



## GT TOUR FFSA 2012 - Etape 4

### Magny-Cours

13, 14 et 15 juillet 2012

Championnat de France FFSA GT

Circuit de Nevers Magny-Cours (4.411 km)

Essais Qualificatifs 2

Classement sur le meilleur tour

Cl.	N°	Nom 2	Equipe	Vehicule	Caté...	S1	S2	S3	M. tour /...	Au t...	Ecart 1...	Ecart p...	Meilleur vit.
1	4	GUILVERT Grégory	Saintéloc Racing	Audi R8 LMS U...	CDE	30.420	37.603	31.319	1:39.342	6	-	-	159.85
2	20	BADEY Ludovic	Sofrev ASP	Ferrari 458 Italia	CDE	30.513	37.687	31.579	1:39.779	5	0.437	0.437	159.15
3	5	DERLOT Renaud	Saintéloc Racing	Audi R8 LMS U...	CDE	30.684	37.798	31.543	1:40.025	5	0.683	0.246	158.76
4	2	BELTOISE Anthony	Pro GT by Almeras	Porsche 911 G...	CDE	30.711	37.741	31.611	1:40.063	6	0.721	0.038	158.70
5	10	PANIS Olivier	Sofrev ASP	Ferrari 458 Italia	CDE	30.662	37.858	31.574	1:40.094	9	0.752	0.031	158.65
6	16	MOULLIN TRAFFOR...	Sofrev ASP	Ferrari 458 Italia	CDE	30.729	37.730	31.655	1:40.114	8	0.772	0.020	158.62
7	3	CAZENAVE Laurent	Pro GT by Almeras	Porsche 911 G...	CDE	30.740	37.907	31.868	1:40.515	6	1.173	0.401	157.98
8	32	ORTELLI Stéphane	Team Audi France	Audi R8 LMS U...	CDE	31.232	38.014	31.387	1:40.633	9	1.291	0.118	157.80
9	12	AMADO Ulric	ART Grand Prix	McLaren MP4/1...	CDE	30.602	37.855	32.270	1:40.727	4	1.385	0.094	157.65
10	44	FRANCE Erwin	Team Pouchelon	Dodge Viper C...	CPE	30.373	38.124	32.378	1:40.875	9	1.533	0.148	157.42
11	11	PARISY Mike	Ruffier Racing	Porsche 997 G...	CDE	30.992	37.973	31.998	1:40.963	7	1.621	0.088	157.28
12	17	GABILLON Frédéric	Sebastien Loeb R...	Mercedes AMG...	CDE	31.007	38.042	32.040	1:41.089	7	1.747	0.126	157.09
13	27	CAYROLLE Eric	Sport Garage	Ferrari 458 Italia	CDE	31.077	38.094	32.234	1:41.405	9	2.063	0.316	156.60
14	42	SOURD Marc	Saintéloc Racing	Audi R8 LMS	CPE	31.829	39.110	32.710	1:43.649	4	4.307	2.244	153.21
15	73	DEMIGNEUX Christi...	Ruffier Racing	Porsche 911 G...	CPE	31.546	38.764	33.412	1:43.722	8	4.380	0.073	153.10
16	60	COMPAIN Steve	Saintéloc Racing	Corvette Z06	CPE	32.724	40.192	33.430	1:46.346	10	7.004	2.624	149.32
17	50	BAPTISTA Mapril	Sport 5	Porsche 997 G...	CPE	33.425	41.552	34.471	1:49.448	8	10.106	3.102	145.09

#### Pas de temps

18	1	PERERA Franck	Pro GT by Almeras	Porsche 911 G...	CDE	-	-	-	-	0	-	-	-
19	28	SANTAMATO Arno	Sport Garage	Ferrari 458 Italia	CDE	-	-	-	-	0	-	-	-
20	38	DAVID William	JWS Racing	Audi R8 LMS	CDE	-	-	-	-	0	-	-	-
21	40	MARTINS Mario	Sport 5	Porsche 997 G...	CPE	-	-	-	-	0	-	-	-

**M. tour / B Lap : 1:39.342 (159.85 km/h), (N°4) GUILVERT Grégory**

Sous réserves de vérifications techniques en cours ou d'incidents d'ordre sportif

Subject to technical scrutineering or sporting incidents

Le Directeur de Course / The Clerk of the course

Heure d'affichage / Posting Time

Le Chronométrage / The Timekeeping





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### Magny-Cours

13, 14 et 15 juillet 2012

Championnat de France FFSA GT

Circuit de Nevers Magny-Cours (4.411 km)

