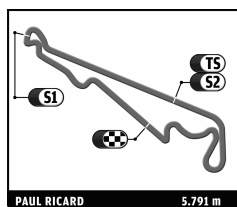


CER 2 DIX MILLE TOURS QUALIFYING 1

Analysis

Personal Best Session Best B Crossing the finish line in pit lane

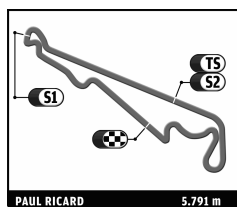
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
1 1. Frédéric DA ROCHA LOLA / T298 BMW / 1979 PR2								3	1	2:18.370	42.190	34.770	1:01.410	150.7	7:44.113
1	1	2:19.216	43.553	34.739	1:00.924	149.8	2:19.216	4	1	2:19.061	41.421	34.947	1:02.693	149.9	10:03.174
2	1	2:09.241	39.469	32.701	57.071	161.3	4:28.457	5	1	2:16.700	41.179	34.674	1:00.847	152.5	12:19.874
3	1	2:05.590	37.800	31.734	56.056	166.0	6:34.047	6	1	5:00.866 B	43.580	35.337	3:41.949	69.3	17:20.740
4	1	2:06.984	37.718	31.849	57.417	164.2	8:41.031	7	1	2:36.468	1:00.951	34.402	1:01.115	133.2	19:57.208
5	1	2:07.013	38.369	32.618	56.026	164.1	10:48.044	8	1	2:17.453	41.903	33.761	1:01.789	151.7	22:14.661
6	1	3:26.469 B	37.709	32.203	2:16.557	101.0	14:14.513	9	1	2:20.967	41.395	34.260	1:05.312	147.9	24:35.628
7	1	2:25.700	57.489	32.286	55.925	143.1	16:40.213	10	1	2:20.365	42.321	33.602	1:04.442	148.5	26:55.993
8	1	2:05.124	37.771	31.993	55.360	166.6	18:45.337	11	1	2:16.460	40.841	33.968	1:01.651	152.8	29:12.453
9	1	2:05.262	37.806	31.805	55.651	166.4	20:50.599	12	1	2:16.492	41.204	34.011	1:01.277	152.7	31:28.945
10	1	2:04.232	37.530	31.716	54.986	167.8	22:54.831	17 1. Patrice LAFARGUE LOLA / T298 BMW / 1979 PR2							
11	1	2:04.986	37.250	31.889	55.847	166.8	24:59.817	1	1	2:18.608	42.258	35.737	1:00.613	150.4	2:18.608
12	1	2:05.136	37.090	31.585	56.461	166.6	27:04.953	2	1	2:06.259	39.366	32.147	54.746	165.1	4:24.867
13	1	2:08.819	38.780	33.465	56.574	161.8	29:13.772	3	1	2:03.703	37.426	31.744	54.533	168.5	6:28.570
14	1	2:05.267	38.012	31.937	55.318	166.4	31:19.039	4	1	2:04.146	37.080	31.255	55.811	167.9	8:32.716
6 1. Guillaume MAHE CHEVRON / B 21 BDG / 1972 PR2								5	1	4:11.746 B	38.265	32.400	3:01.081	82.8	12:44.462
1	1	2:40.292	1:02.224	35.504	1:02.564	130.1	2:40.292	6	1	2:30.414	1:01.579	32.423	56.412	138.6	15:14.876
2	1	2:15.345	41.699	33.867	59.779	154.0	4:55.637	7	1	2:06.694	38.572	31.857	56.265	164.6	17:21.570
3	1	2:12.256	40.549	33.349	58.358	157.6	7:07.893	8	1	2:03.608	36.862	32.324	54.422	168.7	19:25.178
4	1	2:11.050	39.711	33.266	58.073	159.1	9:18.943	9	1	2:02.630	36.720	31.329	54.581	170.0	21:27.808
5	1	2:11.240	39.648	32.812	58.780	158.9	11:30.183	10	1	2:02.495	37.018	31.163	54.314	170.2	23:30.303
6	1	5:20.162 B	38.777	34.134	4:07.251	65.1	16:50.345	11	1	2:01.861	36.570	31.258	54.033	171.1	25:32.164
7	1	3:41.348	2:06.015	34.371	1:00.962	94.2	20:31.693	12	1	2:01.349	36.437	31.364	53.548	171.8	27:33.513
