

CLASSIC ENDURANCE RACING 1

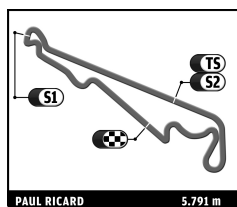
DIX MILLE TOURS

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.Martin O'CONNELL 2.Sandy WATSON CHEVRON B 19 FVC 1971 PROTO 1								6	1	4:59.438 B	44.397	37.023	3:38.018	69.6	19:07.472
1	1	3:26.416	1:40.856	37.001	1:08.559	101.0	3:26.416	7	1	2:48.996	1:07.098	35.780	1:06.118	123.4	21:56.468
2	1	2:20.946	44.474	34.267	1:02.205	147.9	5:47.362	8	1	2:23.948	42.936	35.386	1:05.626	144.8	24:20.416
3	1	2:17.331	42.131	33.547	1:01.653	151.8	8:04.693	9	1	2:21.259	42.572	35.661	1:03.026	147.6	26:41.675
4	1	2:18.103	42.740	33.660	1:01.703	151.0	10:22.796	10	1	2:21.443	41.869	34.568	1:05.006	147.4	29:03.118
5	1	2:18.451	41.081	33.627	1:03.743	150.6	12:41.247	11	1	2:23.596	43.328	34.747	1:05.521	145.2	31:26.714
6	1	2:19.248	42.233	33.732	1:03.283	149.7	15:00.495	15 1.John EMBERSON 2.Bill WYKEHAM CHEVRON B8 BMW 1969 PROTO 1							
7	1	2:31.716 B	42.462	34.846	1:14.408	137.4	17:32.211	1	1	2:55.538	1:08.859	39.044	1:07.635	118.8	2:55.538
8	1	5:59.384	4:22.084	34.906	1:02.394	58.0	23:31.595	2	1	2:22.322	42.630	36.047	1:03.645	146.5	5:17.860
9	1	2:10.327	39.606	32.715	58.006	160.0	25:41.922	3	1	2:19.613	41.876	35.123	1:02.614	149.3	7:37.473
10	1	2:18.404	42.002	33.805	1:02.597	150.6	28:00.326	4	1	2:18.806	41.724	35.198	1:01.884	150.2	9:56.279
11	1	2:07.361	38.411	32.097	56.853	163.7	30:07.687	5	1	2:21.171	42.247	35.944	1:02.980	147.7	12:17.450
3 1.Stéphane GUTZWILLER CHEVRON B 16 Mazda 1970 PROTO 1								6	1	2:20.649	41.399	35.875	1:03.375	148.2	14:38.099
1	1	3:28.042	1:39.406	39.253	1:09.383	100.2	3:28.042	7	1	2:41.410 B	44.184	36.335	1:20.891	129.2	17:19.509
2	1	2:28.320	44.848	37.424	1:06.048	140.6	5:56.362	8	1	4:16.391	2:32.739	38.434	1:05.218	81.3	21:35.900
3	1	2:28.404	45.248	37.021	1:06.135	140.5	8:24.766	9	1	2:25.999	43.006	36.998	1:05.995	142.8	24:01.899
4	1	2:25.084	43.091	37.366	1:04.627	143.7	10:49.850	10	1	2:27.377	44.416	36.201	1:06.760	141.5	26:29.276
5	1	2:41.273 B	44.376	37.636	1:19.261	129.3	13:31.123	11	1	2:24.223	43.111	37.228	1:03.884	144.6	28:53.499
6	1	5:09.726	3:25.431	37.908	1:06.387	67.3	18:40.849	12	1	2:27.483	43.425	38.339	1:05.719	141.4	31:20.982
11 1.Marc DEVIS 2.Martin O'CONNELL McLAREN M8C DFV 1970 PROTO 1								16 1.Serge KRIKNOFF LOLA T 212 FVC 1971 PROTO 1							
1	1	3:45.208	1:55.963	40.720	1:08.525	92.6	3:45.208	1	1	1:15.736 B				275.3	1:15.736
2	1	2:19.693	42.190	35.849	1:01.654	149.2	6:04.901	2	1	3:36.489	1:27.525	51.703	1:17.261	96.3	4:52.225
3	1	2:17.267	40.706	33.574	1:02.987	151.9	8:22.168	3	1	2:53.817 B	46.422	38.782	1:28.613	119.9	7:46.042
