.852
13	57:09.909	51.828	55.028	1:28.034	3:14.890	18	1:16:02.253	<b>54.528</b>	<b>58.441</b>	<b>1:18.69</b>	<b>3:11.662</b>
14	1:00:09.318	49.958	53.752	1:15.699	2:59.409	19	-	54.652	1:07.037	-	-
15	1:03:08.971	51.217	52.547	1:15.889	2:59.653						
16	1:06:09.474	49.735	55.536	1:15.232	3:00.503						
17	1:09:11.957	50.616	54.781	1:17.086	Pit In						
18	1:13:45.624	-	54.701	<b>1:13.12</b>	4:33.667						
19	1:16:40.031	<b>48.085</b>	<b>52.449</b>	1:13.873	<b>2:54.407</b>						

# FUN RACING CARS - 05 CASTELLET

20 - 21 septembre 2014

## LES 8 HEURES DU CASTELLET FUN CUP

Paul Ricard 1C V2 (5.842 km)

### ESSAIS PRIVES

Tour par tour

NT / NL	Temps total	S1	S2	S3	Tps. tour	NT / NL	Temps total	S1	S2	S3	Tps. tour
<b>N° 198, RKM COMPETITION 2, Clt / Rk 18</b>						<b>N° 202, ORHES - STEPHYA, Clt / Rk 32</b>					
1	7:02.519	50.506	55.366	1:13.222	2:59.094	1	15:42.708	47.735	53.377	1:12.08	2:53.194
2	9:58.329	50.572	53.411	1:11.827	2:55.810	2	18:37.822	48.444	54.502	1:12.168	Pit In
3	12:50.661	48.652	52.490	1:11.190	2:52.332	3	26:45.697	-	58.299	1:18.481	8:07.875
4	15:42.420	47.615	52.742	1:11.402	2:51.759	4	31:13.204	2:04.629	1:01.685	1:21.193	4:27.507
5	18:35.191	48.311	52.472	1:11.988	2:52.771	5	34:23.965	54.315	58.421	1:18.025	3:10.761
6	21:27.751	48.342	52.929	1:11.289	2:52.560	6	37:30.075	53.513	56.725	1:15.872	Pit In
7	24:18.558	47.875	52.197	1:10.73	2:50.807	7	46:17.458	-	1:05.252	1:28.805	8:47.383
8	27:11.493	48.840	52.495	1:11.600	2:52.935	8	49:46.128	58.318	1:04.143	1:26.209	3:28.670
9	30:03.594	48.119	53.167	1:10.815	Pit In	9	53:01.800	55.399	59.504	1:20.769	3:15.672
10	34:51.118	-	57.598	1:14.035	4:47.524	10	56:13.994	52.479	59.860	1:19.855	3:12.194
11	37:50.764	49.760	56.842	1:13.044	2:59.646	11	59:24.272	52.723	59.518	1:18.037	Pit In
12	40:45.152	48.281	53.833	1:12.274	2:54.388	12	1:06:50.821	-	57.889	1:17.506	7:26.549
13	43:39.867	48.260	53.771	1:12.684	2:54.715	13	1:09:53.381	51.181	54.803	1:16.576	3:02.560
14	46:36.694	49.107	55.023	1:12.697	2:56.827	14	1:12:55.407	51.771	55.259	1:14.996	3:02.026
15	49:29.032	48.157	52.865	1:11.316	2:52.338	15	1:15:55.742	50.747	54.647	1:14.941	3:00.335
16	52:22.026	48.228	52.601	1:12.165	2:52.994	16	1:28:45.916	10:41.269	54.179	1:14.726	12:50.174
17	55:14.909	48.536	52.816	1:11.531	Pit In	17	1:31:41.541	48.585	53.602	1:13.438	2:55.625
18	1:00:36.161	-	52.724	1:11.983	5:21.252	18	1:34:38.012	49.385	53.189	1:13.897	2:56.471
19	1:03:28.166	47.584	52.951	1:11.470	2:52.005	<b>N° 206, DEFY BATICONFORT, Clt / Rk 1</b>					
20	1:06:21.128	48.751	52.703	1:11.508	2:52.962	1	26:45.525	52.664	51.916	1:09.508	2:54.088
21	1:09:13.548	48.697	52.313	1:11.410	2:52.420	2	29:31.831	46.252	50.938	1:09.11	2:46.306
22	1:12:05.401	48.678	52.224	1:10.951	2:51.853	3	32:17.738	47.018	51.290	1:07.599	Pit In
23	1:15:02.536	48.710	52.777	1:15.648	2:57.135	<b>N° 216, PVI - WRT, Clt / Rk 4</b>					
24	1:29:33.586	12:26.845	52.755	1:11.450	14:31.050	1	7:01.534	46.828	52.279	1:11.391	2:50.498
25	1:32:25.536	47.937	52.653	1:11.360	2:51.950	2	9:49.622	46.549	51.806	1:09.733	2:48.088
<b>N° 199, GROUPE LEMOINE - WRT, Clt / Rk 3</b>						3	12:37.668	46.502	51.738	1:09.806	2:48.046