8	1	2:11.328	39.285	33.565	58.478	158.7	22:43.021	22 1. Russell BÜST CHEVRON / B 31 BDG / 1975 PR2							
9	1	2:09.987	38.805	33.117	58.065	160.4	24:53.008	1	1	2:25.866	51.709	35.000	59.157	142.9	2:25.866
10	1	2:12.197	39.752	33.304	59.141	157.7	27:05.205	2	1	2:07.148	38.252	32.399	56.497	164.0	4:33.014
11	1	2:12.123	40.302	33.571	58.250	157.8	29:17.328	3	1	2:06.972	38.124	32.173	56.675	164.2	6:39.986
12	1	2:12.606	40.139	33.027	59.440	157.2	31:29.934	4	1	2:14.940	37.623	33.071	1:04.246	154.5	8:54.926
8 1. Philippe SCEMAMA LOLA / T 290 DFV / 1972 PR2								5	1	2:12.042	38.134	33.213	1:00.695	157.9	11:06.968
1	1	2:06.803	36.178	33.326	57.299	164.4	2:06.803	6	1	2:05.983	37.080	32.613	56.290	165.5	13:12.951
2	1	2:02.760	37.205	30.524	55.031	169.8	4:09.563	7	1	3:31.318 B	39.342	35.601	2:16.375	98.7	16:44.269
3	1	2:02.852	37.018	30.152	55.682	169.7	6:12.415	8	1	2:40.167	1:01.525	38.890	59.752	130.2	19:24.436
4	1	2:01.605	36.864	30.159	54.582	171.4	8:14.020	9	1	2:22.430	37.000	32.441	1:12.989	146.4	21:46.866
5	1	2:00.231	35.923	29.828	54.480	173.4	10:14.251	10	1	2:10.148	38.517	34.307	57.324	160.2	23:57.014
6	1	7:46.400 B	39.391	37.383	6:29.626	44.7	18:00.651	11	1	2:05.000	36.982	32.270	55.748	166.8	26:02.014
9 1. Jean-Marc MERLIN PORSCHE / 935 K3 / 1977 GT2								12	1	2:15.843	38.577	38.659	58.607	153.5	28:17.857
1	1	7:07.538 B				48.8	7:07.538	13	1	2:07.996	37.201	33.591	57.204	162.9	30:25.853
2	1	3:03.962	1:15.811	40.981	1:07.170	113.3	10:11.500	24 1. Manuel MONTEIRO LOLA / T298 BMW / 1979 PR2							
3	1	2:14.554	41.287	32.588	1:00.679	154.9	12:26.054	1	1	3:04.661	1:24.071	37.211	1:03.379	112.9	3:04.661
4	1	2:12.019	40.067	31.798	1:00.154	157.9	14:38.073	2	1	2:21.656	41.505	34.308	1:05.843	147.2	5:26.317
5	1	2:12.107	40.228	32.099	59.780	157.8	16:50.180	3	1	2:19.303	43.005	34.018	1:02.280	149.7	7:45.620
6	1	2:11.076	40.281	31.559	59.236	159.0	19:01.256	4	1	2:16.135	41.036	34.097	1:01.002	153.1	10:01.755
7	1	11:37.862 B	39.393	31.432	...	29.9	30:39.118	5	1	2:15.651	40.944	33.749	1:00.958	153.7	12:17.406
15 1. Michel BAUDOIN LOLA / T 294 FVC / 1974 PR2								6	1	4:03.778 B	42.703	34.441	2:46.634	85.5	16:21.184
1	1	3:01.061	1:17.526	35.780	1:07.755	115.1	3:01.061	7	1	2:29.094	59.332	32.825	56.937	139.8	18:50.278
2	1	2:24.682	43.503	35.165	1:06.014	144.1	5:25.743	8	1	2:05.127	37.759	32.619	54.749	166.6	20:55.405
								9	1	2:07.594	39.720	32.826	55.048	163.4	23:02.999
								10	1	2:03.913	37.244	32.090	54.579	168.2	25:06.912
								11	1	2:05.542	37.874	32.082	55.586	166.1	27:12.454
								12	1	2:04.838	37.183	32.090	55.565	167.0	29:17.292