4	1	2:23.865	42.988	35.277	1:05.600	144.9	10:46.033	4	1	5:36.534	3:55.012	39.016	1:02.506	61.9	13:22.576
5	1	2:36.061 B	42.183	36.236	1:17.642	133.6	13:22.094	5	1	2:12.992	40.100	33.455	59.437	156.8	15:35.568
6	1	8:12.364	6:29.629	38.473	1:04.262	42.3	21:34.458	6	1	2:11.341	39.592	33.447	58.302	158.7	17:46.909
7	1	2:24.516	43.121	35.926	1:05.469	144.3	23:58.974	7	1	2:27.873 B	39.793	34.322	1:13.758	141.0	20:14.782
8	1	2:44.370 B	41.929	36.323	1:26.118	126.8	26:43.344	8	1	4:09.253	2:31.554	35.450	1:02.249	83.6	24:24.035
12 1.Claude NAHUM 2.Bernard THUNER FORD GT 40 1968 GT 1								9	1	2:12.063	39.160	34.086	58.817	157.9	26:36.098
1	1	2:45.460	1:00.121	35.755	1:09.584	126.0	2:45.460	10	1	2:10.993	38.899	34.378	57.716	159.2	28:47.091
2	1	2:21.311	43.198	33.611	1:04.502	147.5	5:06.771	11	1	2:09.943	38.575	33.184	58.184	160.4	30:57.034
3	1	2:21.074	43.293	32.975	1:04.806	147.8	7:27.845	17 1.Jean BRANDENBURG CHEVRON B8 BMW 1969 PROTO 1							
4	1	2:21.359	42.501	33.234	1:05.624	147.5	9:49.204	1	1	1:17.897 B				267.6	1:17.897
5	1	2:24.227	44.404	34.688	1:05.135	144.5	12:13.431	2	1	3:24.411	1:21.572	47.820	1:15.019	102.0	4:42.308
6	1	2:20.695	42.129	33.826	1:04.740	148.2	14:34.126	3	1	2:34.924	46.102	38.796	1:10.026	134.6	7:17.232
7	1	2:23.369	43.102	34.241	1:06.026	145.4	16:57.495	4	1	2:29.766	45.449	38.012	1:06.305	139.2	9:46.998
8	1	3:56.300 B	44.564	35.045	2:36.691	88.2	20:53.795	5	1	2:33.027	46.235	39.392	1:07.400	136.2	12:20.025
9	1	2:41.618	1:01.701	34.479	1:05.438	129.0	23:35.413	6	1	2:27.173	43.607	38.364	1:05.202	141.7	14:47.198
10	1	2:27.667	43.062	34.317	1:10.288	141.2	26:03.080	7	1	2:28.890	45.217	37.929	1:05.744	140.0	17:16.088
11	1	4:43.862 B	43.256	33.736	3:26.870	73.4	30:46.942	8	1	3:01.436	51.982	47.133	1:22.321	114.9	20:17.524
14 1.Mauro POPONCINI LOLA T212 FVC 1971 PROTO 1								9	1	2:30.537	45.634	37.888	1:07.015	138.5	22:48.061
1	1	3:53.733	1:52.977	44.804	1:15.952	89.2	3:53.733	10	1	2:31.984	44.620	38.936	1:08.428	137.2	25:20.045
2	1	2:39.953	48.663	38.573	1:12.717	130.3	6:33.686	11	1	2:28.033	43.674	37.726	1:06.633	140.8	27:48.078
3	1	2:32.545	46.173	37.249	1:09.123	136.7	9:06.231	12	1	2:27.722	44.434	37.615	1:05.673	141.1	30:15.800
4	1	2:33.523	45.440	36.984	1:11.099	135.8	11:39.754	19 1.Jürgen BARTH PORSCHE 917 1970 PROTO 1							
5	1	2:28.280	43.333	36.135	1:08.812	140.6	14:08.034	1	1	2:56.415	1:10.959	37.369	1:08.087	118.2	2:56.415
								2	1	2:26.492	45.119	34.980	1:06.393	142.3	5:22.907
								3	1	26:19.274 B	47.599	40.891	...	13.2	31:42.181