1	12:06.517	-	52.006	1:10.482	6:28.084	4	15:25.032	46.741	51.136	1:09.48	2:47.364
2	14:54.070	46.300	51.210	1:10.043	2:47.553	5	18:11.333	46.751	51.335	1:08.215	Pit In
3	17:42.817	47.498	51.678	1:09.571	2:48.747	6	25:15.113	-	55.495	1:14.441	7:03.780
4	20:31.759	46.683	52.520	1:09.739	2:48.942	7	28:11.638	50.103	53.871	1:12.551	2:56.525
5	23:18.946	46.255	51.791	1:09.14	2:47.187	8	31:05.547	47.948	53.745	1:12.216	2:53.909
6	26:07.012	46.814	51.855	1:09.397	Pit In	9	33:57.455	47.570	53.001	1:11.337	2:51.908
7	31:30.950	-	51.936	1:13.475	5:23.938	10	36:49.912	48.050	53.234	1:11.173	2:52.457
8	34:21.772	47.895	52.269	1:10.658	2:50.822	11	39:42.313	47.308	53.385	1:11.708	2:52.401
9	37:11.232	46.896	52.262	1:10.302	2:49.460	12	42:34.323	47.745	52.886	1:11.379	2:52.010
10	39:59.447	46.724	51.831	1:09.660	2:48.215	13	45:26.354	47.344	52.724	1:11.963	Pit In
11	42:52.308	46.111	51.838	1:14.912	Pit In	14	51:51.724	-	54.413	1:13.654	6:25.370
12	50:58.282	-	55.083	1:16.010	8:05.974	15	54:45.471	48.407	52.657	1:12.683	2:53.747
13	53:56.271	50.538	53.295	1:14.156	2:57.989	16	57:40.489	50.080	52.521	1:12.417	2:55.018
14	56:54.077	51.527	53.463	1:12.816	2:57.806	17	1:00:33.492	48.904	52.577	1:11.522	2:53.003
15	59:49.436	48.803	52.901	1:13.655	2:55.359	18	1:03:25.296	47.443	53.623	1:10.738	2:51.804
16	1:02:47.162	49.422	53.957	1:14.347	2:57.726	19	1:06:19.557	48.333	52.247	1:13.681	2:54.261
17	1:05:43.250	49.272	53.473	1:13.343	Pit In	20	1:09:13.103	49.316	52.040	1:12.190	2:53.546
18	1:10:20.987	-	52.140	1:11.664	4:37.737	21	1:12:05.974	48.322	52.885	1:11.664	2:52.871
19	1:13:12.172	47.933	52.150	1:11.102	2:51.185	22	1:14:59.555	48.981	52.410	1:12.190	2:53.581
20	1:16:04.748	48.556	52.440	1:11.580	2:52.576	23	-	47.067	51.621	-	-
21	-	47.300	53.237	-	-	<b>N° 201, ORHES - C2C, Clt / Rk 33</b>					
1	8:14.006	49.045	53.925	1:17.997	Pit In	<b>N° 218, DEFY 2, Clt / Rk 2</b>					
2	32:28.183	-	53.282	1:12.398	24:14.177	1	9:09.968	47.732	52.908	1:13.270	2:53.910
3	35:23.222	48.527	53.709	1:12.803	2:55.039	2	12:02.668	47.365	51.808	1:13.527	2:52.700
4	38:19.056	49.175	53.467	1:13.192	2:55.834	3	14:55.185	47.887	51.757	1:12.873	2:52.517
5	41:12.865	48.104	53.415	1:12.29	2:53.809	4	17:44.767	47.995	51.490	1:10.097	Pit In
6	44:06.260	47.905	53.753	1:11.737	Pit In	5	23:32.230	-	53.256	1:15.130	5:47.463
7	50:33.542	-	1:00.847	1:20.589	6:27.282	6	26:28.130	49.294	53.403	1:13.203	2:55.900
8	53:41.947	52.716	56.709	1:18.980	3:08.405	7	29:23.170	49.001	52.829	1:13.210	2:55.040
9	56:48.435	52.255	56.089	1:18.144	3:06.488	8	32:16.797	49.254	52.699	1:11.674	2:53.627
10	59:50.452	50.310	55.134	1:16.573	Pit In	9	35:13.848	49.077	53.695	1:14.279	Pit In
11	1:06:22.296	-	55.321	1:16.983	6:31.844	10	39:36.130	-	52.751	1:11.857	4:22.282
12	1:09:22.104	49.899	53.453	1:16.456	2:59.808	11	42:27.664	48.268	51.925	1:11.341	2:51.534
13	1:12:20.886	49.314	54.718	1:14.750	2:58.782	12	45:21.218	47.216	54.944	1:11.394	2:53.554
14	1:15:18.222	49.747	52.929	1:14.660	2:57.336	13	48:11.797	47.385	52.136	1:11.058	2:50.579
15	-	49.491	53.541	-	-	14	51:01.735	47.489	51.801	1:10.648	Pit In
						15	55:31.250	-	51.818	1:09.24	4:29.515
						16	58:18.700	45.915	51.374	1:10.161	2:47.450