Course 2

Grille de départ

Heure pré-grille : 15/07/2012 13:55

Heure départ : 15/07/2012 14:15

Durée : 01:00

		<b>40</b>	MARTINS Mario -			11
					21	
<b>38</b>	DAVID William -			<b>28</b>	SANTAMATO Arno -	10
			20			19
<b>1</b>	PERERA Franck -			<b>50</b>	BAPTISTA Mapril 1:49.448	9
			18			17
<b>60</b>	COMPAIN Steve 1:46.346			<b>73</b>	DEMIGNEUX Christian 1:43.722	8
			16			15
<b>42</b>	SOURD Marc 1:43.649			<b>27</b>	CAYROLLE Eric 1:41.405	7
			14			13
<b>17</b>	GABILLON Frédéric 1:41.089			<b>11</b>	PARISY Mike 1:40.963	6
			12			11
<b>44</b>	FRANCE Erwin 1:40.875			<b>12</b>	AMADO Ulric 1:40.727	5
			10			9
<b>32</b>	ORTELLI Stéphane 1:40.633			<b>3</b>	CAZENAVE Laurent 1:40.515	4
			8			7
<b>16</b>	MOULLIN TRAFFORT Morgan 1:40.114			<b>10</b>	PANIS Olivier 1:40.094	3
			6			5
<b>2</b>	BELTOISE Anthony 1:40.063			<b>5</b>	DERLOT Renaud 1:40.025	2
			4			3
<b>20</b>	BADEY Ludovic 1:39.779			<b>4</b>	GUILVERT Grégory 1:39.342	1
			2			1

Pôle position

Sous réserves de vérifications techniques en cours ou d'incidents d'ordre sportif  
Subject to technical scrutineering or sporting incidents

Le Président du Collège / The Steward's Chair

Heure d'affichage / Posting Time

Le Chronométrage / The Timekeeping





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### Magny-Cours

13, 14 et 15 juillet 2012

Championnat de France FFSA GT

Circuit de Nevers Magny-Cours (4.411 km)

Course 2

Grille de départ

RECTIFICATIVE

Heure pré-grille : 15/07/2012 13:55

Heure départ : 15/07/2012 14:15

Durée : 01:00

<b>40</b>	MARTINS Mario -	<b>38</b>	DAVID William -	10
	20		19	
<b>28</b>	SANTAMATO Arno -	<b>1</b>	PERERA Franck -	9
	18		17	
<b>50</b>	BAPTISTA Mapril 1:49.448	<b>60</b>	COMPAIN Steve 1:46.346	8
	16		15	
<b>73</b>	DEMIGNEUX Christian 1:43.722	<b>42</b>	SOURD Marc 1:43.649	7
	14		13	
<b>27</b>	CAYROLLE Eric 1:41.405	<b>17</b>	GABILLON Frédéric 1:41.089	6
	12		11	
<b>11</b>	PARISY Mike 1:40.963	<b>44</b>	FRANCE Erwin 1:40.875	5
	10		9	
<b>12</b>	AMADO Ulric 1:40.727	<b>32</b>	ORTELLI Stéphane 1:40.633	4
	8		7	
<b>16</b>	MOULLIN TRAFFORT Morgan 1:40.114	<b>10</b>	PANIS Olivier 1:40.094	3
	6		5	
<b>2</b>	BELTOISE Anthony 1:40.063	<b>5</b>	DERLOT Renaud 1:40.025	2
	4		3	
<b>20</b>	BADEY Ludovic 1:39.779	<b>4</b>	GUILVERT Grégory 1:39.342	1
	2		1	

Pôle position

Sous réserves de vérifications techniques en cours ou d'incidents d'ordre sportif  
Subject to technical scrutineering or sporting incidents

Suite à la déclaration du forfait du concurrent N°3 modification de la grille en conséquence