CER 2 DIX MILLE TOURS QUALIFYING 1

Analysis

Personal Best							Session Best		B Crossing the finish line in pit lane														
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed								
25							Porsche / 935 K3 / 1979																
1. Nicolas D'ETEREN							GT2																
1	1	3:27.394	1:50.612	34.529	1:02.253	100.5	3:27.394	11	1	2:29.855	44.645	38.005	1:07.205	139.1	32:07.295								
2	1	2:11.175	40.626	31.284	59.265	158.9	5:38.569	31							LOLA / T280-HU3 DFV / 1972								
3	1	2:08.979	39.828	30.965	58.186	161.6	7:47.548	1. Carlos BARBOT							PR2								
4	1	2:09.042	39.515	31.491	58.036	161.6	9:56.590	1	1	2:10.079	37.585	33.380	59.114	160.3	2:10.079								
5	1	2:06.355	38.646	30.464	57.245	165.0	12:02.945	2	1	2:14.202	38.764	31.045	1:04.393	155.3	4:24.281								
6	1	2:05.810	37.974	30.439	57.397	165.7	14:08.755	3	1	2:09.896	40.200	31.294	58.402	160.5	6:34.177								
7	1	2:06.853	38.605	30.886	57.362	164.3	16:15.608	4	1	2:08.185	39.410	30.570	58.205	162.6	8:42.362								
8	1	2:17.578 B	37.856	30.553	1:09.169	151.5	18:33.186	5	1	2:10.005	39.350	31.938	58.717	160.4	10:52.367								
9	1	4:35.580	3:06.414	31.668	57.498	75.6	23:08.766	6	1	2:06.627	37.664	30.641	58.322	164.6	12:58.994								
10	1	2:05.445	38.064	30.518	56.863	166.2	25:14.211	7	1	2:07.505	37.848	30.897	58.760	163.5	15:06.499								
11	1	2:07.025	38.150	30.720	58.155	164.1	27:21.236	8	1	7:46.331 B	42.118	35.835	6:28.378	44.7	22:52.830								
12	1	2:08.792	38.990	31.520	58.282	161.9	29:30.028	9	1	2:29.417	1:00.624	31.103	57.690	139.5	25:22.247								
13	1	2:06.865	38.124	30.652	58.089	164.3	31:36.893	10	1	2:03.529	36.789	30.467	56.273	168.8	27:25.776								
															11		1	2:08.646	37.409	31.171	1:00.066	162.1	29:34.422
															12		1	2:04.230	37.841	30.490	55.899	167.8	31:38.652
26							Chevron / B 36 BMW / 1976								Porsche / 935 / 1978								
1. Claude LE JEAN							PR2								GT2								
2. Lucien ROSSIAUD																							
1	1	2:37.155	53.181	38.231	1:05.743	132.7	2:37.155	1	1	2:22.930	46.800	36.624	59.506	145.9	2:22.930								
2	1	2:26.325	45.305	36.500	1:04.520	142.5	5:03.480	2	1	2:07.650	39.074	31.105	57.471	163.3	4:30.580								
3	1	2:22.888	42.352	36.697	1:03.839	145.9	7:26.368	3	1	7:40.707 B	37.957	30.619	6:32.131	45.3	12:11.287								
4	1	2:36.281 B	42.042	36.366	1:17.873	133.4	10:02.649	4	1	2:34.016	59.927	33.957	1:00.132	135.4	14:45.303								
5	1	5:12.618	3:27.320	39.364	1:05.934	66.7	15:15.267	5	1	2:09.087	39.924	31.062	58.101	161.5	16:54.390								
6	1	2:28.596	44.558	40.146	1:03.892	140.3	17:43.863	6	1	2:06.840	38.623	30.561	57.656	164.4	19:01.230								
7	1	2:27.812	43.912	37.037	1:06.863	141.0	20:11.675	7	1	2:06.102	38.014	30.519	57.569	165.3	21:07.332								
8	1	2:52.462 B	45.557	41.266	1:25.639	120.9	23:04.137								39		LOLA / T292 BDG / 1973						
9	1	6:36.731	4:55.487	36.767	1:04.477	52.5	29:40.868	1. Louis ZURSTRASSEN							PR2								
