

Rassemblement régionale des EFK
EFK
Manche Qualificative 1
Classement

Clt	Prog.	N°	Pilote	EFK	Tours	Ecart	Interv.	Points
1	=	28	NOYER Kléssio	Arena 45	6			0
2	-1	15	PAZ Edgar	Villars	6	+7.706	+7.706	2
3	+1	12	GUINDE Aurélien	Villars	6	+15.574	+7.868	3
4	=	11	EYNARD Nolan	Villars	6	+15.609	+0.035	4
5	-1	10	FAES Nathan	Villars	6	+21.862	+6.253	5
6	+1	8	MAIER Charlie	Arena 45	6	+25.917	+4.055	6
7	-1	25	VIRAGH Loïc	Driv Kart	6	+1:00.570	+34.653	7
8	+1	14	CHOVET Martin	Villars	6	+1:02.024	+1.454	8
9	=	24	REGAL Mathias	Driv Kart	6	+1:03.893	+1.869	9
10	=	26	BEGUIN Nolan	Driv Kart	5	+1 Tour	+1 Tour	10

Meilleur tour : 28 NOYER Kléssio - 1:03.864 - 62,17 Km/h

Sous réserve de fait technique ou sportif

Le Chronometrage

Heure d'affichage

Le President du College

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Historique

N°	Tour	Secteur 1	Secteur 2	Secteur 3	Temps
28			26.971	18.658	
15			26.823	18.990	
12			26.630	19.280	
11			27.287	19.342	
8			28.129	19.594	
25			29.489	21.763	
14			31.445	22.504	
24			31.916	22.530	
10			37.478	20.318	
26			36.968	26.518	
28		25.153	32.864	25.977	
12		25.425	29.276	26.011	
15		24.756	31.353	26.133	
11		24.755	29.105	25.935	
8		26.019	27.119	25.169	
25		27.488	28.459	23.572	
10		27.361	26.469	20.487	
14		30.407	31.151	23.615	
24		30.629	30.437	23.246	
26		34.659	34.109	25.550	
START					
28	1	44.179	24.612	17.298	
12	1	44.457	25.234	17.839	
15	1	44.396	25.310	17.861	
11	1	44.254	25.536	18.178	
8	1	44.548	25.804	18.197	
10	1	38.667	25.999	18.382	
25	1	40.179	27.959	21.059	
14	1	33.728	26.919	20.143	
24	1	33.620	27.662	19.790	
26	1	30.178	29.374	22.732	
28	2	23.139	24.264	17.202	1:04.605
12	2	24.190	24.548	18.011	1:06.749
15	2	24.096	24.577	17.930	1:06.603
11	2	23.738	24.915	17.640	1:06.293
8	2	23.816	24.726	17.806	1:06.348
10	2	24.140	25.129	17.650	1:06.919
25	2	27.543	27.846	20.606	1:15.995
14	2	27.689	27.746	20.690	1:16.125
24	2	27.072	27.808	20.400	1:15.280
26	2	29.154	30.682	22.519	1:22.355
28	3	23.103	23.809	17.109	1:04.021
15	3	23.657	24.670	17.435	1:05.762
12	3	24.806	24.483	17.988	1:07.277
11	3	23.986	24.646	18.320	1:06.952
8	3	24.062	24.997	17.927	1:06.986
10	3	24.244	25.057	18.185	1:07.486
25	3	27.495	27.208	20.592	1:15.295
14	3	27.409	26.838	20.716	1:14.963

N°	Tour	Secteur 1	Secteur 2	Secteur 3	Temps
24	3	28.029	27.345	19.826	1:15.200
28	4	22.954	23.854	17.056	1:03.864
15	4	22.958	24.512	17.776	1:05.246
12	4	24.353	24.532	18.974	1:07.859
11	4	23.650	25.048	20.284	1:08.982
26	3	32.528	32.918	24.796	1:30.242
10	4	24.015	25.308	18.441	1:07.764
8	4	23.827	24.802	24.670	1:13.299
25	4	26.821	27.627	20.531	1:14.979
14	4	26.946	27.388	20.778	1:15.112
24	4	27.344	27.075	20.504	1:14.923
28	5	23.280	24.245	17.420	1:04.945
15	5	23.296	24.244	17.416	1:04.956
12	5	24.211	24.965	18.191	1:07.367
11	5	23.404	24.535	18.140	1:06.079
10	5	25.620	25.438	18.594	1:09.652
8	5	24.762	25.808	18.534	1:09.104
26	4	30.752	29.169	22.324	1:22.245
25	5	26.251	26.779	19.548	1:12.578
14	5	25.970	27.163	21.557	1:14.690
24	5	26.878	27.199	20.442	1:14.519
FINISH					
28	6	22.954	24.183	17.424	1:04.561
15	6	23.320	24.531	17.398	1:05.249
12	6	23.870	24.926	17.918	1:06.714
11	6	24.380	24.504	17.718	1:06.602
10	6	24.017	25.475	18.562	1:08.054
8	6	24.856	25.613	18.325	1:08.794
26	5	33.008	31.770	25.266	1:30.044
25	6	26.334	27.317	20.273	1:13.924
14	6	26.982	25.823	19.745	1:12.550
24	6	27.962	26.874	19.352	1:14.188

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Tour par tour

Grille	28	12	15	11	8	10	14	25	24	26
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	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Départ										
Tour 1	28	12	15	11	8	10	25	14	24	26
Tour 2	28	12	15	11	8	10	25	14	24	26
Tour 3	28	15	12	11	8	10	25	14	24	26
Tour 4	28	15	12	11	10	8	25	14	24	26
Tour 5	28	15	12	11	10	8	25	14	24	26
Tour 6	28	15	12	11	10	8	25	14	24	