CLASSIC ENDURANCE RACING 1

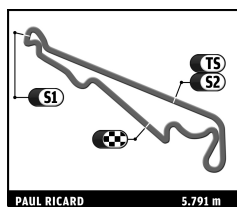
DIX MILLE TOURS

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
22 1.Romain BELLETESTE 2.Christophe GADAIS CHEVRON B 19 FVC 1971 PROTO 1								35 1.Gianluca RATTAZZI 2.Emanuele PIRRO ALFA ROMEO T33 3 1969 PROTO 1							
1	1	3:05.371	1:08.321	44.541	1:12.509	112.5	3:05.371	1	1	8:36.664 B	1:34.410	46.547	6:15.707	40.4	8:36.664
2	1	2:29.144	44.750	36.770	1:07.624	139.8	5:34.515	2	1	5:54.236 B	1:07.663	42.450	4:04.123	58.9	14:30.900
3	1	2:24.554	43.741	35.676	1:05.137	144.2	7:59.069	3	1	5:07.271 B	1:07.597	44.324	3:15.350	67.8	19:38.171
4	1	2:22.762	42.624	35.647	1:04.491	146.0	10:21.831	4	1	3:09.608	1:09.679	42.037	1:17.892	110.0	22:47.779
5	1	2:24.350	43.511	35.122	1:05.717	144.4	12:46.181	5	1	4:59.047 B	53.583	41.192	3:24.272	69.7	27:46.826
6	1	2:26.415	44.770	36.559	1:05.086	142.4	15:12.596	6	1	3:07.672	1:09.089	40.731	1:17.852	111.1	30:54.498
7	1	4:14.970 B	45.991	37.462	2:51.517	81.8	19:27.566	37 1.Xavier GALANT 2.Vincent NEURRISSE CHEVRON B16 FVC 1970 PROTO 1							
8	1	2:50.921	1:10.055	35.274	1:05.592	122.0	22:18.487	1	1	1:12.161 B				288.9	1:12.161
9	1	2:18.517	41.762	34.116	1:02.639	150.5	24:37.004	2	1	3:21.054	1:17.320	45.506	1:18.228	103.7	4:33.215
10	1	2:20.233	41.849	34.061	1:04.323	148.7	26:57.237	3	1	2:44.209	51.082	39.623	1:13.504	127.0	7:17.424
11	1	2:20.369	41.570	34.462	1:04.337	148.5	29:17.606	4	1	2:34.835	46.721	38.295	1:09.819	134.6	9:52.259
12	1	2:57.681 B	42.685	34.472	1:40.524	117.3	32:15.287	5	1	2:42.339	48.629	38.363	1:15.347	128.4	12:34.598
23 1.Charles RUPP 2.Philippe PEAUGER PORSCHE 911 RS 3L 1974 GT 1								6	1	2:36.863	47.819	39.818	1:09.226	132.9	15:11.461
1	1	2:47.248	1:00.497	39.007	1:07.744	124.7	2:47.248	7	1	2:38.130	46.633	40.497	1:11.000	131.8	17:49.591
2	1	2:25.744	44.403	36.614	1:04.727	143.0	5:12.992	8	1	2:38.116	47.858	38.610	1:11.648	131.9	20:27.707
3	1	2:25.662	42.803	36.406	1:06.453	143.1	7:38.654	9	1	2:33.117	46.365	38.423	1:08.329	136.2	23:00.824
4	1	2:25.186	43.552	36.286	1:05.348	143.6	10:03.840	10	1	2:37.552	47.369	38.272	1:11.911	132.3	25:38.376
5	1	3:44.642 B	43.922	36.626	2:24.094	92.8	13:48.482	11	1	2:34.740	46.646	37.786	1:10.308	134.7	28:13.116
6	1	3:15.419	1:23.291	39.932	1:12.196	106.7	17:03.901	12	1	2:35.687	46.655	38.075	1:10.957	133.9	30:48.803
7	1	2:34.336	46.348	38.296	1:09.692	135.1	19:38.237	40 1.Tim SUMMERS FERRARI 365 GTB 4 1970 GT 1							
8	1	2:32.957	45.649	37.970	1:09.338	136.3	22:11.194	1	1	2:46.822	1:01.180	36.836	1:08.806	125.0	2:46.822