10	1	2:56.565 B	46.924	40.212	1:29.429	118.1	32:37.433																
27							Chevron / B 36 BMW / 1976								Porsche / 911 3L GR.IV / 1979								
1. Bertrand PENLAE							PR2								GT2								
1	1	3:02.328	1:16.688	37.566	1:08.074	114.3	3:02.328	1	1	3:37.241	1:56.464	38.509	1:02.268	96.0	3:37.241								
2	1	2:25.053	44.860	35.935	1:04.258	143.7	5:27.381	2	1	2:16.089	42.442	34.427	59.220	153.2	5:53.330								
3	1	2:19.844	42.705	35.306	1:01.833	149.1	7:47.225	3	1	2:13.015	40.181	33.879	58.955	156.7	8:06.345								
4	1	2:17.766	41.093	35.419	1:01.254	151.3	10:04.991	4	1	2:28.261 B	40.495	33.544	1:14.222	140.6	10:34.606								
5	1	2:32.135 B	40.843	34.614	1:16.678	137.0	12:37.126	5	1	3:47.645	2:12.680	36.024	58.941	91.6	14:22.251								
6	1	3:46.777	2:11.458	34.975	1:00.344	91.9	16:23.903	6	1	2:10.591	39.260	33.484	57.847	159.6	16:32.842								
7	1	2:14.623	40.140	34.526	59.957	154.9	18:38.526	7	1	2:10.876	39.487	33.209	58.180	159.3	18:43.718								
8	1	2:15.440	40.173	34.608	1:00.659	153.9	20:53.966	8	1	2:11.284	40.090	33.198	57.996	158.8	20:55.002								
9	1	2:17.269	41.932	35.177	1:00.160	151.9	23:11.235	9	1	2:11.441	40.843	33.269	57.329	158.6	23:06.443								
10	1	2:15.770	40.606	34.768	1:00.396	153.6	25:27.005	10	1	2:09.604	38.951	33.002	57.651	160.9	25:16.047								
11	1	2:38.098 B	40.285	34.327	1:23.486	131.9	28:05.103	11	1	2:09.753	38.713	33.330	57.710	160.7	27:25.800								
															12		1	2:25.662 B	39.288	33.013	1:13.361	143.1	29:51.462
28							Porsche / 911 3L GR.IV / 1979								Porsche / 911 RSR 3L / 1975								
1. Jean BUSSOLINI							GT2								GT2								
2. Julien BUSSOLINI																							
1	1	3:35.818	1:40.027	43.538	1:12.253	96.6	3:35.818	1	1	3:22.511	1:32.110	39.439	1:10.962	102.9	3:22.511								
2	1	2:34.999	47.533	38.126	1:09.340	134.5	6:10.817	2	1	2:30.245	46.662	37.440	1:06.143	138.8	5:52.756								
3	1	2:45.670 B	46.052	39.223	1:20.395	125.8	8:56.487	3	1	2:25.724	44.285	36.470	1:04.969	143.1	8:18.480								
4	1	3:31.392	1:46.568	37.566	1:07.258	98.6	12:27.879	4	1	2:22.125	42.470	35.967	1:03.688	146.7	10:40.605								
5	1	2:28.526	44.531	37.008	1:06.987	140.4	14:56.405	5	1	2:23.943	42.821	36.191	1:04.931	144.8	13:04.548								
6	1	2:26.315	43.981	36.644	1:05.690	142.5	17:22.720	6	1	2:22.033	42.696	36.028	1:03.309	146.8	15:26.581								
7	1	2:38.028 B	43.121	38.509	1:16.398	131.9	20:00.748	7	1	2:22.842	42.921	36.196	1:03.725	145.9	17:49.423								
8	1	4:37.888	2:46.605	40.742	1:10.541	75.0	24:38.636	8	1	2:22.436	42.384	35.910	1:04.142	146.4	20:11.859								
9	1	2:29.682	44.441	37.926	1:07.315	139.3	27:08.318	9	1	2:21.070	42.070	35.965	1:03.035	147.8	22:32.929								
10	1	2:29.122	44.340	37.580	1:07.202	139.8	29:37.440	10	1	2:19.516	41.627	35.795	1:02.094	149.4	24:52.445								
															11		1	2:21.498	42.086	35.883	1:03.529	147.3	27:13.943
															12		1	2:23.516	42.637	35.581	1:05.298	145.3	29:37.459