## FUN RACING CARS - 05 CASTELLET

20 - 21 septembre 2014

## LES 8 HEURES DU CASTELLET FUN CUP

Paul Ricard 1C V2 (5.842 km)

## ESSAIS PRIVÉS

Tour par tour

NT / NL	Temps total	S1	S2	S3	Tps. tour	NT / NL	Temps total	S1	S2	S3	Tps. tour
<b>N° 218, DEFI 2, Clt / Rk 2</b>						7	1:01:30.707	47.660	52.235	1:12.541	2:52.436
13	48:11.797	47.385	52.136	1:11.058	2:50.579	8	1:04:22.665	48.008	51.817	1:12.133	2:51.958
14	51:01.735	47.489	51.801	1:10.648	Pit In	9	1:07:14.427	47.670	<b>51.781</b>	1:12.311	2:51.762
15	55:31.250	-	51.818	<b>1:09.24</b>	4:29.515	10	1:10:05.897	47.800	51.818	1:11.852	2:51.470
16	58:18.700	<b>45.915</b>	51.374	1:10.161	2:47.450	11	1:12:59.767	48.069	52.694	1:13.107	Pit In
17	1:01:06.283	46.477	51.410	1:09.696	2:47.583	12	1:28:03.483	-	53.410	1:11.135	15:03.716
18	1:03:53.160	46.108	51.291	1:09.478	<b>2:46.877</b>	13	1:30:54.043	<b>47.627</b>	51.941	<b>1:10.99</b>	<b>2:50.560</b>
19	1:06:36.986	46.255	<b>51.009</b>	1:06.562	Pit In	14	1:33:54.601	58.505	52.411	1:09.642	Pit In
20	1:12:48.448	-	52.627	1:14.474	6:11.462	<b>N° 278, ACOME RACING, Clt / Rk 7</b>					
21	1:15:39.593	47.628	52.021	1:11.496	2:51.145	1	10:33.687	1:02.552	1:01.856	1:22.045	3:26.453
22	-	48.175	53.425	-	-	2	13:49.251	56.751	57.465	1:21.348	3:15.564
<b>N° 219, TFE, Clt / Rk 12</b>						3	16:56.191	51.275	58.263	1:17.402	3:06.940
1	8:04.537	50.688	55.213	1:12.710	2:58.611	4	20:16.534	56.270	1:01.528	1:22.545	Pit In
2	10:59.488	49.320	53.262	1:12.369	2:54.951	5	26:54.005	-	52.074	1:11.844	6:37.471
3	13:52.567	48.501	52.732	1:11.846	2:53.079	6	29:42.647	47.120	50.530	1:10.992	2:48.642
4	16:46.909	48.829	52.832	1:12.681	Pit In	7	32:33.623	47.428	51.871	1:11.677	Pit In
5	21:58.829	-	53.138	1:11.459	5:11.920	8	39:07.695	-	50.993	1:11.568	6:34.072
6	24:51.720	48.716	53.117	1:11.058	2:52.891	9	41:55.982	46.706	<b>50.433</b>	1:11.148	2:48.287
7	27:44.153	47.834	52.942	1:11.657	2:52.433	10	44:44.134	<b>46.465</b>	50.874	<b>1:10.81</b>	<b>2:48.152</b>
8	30:40.283	48.335	52.436	1:15.359	Pit In	11	47:48.212	54.441	55.062	1:14.575	Pit In
9	35:48.693	-	53.027	1:11.317	5:08.410	12	54:03.466	-	54.865	1:16.503	6:15.254
10	38:40.061	48.160	52.331	1:10.877	2:51.368	13	57:06.637	51.231	55.141	1:16.799	3:03.171
11	41:31.760	47.908	52.638	1:11.153	2:51.699	14	1:00:07.730	50.229	53.957	1:16.907	3:01.093
12	44:23.395	47.568	52.822	1:11.245	2:51.635	15	1:03:09.210	50.465	54.248	1:16.767	3:01.480
13	47:14.011	47.135	52.473	1:11.008	2:50.616	16	1:06:09.955	50.942	54.529	1:15.274	3:00.745
14	50:04.448	47.242	52.391	1:10.804	2:50.437	17	1:09:07.857	50.783	52.979	1:14.140	Pit In
15	52:55.544	47.755	52.240	1:11.101	2:51.096	18	1:15:01.815	-	51.836	1:11.591	5:53.958
16	55:45.005	46.826	52.307	<b>1:10.32</b>	<b>2:49.461</b>	19	1:28:52.518	47.264	11:44.54	1:18.897	13:50.703
17	58:36.441	47.328	52.503	1:11.605	2:51.436	20	1:31:51.935	49.734	54.528	1:15.155	2:59.417
18	1:01:27.223	<b>46.780</b>	52.845	1:11.157	2:50.782	21	1:34:48.503	50.030	52.895	1:13.643	2:56.568