9	1	2:33.516	46.228	37.721	1:09.567	135.8	24:44.710	2	1	2:24.744	44.215	35.397	1:05.132	144.0	5:11.566
10	1	2:35.531	46.835	37.349	1:11.347	134.0	27:20.241	3	1	2:21.708	42.906	34.358	1:04.444	147.1	7:33.274
11	1	2:33.621	46.063	37.872	1:09.686	135.7	29:53.862	4	1	2:21.485	42.668	34.560	1:04.257	147.3	9:54.759
12	1	2:59.736 B	47.287	37.986	1:34.463	116.0	32:53.598	5	1	2:27.208	45.494	34.827	1:06.887	141.6	12:21.967
30 1.Anthony SCHRAUWEN LOTUS 30 1964 PROTO 1								6	1	2:23.083	42.813	35.299	1:04.971	145.7	14:45.050
1	1	2:51.222	1:04.191	38.737	1:08.294	121.8	2:51.222	7	1	2:42.385 B	43.577	36.384	1:22.424	128.4	17:27.435
2	1	2:23.683	44.080	34.372	1:05.231	145.1	5:14.905	8	1	4:32.863	2:52.005	35.714	1:05.144	76.4	22:00.298
3	1	2:20.725	43.078	33.502	1:04.145	148.1	7:35.630	9	1	2:22.738	42.543	34.957	1:05.238	146.1	24:23.036
4	1	2:19.668	42.412	33.420	1:03.836	149.3	9:55.298	10	1	2:49.021 B	44.271	38.679	1:26.071	123.3	27:12.057
5	1	2:20.753	42.851	33.977	1:03.925	148.1	12:16.051	41 1.Wolfgang KAUFMANN PORSCHE 911 RSR 1973 GT 1							
6	1	2:21.862	42.988	33.727	1:05.147	147.0	14:37.913	1	1	2:34.482	53.456	37.306	1:03.720	135.0	2:34.482
7	1	2:22.201	43.562	34.189	1:04.450	146.6	17:00.114	2	1	2:19.778	41.708	35.617	1:02.453	149.1	4:54.260
8	1	2:21.222	42.760	33.830	1:04.632	147.6	19:21.336	3	1	2:20.534	41.599	35.457	1:03.478	148.3	7:14.794
9	1	2:20.556	42.449	33.831	1:04.276	148.3	21:41.892	4	1	2:19.981	41.217	35.035	1:03.729	148.9	9:34.775
10	1	2:19.754	42.571	33.532	1:03.651	149.2	24:01.646	5	1	2:39.368 B	41.608	35.550	1:22.210	130.8	12:14.143
11	1	2:20.532	42.153	33.598	1:04.781	148.3	26:22.178	6	1	5:45.228	4:02.705	38.047	1:04.476	60.4	17:59.371
12	1	6:42.114 B	46.635	39.870	5:15.609	51.8	33:04.292	7	1	2:17.965	41.069	34.944	1:01.952	151.1	20:17.336
33 1.Richard MILLE 2.Carlos TAVARES LOLA T70 Mk III B 1969 PROTO 1								8	1	2:19.275	40.945	34.866	1:03.464	149.7	22:36.611
1	1	3:21.944	1:38.604	37.188	1:06.152	103.2	3:21.944	9	1	2:19.162	41.805	34.957	1:02.400	149.8	24:55.773
2	1	2:19.745	42.549	33.527	1:03.669	149.2	5:41.689	10	1	2:46.437 B	44.048	39.592	1:22.797	125.3	27:42.210
3	1	2:21.458	45.930	33.194	1:02.334	147.4	8:03.147								
4	1	2:54.574 B	45.150	34.913	1:34.511	119.4	10:57.721								
5	1	5:28.171	3:48.943	34.519	1:04.709	63.5	16:25.892								
6	1	2:18.947	42.845	33.595	1:02.507	150.0	18:44.839								
7	1	2:17.207	40.975	33.855	1:02.377	151.9	21:02.046								
8	1	2:16.828	41.816	33.459	1:01.553	152.4	23:18.874								