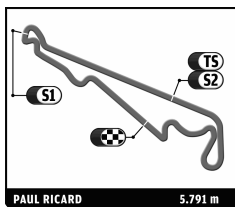


CER 2 DIX MILLE TOURS QUALIFYING 1

Analysis

Personal Best Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
13	1	2:47.994 B	48.826	38.355	1:20.813	124.1	32:25.453	2	1	2:04.588	38.424	30.766	55.398	167.3	4:30.935
42 1. Paul LAFARGUE LOLA / T 298 BMW / 1979 PR2								3	1	2:04.271	38.025	31.008	55.238	167.8	6:35.206
1	1	2:28.509	49.720	38.042	1:00.747	140.4	2:28.509	4	1	2:03.811	37.304	30.654	55.853	168.4	8:39.017
2	1	2:11.751	40.052	33.367	58.332	158.2	4:40.260	5	1	2:03.691	37.586	30.656	55.449	168.5	10:42.708
3	1	2:14.624	39.252	33.666	1:01.706	154.9	6:54.884	6	1	3:53.280 B	38.295	31.167	2:43.818	89.4	14:35.988
4	1	2:11.952	39.311	32.724	59.917	158.0	9:06.836	7	1	2:31.316	1:02.048	33.439	55.829	137.8	17:07.304
5	1	2:10.193	39.076	32.590	58.527	160.1	11:17.029	8	1	2:03.447	37.689	30.538	55.220	168.9	19:10.751
6	1	3:34.652 B	38.548	32.369	2:23.735	97.1	14:51.681	9	1	2:03.507	37.031	31.113	55.363	168.8	21:14.258
7	1	2:40.036	1:06.817	32.873	1:00.346	130.3	17:31.717	10	1	2:04.035	36.639	31.001	56.395	168.1	23:18.293
8	1	2:08.981	39.332	32.330	57.319	161.6	19:40.698	11	1	5:09.951 B	39.820	33.594	3:56.537	67.3	28:28.244
9	1	2:10.892	38.367	33.990	58.535	159.3	21:51.590	51 1. Gianluca RATAZZI LOLA / T290 BDG / 1972 PR2							
10	1	3:36.230 B	39.416	34.579	2:22.235	96.4	25:27.820	1	1	3:17.080	1:22.360	42.525	1:12.195	105.8	3:17.080
11	1	2:42.497	1:10.443	33.442	58.612	128.3	28:10.317	2	1	2:23.315	42.581	35.730	1:05.004	145.5	5:40.395
12	1	2:10.681	38.661	34.791	57.229	159.5	30:20.998	3	1	2:22.404	42.064	34.795	1:05.545	146.4	8:02.799
44 1. David FERRER FERRARI / 512 BB LM / 1979 GT2								4	1	2:22.484	42.827	34.881	1:04.776	146.3	10:25.283
1	1	3:58.169	2:15.279	37.597	1:05.293	87.5	3:58.169	5	1	2:23.265	42.516	35.041	1:05.708	145.5	12:48.548
2	1	2:13.468	40.087	32.675	1:00.706	156.2	6:11.637	6	1	2:22.745	42.452	36.723	1:03.570	146.0	15:11.293
3	1	2:11.131	39.895	32.354	58.882	159.0	8:22.768	7	1	2:21.928	42.691	34.762	1:04.475	146.9	17:33.221
4	1	2:10.650	39.240	32.395	59.015	159.6	10:33.418	8	1	2:20.413	42.791	34.558	1:03.064	148.5	19:53.634
5	1	2:26.313 B	39.507	32.806	1:14.000	142.5	12:59.731	9	1	2:19.029	41.726	34.454	1:02.849	150.0	22:12.663
6	1	6:32.885	4:57.716	33.457	1:01.712	53.1	19:32.616	10	1	2:21.825	41.666	34.128	1:06.031	147.0	24:34.488
7	1	2:27.794 B	39.579	32.475	1:15.740	141.1	22:00.410	11	1	2:20.054	41.294	34.289	1:04.471	148.9	26:54.542
45 1. Sandy WATSON CHEVRON / B 36 BDG / 1976 PR2								12	1	2:19.079	41.458	34.400	1:03.221	149.9	29:13.621
1	1	3:21.087	1:47.864	34.424	58.799	103.7	3:21.087	13	1	2:19.797	41.620	34.847	1:03.330	149.1	31:33.418
2	1	2:06.718	38.860	32.015	55.843	164.5	5:27.805	52 1. Yves SCEMAMA SAUBER / C5 BMW / 1976 PR2							
3	1	2:08.832	40.463	33.415	54.954	161.8	7:36.637	1	1	2:11.146	37.121	35.202	58.823	159.0	2:11.146
4	1	2:02.229	36.402	31.432	54.395	170.6	9:38.866	2	1	2:07.840	38.293	33.089	56.458	163.1	4:18.986
5	1	2:01.428	36.306	31.463	53.659	171.7	11:40.294	3	1	2:06.464	37.444	32.504	56.516	164.9	6:25.450
6	1	7:36.602 B	39.391	33.238	6:23.973	45.7	19:16.896	4	1	2:27.564 B	37.702	36.466	1:13.396	141.3	8:53.014
7	1	2:49.658	1:09.837	36.704	1:03.117	122.9	22:06.554	5	1	5:44.879 B	3:47.069	39.819	1:17.991	60.4	14:37.893
8	1	2:03.240	36.722	31.549	54.969	169.2	24:09.794	6	1	4:28.881 B	2:43.991	34.865	1:10.025	77.5	19:06.774
46 1. Christian BOURIEZ FERRARI / 512 BB LM / 1980 GT2								7	1	4:12.919	2:41.005	35.150	56.764	82.4	23:19.693
1	1	3:50.631	1:58.495	39.310	1:12.826	90.4	3:50.631	8	1	2:05.853	37.517	32.220	56.116	165.7	25:25.546
2	1	2:28.256	45.317	35.811	1:07.128	140.6	6:18.887	9	1	2:05.955	37.912	32.248	55.795	165.5	27:31.501
3	1	2:17.907	42.335	33.345	1:02.227	151.2	8:36.794	10	1	2:07.115	37.670	32.278	57.167	164.0	29:38.616
4	1	2:17.206	41.714	33.725	1:01.767	151.9	10:54.000	11	1	2:50.965 B	48.143	40.502	1:22.320	121.9	32:29.581
5	1	2:16.362	41.389	33.592	1:01.381	152.9	13:10.362	56 1. Robert SHAW CHEVRON / B26 Hart / 1974 PR2							
6	1	2:16.252	40.861	33.238	1:02.153	153.0	15:26.614	1	1	3:51.406	2:03.338	42.073	1:05.995	90.1	3:51.406
7	1	2:17.701	41.278	33.200	1:03.223	151.4	17:44.315	2	1	2:24.681	42.766	36.101	1:05.814	144.1	6:16.087
8	1	2:15.111	41.350	33.141	1:00.620	154.3	19:59.426	3	1	2:14.381	41.164	33.837	59.380	155.1	8:30.468
9	1	2:16.303	40.751	33.241	1:02.311	153.0	22:15.729	4	1	2:10.935	38.504	33.424	59.007	159.2	10:41.403
10	1	2:19.351	41.486	33.026	1:04.839	149.6	24:35.080	5	1	2:27.527 B	38.860	33.115	1:15.552	141.3	13:08.930
11	1	2:38.775 B	41.906	33.542	1:23.327	131.3	27:13.855	6	1	3:46.733	2:07.887	37.273	1:01.573	91.9	16:55.663
50 1. Dominique GUENAT LOLA / T286-HU10 DFV / 1979 PR2								7	1	2:25.120	40.604	40.970	1:03.546	143.7	19:20.783
1	1	2:26.347	49.896	36.573	59.878	142.5	2:26.347	8	1	2:13.403	38.983	33.433	1:00.987	156.3	21:34.186
								9	1	2:11.617	39.365	33.279	58.973	158.4	23:45.803
								10	1	2:11.141	38.980	33.225	58.936	159.0	25:56.944
								11	1	2:11.773	39.299	33.170	59.304	158.2	28:08.717
								12	1	2:27.319	39.876	41.814	1:05.629	141.5	30:36.036