19	1:04:18.493	48.096	52.332	1:10.842	2:51.270	<b>N° 309, SPI 3, Clt / Rk 24</b>					
20	1:07:09.138	47.494	<b>51.871</b>	1:11.280	2:50.645	1	26:59.065	48.614	53.458	1:12.080	2:54.152
21	1:10:00.219	47.709	52.366	1:11.006	2:51.081	2	29:54.289	49.752	53.803	1:11.669	Pit In
22	1:12:52.005	47.552	52.290	1:11.944	Pit In	3	38:06.095	-	54.161	1:13.727	8:11.806
<b>N° 226, ORECA - SKR, Clt / Rk 44</b>						4	41:01.225	48.519	54.081	1:12.530	2:55.130
1	9:46.953	51.994	57.694	1:17.473	3:07.161	5	43:54.381	48.453	53.802	1:10.901	Pit In
2	12:48.347	50.764	54.738	1:15.892	3:01.394	6	53:22.443	-	53.354	<b>1:10.89</b>	9:28.062
3	15:49.542	50.844	54.524	1:15.827	3:01.195	7	56:14.383	47.930	52.938	1:11.072	<b>2:51.940</b>
4	18:49.904	50.197	54.904	1:15.261	3:00.362	8	59:06.330	<b>47.332</b>	53.037	1:11.578	2:51.947
5	21:48.342	49.515	54.417	1:14.506	2:58.438	9	1:01:59.294	48.858	54.350	1:09.756	Pit In
6	24:44.034	<b>48.776</b>	<b>53.410</b>	1:13.506	Pit In	10	1:08:03.044	-	53.776	1:12.055	6:03.750
7	29:34.589	-	55.386	1:18.818	4:50.555	11	1:10:55.281	47.609	53.653	1:10.975	Pit In
8	32:40.541	51.630	56.791	1:17.531	3:05.952	12	1:15:57.887	-	53.157	1:12.612	5:02.606
9	35:42.825	50.529	55.053	1:16.702	3:02.284	13	1:28:55.961	10:47.059	53.427	1:17.588	12:58.074
10	38:43.472	-	-	1:14.677	3:00.647	14	1:31:49.490	47.771	53.236	1:12.522	2:53.529
11	41:45.025	52.275	54.833	1:14.445	3:01.553	15	1:34:41.281	47.381	<b>52.879</b>	1:11.531	Pit In
12	44:44.589	49.604	54.792	1:15.168	Pit In	<b>N° 337, DEFI 3, Clt / Rk 41</b>					
13	50:39.238	-	56.325	1:14.750	5:54.649	1	12:12.461	<b>48.968</b>	54.666	1:11.254	Pit In
14	54:33.355	1:44.773	55.436	<b>1:13.90</b>	3:54.117	2	20:31.318	-	54.694	1:14.527	8:18.857
15	57:38.442	51.706	55.685	1:17.696	Pit In	3	23:29.078	50.028	54.067	1:13.665	Pit In
16	1:02:17.392	-	55.886	1:26.791	4:38.950	4	30:22.994	-	55.002	1:14.055	6:53.916
17	1:05:15.516	49.757	54.363	1:14.004	<b>2:58.124</b>	5	33:19.836	50.500	54.124	1:12.218	Pit In
18	1:08:14.071	49.949	53.976	1:14.630	Pit In	6	40:29.325	-	54.259	<b>1:12.45</b>	7:09.489
19	1:14:34.593	-	55.592	1:15.287	6:20.522	7	43:25.266	49.076	54.336	1:12.529	Pit In
20	1:28:45.701	11:55.761	56.664	1:18.683	14:11.108	8	50:18.246	-	57.110	1:25.442	6:52.980
21	1:31:46.689	51.464	55.085	1:14.439	3:00.988	9	53:20.234	49.739	56.966	1:15.283	3:01.988
22	1:34:46.534	49.369	55.270	1:15.206	2:59.845	10	56:17.400	49.822	54.741	1:12.603	Pit In
<b>N° 259, MACDO - SKR, Clt / Rk 16</b>						11	1:05:08.695	-	57.268	1:20.245	8:51.295
1	36:55.000	52.831	54.457	1:13.029	3:00.317	12	1:08:32.334	49.775	<b>53.471</b>	1:40.393	Pit In
2	39:47.963	48.080	52.513	1:12.370	2:52.963	13	1:14:16.526	-	56.465	1:19.268	5:44.192
3	42:40.581	48.462	52.192	1:11.964	2:52.618	14	1:28:47.374	12:21.806	55.935	1:13.107	14:30.848
4	45:37.472	48.541	54.188	1:14.162	Pit In	15	1:31:44.928	50.269	53.971	1:13.314	<b>2:57.554</b>
5	55:42.652	-	53.617	1:15.627	10:05.180	16	1:34:44.539	49.526	56.477	1:13.608	2:59.611
6	58:38.271	48.594	54.525	1:12.500	2:55.619						