Le Président du Collège / The Steward's Chair

Heure d'affichage / Posting Time

Le Chronométrage / The Timekeeping





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Essais Qualificatifs 2

Tour par tour

NT	S1	S2	S3	Dernier Tr / Last	NT	S1	S2	S3	Dernier Tr / Last
<b>N° 2, HAS / BEL, Clt / Rk 4</b>					2	31.169	<b>37.960</b>	32.473	1:41.602
1	31.095	38.201	32.115	1:41.411	3	31.057	37.987	32.058	1:41.102
2	30.695	38.160	31.659	1:40.514	4	31.018	38.079	32.079	1:41.176
3	30.620	38.171	31.701	1:40.492	5	33.090	42.055	32.408	1:47.553
4	33.796	38.889	33.145	1:45.830	6	31.092	38.099	<b>31.918</b>	1:41.109
5	30.977	37.824	31.652	1:40.453	7	30.992	37.973	31.998	1:40.963
6	30.711	37.741	<b>31.611</b>	1:40.063	<b>N° 12, DEM / AMA, Clt / Rk 9</b>				
7	<b>30.582</b>	<b>37.657</b>	31.950	1:40.189	1	32.112	39.026	33.013	1:44.151
8	30.691	37.861	31.642	1:40.194	2	31.107	38.287	32.390	1:41.784
<b>N° 3, POL / CAZ, Clt / Rk 7</b>					3	31.009	<b>37.784</b>	32.484	1:41.277
1	31.400	38.467	32.292	1:42.159	4	<b>30.602</b>	37.855	<b>32.270</b>	1:40.727
2	30.808	38.243	31.932	1:40.983	<b>N° 16, BAR / MOU, Clt / Rk 6</b>				
3	32.888	47.566	32.945	1:53.399	1	32.309	43.354	36.414	1:52.077
4	30.981	37.912	37.298	1:46.191	2	31.502	37.882	31.901	1:41.285
5	30.889	38.146	31.917	1:40.952	3	31.046	<b>37.725</b>	<b>31.435</b>	1:40.206
6	<b>30.740</b>	37.907	<b>31.868</b>	1:40.515	4	43.282	51.061	38.512	2:12.855
7	30.747	<b>37.778</b>	32.725	1:41.250	5	31.028	37.737	31.537	1:40.302
<b>N° 4, LAM / GUI, Clt / Rk 1</b>					6	<b>30.659</b>	40.057	32.445	1:43.161
1	32.297	39.165	32.767	1:44.229	7	30.866	37.790	31.774	1:40.430
2	30.861	37.914	31.753	1:40.528	8	30.729	37.730	31.655	1:40.114
3	30.615	37.682	31.550	1:39.847	<b>N° 17, VAN / GAB, Clt / Rk 12</b>				
4	30.428	<b>37.468</b>	31.488	1:39.384	1	32.949	39.694	33.236	1:45.879
5	30.524	37.970	34.344	1:42.838	2	31.681	38.684	32.495	1:42.860
6	<b>30.420</b>	37.603	<b>31.319</b>	1:39.342	3	31.636	38.598	32.846	1:43.080
7	34.330	1:02.946	-	-	4	31.139	38.092	32.059	1:41.290
<b>N° 5, HER / DER, Clt / Rk 3</b>					5	<b>30.954</b>	38.310	42.202	1:51.466
1	37.506	44.491	36.199	1:58.196	6	31.115	39.060	42.287	1:52.462
2	31.272	38.159	32.223	1:41.654	7	31.007	<b>38.042</b>	32.040	1:41.089
3	33.811	46.641	33.027	1:53.479	8	31.112	38.366	<b>31.893</b>	1:41.371
4	31.153	<b>37.710</b>	<b>31.518</b>	1:40.381	<b>N° 20, BEA / BAD, Clt / Rk 2</b>				
5	30.684	37.798	31.543	1:40.025	1	31.703	38.571	32.443	1:42.717
6	31.254	40.482	32.516	1:44.252	2	30.939	37.881	32.925	1:41.745
7	<b>30.462</b>	37.877	31.783	1:40.122	3	<b>30.777</b>	<b>37.927</b>	<b>31.488</b>	1:40.192
<b>N° 10, DEB / PAN, Clt / Rk 5</b>					4	30.842	<b>37.666</b>	<b>31.283</b>	1:39.791
1	31.680	38.406	32.003	1:42.089	5	<b>30.513</b>	37.687	31.579	1:39.779
2	32.177	39.542	34.671	Pit In	6	30.600	37.867	36.301	1:44.768
3	3:51.272	44.822	36.201	3:25.905	7	30.797	40.337	-	-
4	31.958	38.920	31.970	1:42.848	<b>N° 27, DUQ / CAY, Clt / Rk 13</b>				
5	31.261	37.976	<b>31.439</b>	1:40.676	1	32.549	40.079	33.292	1:45.920
6	30.755	38.177	32.298	1:41.230	2	31.390	38.993	32.611	1:42.994
7	30.994	1:08.428	34.344	2:13.766	3	31.374	38.849	33.701	1:43.924
8	30.812	38.178	31.946	1:40.936	4	31.461	39.058	33.803	Pit In
9	<b>30.662</b>	<b>37.858</b>	31.574	1:40.094	5	4:06.284	50.514	41.173	3:53.649
<b>N° 11, TAR / PAR, Clt / Rk 11</b>					6	34.864	40.552	33.359	1:48.775
1	31.875	39.017	36.511	1:47.403	7	31.583	38.233	32.242	1:42.058