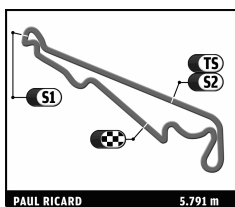


CER 2 DIX MILLE TOURS QUALIFYING 1

Analysis

Personal Best Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed						
59 1. Beat EGGIMANN Cheetah / G 601 BDG / 1976 PR2								2 1 2:26.582 44.107 35.392 1:07.083 142.2 5:26.551													
2	1	2:25.376	44.498	35.276	1:05.602	143.4	5:26.365	3	1	2:25.386	46.114	34.748	1:04.524	143.4	7:51.937						
3	1	2:19.510	43.320	34.491	1:01.699	149.4	7:45.875	4	1	2:21.627	43.326	34.605	1:03.696	147.2	10:13.564						
4	1	2:17.640	41.759	34.488	1:01.393	151.5	10:03.515	5	1	2:20.563	42.670	34.724	1:03.169	148.3	12:34.127						
5	1	2:16.934	41.523	34.327	1:01.084	152.2	12:20.449	6	1	2:21.546	42.445	34.358	1:04.743	147.3	14:55.673						
6	1	2:16.881	41.097	33.535	1:02.249	152.3	14:37.330	7	1	2:19.671	42.146	34.775	1:02.750	149.3	17:15.344						
7	1	2:15.404	41.727	33.575	1:00.102	154.0	16:52.734	8	1	2:20.378	42.819	34.849	1:02.710	148.5	19:35.722						
8	1	2:14.157	40.834	33.169	1:00.154	155.4	19:06.891	9	1	2:20.944	43.104	35.084	1:02.756	147.9	21:56.666						
9	1	2:12.432	40.387	33.253	58.792	157.4	21:19.323	10	1	2:20.171	43.021	34.458	1:02.692	148.7	24:16.837						
10	1	2:13.868	39.702	33.810	1:00.356	155.7	23:33.191	11	1	3:19.290 B	47.032	56.446	1:35.812	104.6	27:36.127						
11	1	2:15.002	39.884	33.050	1:02.068	154.4	25:48.193	12	1	3:39.318 B	1:11.929	52.440	1:34.949	95.1	31:15.445						
12	1	2:11.228	39.389	33.293	58.546	158.9	27:59.421	76 1. Mike SMITH 2. Steve TANDY CHEVRON / B31 BDG / 1975 PR2													
13	1	2:12.568	39.673	32.949	59.946	157.3	30:11.989	1	1	3:49.072	1:56.005	40.606	1:12.461	91.0	3:49.072						
60 1. Christian TRABER 2. Marc DEVIS PORSCHE / 935 / 1979 GT2								2	1	2:26.625	44.801	35.711	1:06.113	142.2	6:15.697						
2	1	2:14.685	43.017	32.361	59.307	154.8	4:53.180	3	1	2:23.026	43.649	35.102	1:04.275	145.8	8:38.723						
3	1	2:10.800	39.447	32.073	59.280	159.4	7:03.980	4	1	2:20.211	42.465	35.010	1:02.736	148.7	10:58.934						
4	1	2:10.967	39.670	31.820	59.477	159.2	9:14.947	5	1	2:18.180	41.838	34.471	1:01.871	150.9	13:17.114						
5	1	2:12.009	40.704	31.968	59.337	157.9	11:26.956	6	1	2:17.327	41.433	34.326	1:01.568	151.8	15:34.441						
6	1	2:10.503	39.522	31.699	59.282	159.7	13:37.459	7	1	6:06.607 B	43.986	34.431	4:48.190	56.9	21:41.048						
7	1	2:36.195 B	42.336	34.769	1:19.090	133.5	16:13.654	8	1	2:53.297	1:08.042	35.580	1:09.675	120.3	24:34.345						
8	1	3:42.118	2:04.669	35.791	1:01.658	93.9	19:55.772	9	1	2:28.982	47.012	35.242	1:06.728	139.9	27:03.327						
9	1	2:12.236	41.035	31.798	59.403	157.7	22:08.008	10	1	2:26.499	45.281	35.754	1:05.464	142.3	29:29.826						
10	1	2:51.646 B	40.284	31.722	1:39.640	121.5	24:59.654	11	1	2:23.964	44.484	33.679	1:05.801	144.8	31:53.790						
63 1. Frank MEINERS 2. Emanuele PIRRO ALFA / 33TT12 / 1973 PR2								1 1								2:29.471	54.805	34.219	1:00.447	139.5	2:29.471
1	1	2:42.276	1:04.257	35.112	1:02.907	128.5	2:42.276	2	1	2:11.723	39.852	32.810	59.061	158.3	4:41.194						
2	1	2:17.157	40.687	35.029	1:01.441	152.0	4:59.433	3	1	2:11.237	39.041	32.733	59.463	158.9	6:52.431						
3	1	2:16.116	40.945	34.223	1:00.948	153.2	7:15.549	4	1	2:10.380	38.930	32.807	58.643	159.9	9:02.811						
4	1	13:17.037 B	43.192	40.236	...	26.2	20:32.586	5	1	2:09.319	38.534	32.610	58.175	161.2	11:12.130						
5	1	2:54.025	1:05.546	41.151	1:07.328	119.8	23:26.611	6	1	2:18.868 B	39.134	32.622	1:07.112	150.1	13:30.998						
6	1	2:22.320	42.281	36.692	1:03.347	146.5	25:48.931	7	1	4:07.636	2:34.879	34.012	58.745	84.2	17:38.634						
69 1. MR JOHN OF B LIGIER / JS 2 DFV / 1975 GT2								8	1	2:11.686	39.679	33.299	58.708	158.3	19:50.320						
1	1	4:00.620	2:14.235	39.148	1:07.237	86.6	4:00.620	9	1	2:10.205	38.351	32.630	59.224	160.1	22:00.525						
2	1	2:14.711	40.461	32.410	1:01.840	154.8	6:15.331	10	1	2:36.796 B	41.112	35.030	1:20.654	133.0	24:37.321						
3	1	2:10.189	39.563	31.849	58.777	160.1	8:25.520	11	1	3:42.945	2:12.921	32.946	57.078	93.5	28:20.266						
4	1	2:08.426	38.685	31.586	58.155	162.3	10:33.946	12	1	2:06.769	37.621	32.198	56.950	164.5	30:27.035						
5	1	2:09.166	39.543	31.900	57.723	161.4	12:43.112	85 1. Tony SINCLAIR 2. Mike CATLOW LOLA / T292 BMW / 1973 PR2													
6	1	2:08.498	38.838	31.354	58.306	162.2	14:51.610	1	1	2:29.471	54.805	34.219	1:00.447	139.5	2:29.471						
7	1	2:07.862	38.342	31.264	58.256	163.0	16:59.472	2	1	2:11.723	39.852	32.810	59.061	158.3	4:41.194						
8	1	2:08.074	38.469	31.803	57.802	162.8	19:07.546	3	1	2:11.237	39.041	32.733	59.463	158.9	6:52.431						