## FUN RACING CARS - 05 CASTELLET

20 - 21 septembre 2014

LES 8 HEURES DU CASTELLET FUN CUP

Paul Ricard 1C V2 (5.842 km)

ESSAIS PRIVES

Tour par tour

NT / NL	Temps total	S1	S2	S3	Tps. tour	NT / NL	Temps total	S1	S2	S3	Tps. tour
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## N° 337, DEFI 3, Clt / Rk 41

14	1:28:47.374	12:21.806	55.935	1:13.107	14:30.848
15	1:31:44.928	50.269	53.971	1:13.314	<b>2:57.554</b>
16	1:34:44.539	49.526	56.477	1:13.608	2:59.611

## N° 911, SPI 2, Clt / Rk 13

1	8:10.698	-	52.858	1:10.353	4:24.524
2	11:00.195	47.071	52.363	<b>1:10.06</b>	<b>2:49.497</b>
3	14:16.583	<b>46.761</b>	56.497	1:33.130	Pit In
4	30:31.539	-	53.519	1:15.678	16:14.956
5	33:28.952	50.358	52.598	1:14.457	2:57.413
6	36:22.749	48.600	52.323	1:12.874	Pit In
7	42:28.993	-	<b>52.213</b>	1:10.591	6:06.244
8	45:19.790	47.506	52.719	1:10.572	2:50.797
9	48:11.247	-	-	1:11.858	2:51.457
10	51:03.058	48.191	52.465	1:11.155	2:51.811
11	53:59.076	49.561	53.451	1:13.006	Pit In
12	1:14:58.870	-	1:00.717	1:25.842	20:59.794
13	1:29:55.570	56.714	12:20.91	1:39.069	14:56.700
14	1:33:57.360	1:16.992	1:03.641	1:41.157	Pit In

SOUS RESERVES DE VERIFICATIONS TECHNIQUES EN COURS OU D'INCIDENTS D'ORDRE SPORTIF  
SUBJECT SCRUTINER OR SPORTING INCIDENTS

LE DIRECTEUR DE COURSE / THE RACE DIRECTOR

HEURE D'AFFICHAGE / TIME POSTING

LE CHRONOMETRAGE / THE TIMEKEEPING