CLASSIC ENDURANCE RACING 1

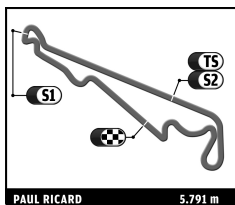
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QUALIFYING 1

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
42 1. Philipp BRUEHWILER CHEVRON B 19 FVC 1971 PROTO 1								1	1	1:10.257 B				296.7	1:10.257
	2	1	2:37.911 B			132.0	2:37.911	2	1	3:23.394	1:17.945	46.018	1:19.431	102.5	4:33.651
	3	1	2:51.265	1:09.404	36.839	1:05.022	5:29.176	3	1	2:49.387	52.139	42.068	1:15.180	123.1	7:23.038
	4	1	2:19.479	42.279	34.365	1:02.835	7:48.655	4	1	2:38.819	46.892	40.056	1:11.871	131.3	10:01.857
	5	1	2:20.759	42.795	33.767	1:04.197	10:09.414	5	1	2:42.141	47.532	40.482	1:14.127	128.6	12:43.998
	6	1	2:14.166	40.006	33.021	1:01.139	12:23.580	6	1	2:41.676	47.979	40.542	1:13.155	128.9	15:25.674
	7	1	2:14.544	40.223	32.929	1:01.392	14:38.124	7	1	2:36.391	45.906	38.623	1:11.862	133.3	18:02.065
	8	1	2:10.896	39.373	33.160	58.363	16:49.020	8	1	2:38.382	47.023	40.079	1:11.280	131.6	20:40.447
	9	1	5:00.428 B	38.570	32.679	3:49.179	21:49.448	9	1	2:34.130	45.956	38.014	1:10.160	135.3	23:14.577
	10	1	2:33.786	1:00.433	32.526	1:00.827	24:23.234	10	1	2:34.193	46.502	38.485	1:09.206	135.2	25:48.770
	11	1	2:09.933	38.434	33.016	58.483	26:33.167	11	1	2:33.518	46.194	38.499	1:08.825	135.8	28:22.288
	12	1	2:09.787	39.558	32.581	57.648	28:42.954	12	1	2:57.795	50.856	47.069	1:19.870	117.3	31:20.083
	12	1	2:10.984	39.426	32.705	58.853	30:53.938	48 1. Peter VÖGELE PORSCHE 908 3 1969 PROTO 1							
43 1. Pierre AVIRON-VIOLET CHEVRON B8 BMW 1969 PROTO 1								1	1	3:27.140	1:34.858	41.541	1:10.741	100.6	3:27.140
	2	1	3:38.894	1:43.011	41.488	1:14.395	6:15.436	2	1	2:29.244	45.141	36.885	1:07.218	139.7	5:56.384
	3	1	2:36.542	48.123	38.427	1:09.992	8:49.034	3	1	2:27.080	43.932	36.395	1:06.753	141.7	8:23.464
	4	1	2:33.598	46.224	38.256	1:09.118	11:19.605	4	1	2:24.485	43.127	35.974	1:05.384	144.3	10:47.949
	5	1	2:30.571	45.376	36.656	1:08.539	13:50.008	5	1	2:24.367	43.524	35.994	1:04.849	144.4	13:12.316
	6	1	4:09.403 B	45.594	37.380	2:46.429	18:31.899	6	1	2:23.411	42.631	35.746	1:05.034	145.4	15:35.727
	7	1	3:02.891	1:11.974	39.865	1:11.052	21:03.316	7	1	2:26.001	43.448	37.860	1:04.693	142.8	18:01.728
	8	1	2:31.417	45.697	38.817	1:06.903	23:33.529	8	1	2:23.688	42.321	35.796	1:05.571	145.1	20:25.416
	9	1	2:30.213	44.901	37.908	1:07.404	26:01.146	9	1	2:26.459	45.839	36.052	1:04.568	142.3	22:51.875
	10	1	2:27.617	44.113	36.886	1:06.618	28:27.644	10	1	2:22.698	42.805	35.298	1:04.595	146.1	25:14.573