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Essais Qualificatifs 2

Tour par tour

NT	S1	S2	S3	Dernier Tr / Last	NT	S1	S2	S3	Dernier Tr / Last
<b>N° 27, DUQ / CAY, Clt / Rk 13</b>					<b>N° 60, LAL / COM, Clt / Rk 16</b>				
4	31.461	39.058	33.803	Pit In	1	33.531	40.914	35.369	1:49.814
5	4:06.284	50.514	41.173	3:53.649	2	33.009	40.253	33.888	1:47.150
6	34.864	40.552	33.359	1:48.775	3	<b>32.303</b>	<b>40.034</b>	34.226	1:46.563
7	31.583	38.233	32.242	1:42.058	4	33.352	40.389	33.999	1:47.740
8	31.164	38.282	32.252	1:41.698	5	<del>32.863</del>	<del>43.736</del>	<del>35.943</del>	<del>1:52.542</del>
9	<b>31.077</b>	<b>38.094</b>	<b>32.234</b>	<b>1:41.405</b>	6	32.834	40.536	33.884	1:47.254
					7	32.768	40.662	33.643	1:47.073
					8	32.519	40.744	33.776	1:47.039
<b>N° 32, HAL / ORT, Clt / Rk 8</b>					9	32.516	41.886	34.027	1:48.429
1	33.192	39.443	32.584	1:45.219	10	32.724	40.192	<b>33.430</b>	<b>1:46.346</b>
2	31.542	38.963	31.767	1:42.272					
3	31.526	38.833	31.962	1:42.321	<b>N° 73, BUF / DEM, Clt / Rk 15</b>				
4	31.207	38.345	31.686	1:41.238	1	33.470	40.898	34.133	1:48.501
5	31.283	38.474	31.444	1:41.201	2	32.443	40.149	33.461	1:46.053
6	31.819	39.635	39.229	1:50.683	3	32.017	39.114	34.149	1:45.280
7	31.246	38.126	31.439	1:40.811	4	31.848	39.702	37.303	Pit In
8	<b>30.891</b>	38.614	31.975	1:41.480	5	4:50.844	40.651	34.408	4:17.050
9	31.232	<b>38.014</b>	31.387	<b>1:40.633</b>	6	31.900	39.502	34.176	1:45.578
10	31.077	38.334	<b>31.315</b>	1:40.726	7	36.698	44.517	40.827	2:02.042
					8	<b>31.546</b>	<b>38.764</b>	33.412	<b>1:43.722</b>
					9	31.655	39.306	<b>33.046</b>	1:44.007
<b>N° 42, MAD / SOU, Clt / Rk 14</b>									
1	34.627	42.057	34.549	1:51.233					
2	33.182	40.444	33.303	1:46.929					
3	32.179	39.821	33.504	1:45.504					
4	31.829	<b>39.110</b>	<b>32.710</b>	<b>1:43.649</b>					
5	42.614	42.093	37.427	Pit In					
6	5:22.665	39.543	32.896	4:32.970					
7	<b>31.823</b>	39.248	32.846	1:43.917					
8	32.353	39.267	32.892	1:44.512					
<b>N° 44, MOR / FRA, Clt / Rk 10</b>									
1	34.474	41.178	34.269	1:49.921					
2	31.284	39.223	33.054	1:43.561					
3	33.370	44.489	37.871	1:55.730					
4	30.788	38.375	32.389	1:41.552					
5	30.721	38.863	32.271	1:41.855					
6	33.360	43.385	39.165	Pit In					
7	4:06.139	39.258	32.614	3:22.101					
8	30.403	38.361	<b>32.135</b>	1:40.899					
9	<b>30.373</b>	<b>38.124</b>	32.378	<b>1:40.875</b>					
<b>N° 50, MAR / BAP, Clt / Rk 17</b>									
1	35.535	43.869	35.999	1:55.403					
2	34.802	42.312	35.234	1:52.348					
3	33.692	42.062	35.255	1:51.009					
4	35.260	42.361	34.738	1:52.359					
5	33.731	41.736	34.745	1:50.212					
6	33.639	41.660	35.415	1:50.714					
7	33.745	<b>41.460</b>	34.671	1:49.876					
8	<b>33.425</b>	41.552	<b>34.471</b>	<b>1:49.448</b>					