9	1	2:07.423	38.222	30.957	58.244	163.6	21:14.969	4	1	2:10.380	38.930	32.807	58.643	159.9	9:02.811						
10	1	6:12.519 B	43.809	37.679	4:51.031	56.0	27:27.488	5	1	2:09.319	38.534	32.610	58.175	161.2	11:12.130						
11	1	2:37.305	1:05.881	32.958	58.466	132.5	30:04.793	6	1	2:18.868 B	39.134	32.622	1:07.112	150.1	13:30.998						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								7	1	4:07.636	2:34.879	34.012	58.745	84.2	17:38.634						
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	8	1	2:11.686	39.679	33.299	58.708	158.3	19:50.320						
76 1. Mike SMITH 2. Steve TANDY CHEVRON / B31 BDG / 1975 PR2								9	1	2:10.205	38.351	32.630	59.224	160.1	22:00.525						
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	10	1	2:36.796 B	41.112	35.030	1:20.654	133.0	24:37.321						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								11	1	3:42.945	2:12.921	32.946	57.078	93.5	28:20.266						
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	12	1	2:06.769	37.621	32.198	56.950	164.5	30:27.035						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								89 1. Alain PAGES PORSCHE / 930 Turbo / 1978 GT2													
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	1	1	3:03.922	1:10.352	42.270	1:11.300	113.4	3:03.922						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								2	1	2:27.295	44.996	36.557	1:05.742	141.5	5:31.217						
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	3	1	2:25.816	43.869	35.751	1:06.196	143.0	7:57.033						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								4	1	2:24.389	43.481	35.598	1:05.310	144.4	10:21.422						
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	5	1	3:43.984 B	49.179	42.926	2:11.879	93.1	14:05.406						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								6	1	2:53.917	1:11.024	37.185	1:05.708	119.9	16:59.323						
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	7	1	2:29.989	48.028	36.021	1:05.940	139.0	19:29.312						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								8	1	2:25.856	44.077	36.417	1:05.362	142.9	21:55.168						
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	94 1. Roald GOETHE 2. Stuart HALL GULF / Mirage / 1974 PR2													
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								1	1	3:14.882	1:30.478	36.046	1:08.358	107.0	3:14.882						
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	2	1	2:19.392	42.707	34.070	1:02.615	149.6	5:34.274						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								94 1. Roald GOETHE 2. Stuart HALL GULF / Mirage / 1974 PR2													
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	1	1	3:14.882	1:30.478	36.046	1:08.358	107.0	3:14.882						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								2	1	2:19.392	42.707	34.070	1:02.615	149.6	5:34.274						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								94 1. Roald GOETHE 2. Stuart HALL GULF / Mirage / 1974 PR2													
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	1	1	3:14.882	1:30.478	36.046	1:08.358	107.0	3:14.882						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								2	1	2:19.392	42.707	34.070	1:02.615	149.6	5:34.274						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								94 1. Roald GOETHE 2. Stuart HALL GULF / Mirage / 1974 PR2													
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	1	1	3:14.882	1:30.478	36.046	1:08.358	107.0	3:14.882						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								2	1	2:19.392	42.707	34.070	1:02.615	149.6	5:34.274						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								94 1. Roald GOETHE 2. Stuart HALL GULF / Mirage / 1974 PR2													
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	1	1	3:14.882	1:30.478	36.046	1:08.358	107.0	3:14.882						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								2	1	2:19.392	42.707	34.070	1:02.615	149.6	5:34.274						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								94 1. Roald GOETHE 2. Stuart HALL GULF / Mirage / 1974 PR2													
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	1	1	3:14.882	1:30.478	36.046	1:08.358	107.0	3:14.882						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								2	1	2:19.392	42.707	34.070	1:02.615	149.6	5:34.274						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								94 1. Roald GOETHE 2. Stuart HALL GULF / Mirage / 1974 PR2													
1	1	2:59.969	1:11.802	38.598	1:09.569	115.8	2:59.969	1	1	3:14.882	1:30.478	36.046	1:08.358	107.0	3:14.882						
70 1. Robert BOOS BMW / M1 Procar / 1979 GT2								2	1	2:19.392	42.707	34.070	1:02.615	149.6	5:34.274						