	11	1	2:26.498	43.127	37.118	1:06.253	30:54.282	11	1	2:20.135	41.308	35.467	1:03.360	148.8	27:34.708
	11	1	2:26.638	44.511	36.605	1:05.522		12	1	2:20.114	40.969	34.937	1:04.208	148.8	29:54.822
								13	1	2:53.056 B	42.932	35.517	1:34.607	120.5	32:47.878
44 1. David FERRER LOLA T70 Mk III 1968 PROTO 1								53 1. Erik MARIS ALFA ROMEO T33 1971 PROTO 1							
	1	1	1:22.455 B			252.8	1:22.455	1	1	1:04.113 B				325.2	1:04.113
	2	1	3:05.241	1:17.934	36.227	1:11.080	4:27.696	2	1	3:09.717	1:16.668	41.955	1:11.094	109.9	4:13.830
	3	1	2:22.025	44.426	32.173	1:05.426	6:49.721	3	1	2:39.876 B	44.662	35.649	1:19.565	130.4	6:53.706
	4	1	2:12.034	40.615	30.612	1:00.807	9:01.755	4	1	3:17.818	1:32.920	38.235	1:06.663	105.4	10:11.524
	5	1	2:10.062	40.160	30.767	59.135	11:11.817	5	1	2:25.603	43.105	35.093	1:07.405	143.2	12:37.127
	6	1	2:41.523 B	42.899	34.329	1:24.295	13:53.340	6	1	2:23.187	43.068	35.380	1:04.739	145.6	15:00.314
	7	1	6:26.711	4:51.807	32.098	1:02.806	20:20.051	7	1	2:23.048	43.486	35.098	1:04.464	145.7	17:23.362
	8	1	2:10.795	39.093	30.704	1:00.998	22:30.846	8	1	2:20.693	42.771	35.368	1:02.554	148.2	19:44.055
	9	1	2:08.680	39.122	30.833	58.725	24:39.526	9	1	2:20.330	41.459	35.176	1:03.695	148.6	22:04.385
	10	1	2:29.649 B	40.094	31.070	1:18.485	27:09.175	10	1	2:19.136	41.406	35.356	1:02.374	149.8	24:23.521
								11	1	2:21.293	42.211	34.745	1:04.337	147.5	26:44.814
								12	1	2:48.957 B	45.531	41.601	1:21.825	123.4	29:33.771
46 1. Marc JULLY 2. Nicolas DOQUIN CROSSLE 9 S 1966 PROTO 1								61 1. Thomas STUDER McLAREN M6 GT 1969 PROTO 1							
	1	1	4:03.774	2:09.521	42.242	1:12.011	6:38.274	1	1	4:09.654	2:08.351	45.772	1:15.531	83.5	4:09.654
	2	1	2:34.500	46.826	37.820	1:09.854	9:10.178	2	1	2:29.053	46.133	35.543	1:07.377	139.9	6:38.707
	3	1	2:31.904	45.924	38.166	1:07.814	11:41.434	3	1	2:25.588	43.533	35.121	1:06.934	143.2	9:04.295
	4	1	2:31.256	45.695	36.734	1:08.827	13:50.008	4	1	2:20.835	42.791	33.854	1:04.190	148.0	11:25.130
	5	1	9:30.358 B	47.756	46.199	7:56.403	21:11.792	5	1	2:19.655	42.069	33.149	1:04.437	149.3	13:44.785
	6	1	3:02.573	1:14.081	40.580	1:07.912	24:14.365	6	1	2:18.616	41.934	33.960	1:02.722	150.4	16:03.401
	7	1	2:27.310	44.621	36.995	1:05.694	26:41.675	7	1	2:18.595	42.697	32.604	1:03.294	150.4	18:21.996
	8	1	2:27.111	44.020	37.160	1:05.931	29:08.786	8	1	2:18.374	42.645	32.971	1:02.758	150.7	20:40.370
								9	1	2:17.113	40.632	32.504	1:03.977	152.0	22:57.483
								10	1	2:18.299	42.471	32.924	1:02.904	150.7	25:15.782
47 1. Jacques ROUCOLLE 2. Joseph ZAGO CHEVRON B16 FVC 1970 PROTO 1															