CER 2 DIX MILLE TOURS QUALIFYING 1

Analysis

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
3	1	2:18.000	41.896	33.196	1:02.908	151.1	7:52.274								
4	1	2:17.678	41.797	33.291	1:02.590	151.4	10:09.952								
5	1	2:18.301	41.025	34.901	1:02.375	150.7	12:28.253								
6	1	2:16.370	40.937	33.000	1:02.433	152.9	14:44.623								
7	1	2:15.351	41.376	32.685	1:01.290	154.0	16:59.974								
8	1	2:14.374	40.912	32.948	1:00.514	155.1	19:14.348								
9	1	2:14.457	40.050	32.656	1:01.751	155.1	21:28.805								
10	1	2:13.988	39.798	32.416	1:01.774	155.6	23:42.793								
11	1	2:12.729	40.307	32.678	59.744	157.1	25:55.522								
12	1	2:11.212	39.616	32.513	59.083	158.9	28:06.734								
13	1	2:15.469	41.378	33.304	1:00.787	153.9	30:22.203								

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
1	1	4:04.323 B	1:15.539	34.431	2:14.353	85.3	4:04.323								
2	1	2:44.142	57.861	39.077	1:07.204	127.0	6:48.465								
3	1	2:05.964	38.014	32.182	55.768	165.5	8:54.429								
4	1	2:06.417	37.740	32.157	56.520	164.9	11:00.846								
5	1	2:06.665	37.995	32.072	56.598	164.6	13:07.511								
6	1	2:15.676	40.708	33.780	1:01.188	153.7	15:23.187								
7	1	2:05.912	37.633	32.186	56.093	165.6	17:29.099								
8	1	2:06.399	37.450	32.545	56.404	164.9	19:35.498								

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
1	1	2:17.736	42.805	33.414	1:01.517	151.4	2:17.736								
2	1	2:14.415	40.639	34.521	59.255	155.1	4:32.151								
3	1	2:06.310	37.977	31.071	57.262	165.1	6:38.461								
4	1	9:15.085 B	41.738	43.710	7:49.637	37.6	15:53.546								