CLASSIC ENDURANCE RACING 1

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
11	1	2:16.865	41.765	32.841	1:02.259	152.3	27:32.647
12	1	2:14.735	40.680	32.392	1:01.663	154.7	29:47.382
13	1	2:21.770	42.903	32.731	1:06.136	147.1	32:09.152

62		Porsche 911 RSR 3L 1974 GT 1					
		1. Michael ROOCK 2. Claudio RODDARO					
1	1	2:54.946	1:09.502	38.054	1:07.390	119.2	2:54.946
2	1	2:24.759	44.529	36.100	1:04.130	144.0	5:19.705
3	1	2:22.889	43.399	35.360	1:04.130	145.9	7:42.594
4	1	2:21.395	42.352	34.938	1:04.105	147.4	10:03.989

63		Lola T70 Mk III 1968 PROTO 1					
		1. Toni SEILER					
1	1	3:50.421	2:01.749	40.929	1:07.743	90.5	3:50.421
2	1	2:20.362	44.100	33.132	1:03.130	148.5	6:10.783
3	1	4:13.750 B	41.750	33.050	2:58.950	82.2	10:24.533
4	1	2:39.469	1:02.512	33.238	1:03.719	130.7	13:04.002
5	1	2:18.640	42.767	32.560	1:03.313	150.4	15:22.642
6	1	2:16.620	41.310	32.421	1:02.889	152.6	17:39.262
7	1	2:17.931	43.972	31.959	1:02.000	151.1	19:57.193
8	1	2:15.555	42.340	31.995	1:01.220	153.8	22:12.748
9	1	2:13.765	40.791	32.102	1:00.872	155.9	24:26.513
10	1	2:15.999	41.247	32.266	1:02.486	153.3	26:42.512
11	1	2:15.999	41.933	33.362	1:00.704	153.3	28:58.511
12	1	2:20.884	45.177	33.405	1:02.302	148.0	31:19.395

65		Chevrolet Corvette Stingray 1971 GT 1					
		1. MAVERICK					
1	1	3:50.317	1:54.895	42.255	1:13.167	90.5	3:50.317
2	1	2:23.291	45.283	33.629	1:04.379	145.5	6:13.608
3	1	2:20.407	42.418	33.684	1:04.305	148.5	8:34.015
4	1	6:07.587 B	44.028	43.922	4:39.637	56.7	14:41.602
5	1	2:57.723	1:09.164	39.465	1:09.094	117.3	17:39.325
6	1	2:34.711	45.117	37.868	1:11.726	134.8	20:14.036
7	1	2:21.316	42.652	34.036	1:04.628	147.5	22:35.352
8	1	4:10.911 B	42.471	33.996	2:54.444	83.1	26:46.263

68		Lola T70 Mk III B 1973 PROTO 1					
		1. Eric MESTDAGH					
1	1	1:19.280 B				263.0	1:19.280
2	1	3:18.683	1:25.151	43.410	1:10.122	104.9	4:37.963
3	1	2:37.055	49.229	38.834	1:08.992	132.7	7:15.018
4	1	2:19.517	42.131	34.359	1:03.027	149.4	9:34.535
5	1	2:36.615 B	41.248	33.112	1:22.255	133.1	12:11.150
6	1	3:28.755	1:54.315	33.907	1:00.533	99.9	15:39.905
7	1	2:16.692	43.252	32.510	1:00.930	152.5	17:56.597
8	1	2:18.623	40.295	33.043	1:05.285	150.4	20:15.220
9	1	2:16.388	41.130	34.035	1:01.223	152.9	22:31.608
10	1	2:13.753	41.297	32.422	1:00.034	155.9	24:45.361
11	1	2:12.128	39.773	32.919	59.436	157.8	26:57.489
12	1	2:11.510	39.995	32.661	58.854	158.5	29:08.999
13	1	3:01.561 B	46.801	36.669	1:38.091	114.8	32:10.560

69		Ligier JS 3 DFV 1971 PROTO 1					
		1. MR JOHN OF B					

1	1	1:25.067 B				245.1	1:25.067
2	1	3:05.555	1:16.086	37.293	1:12.176	112.4	4:30.622
3	1	5:16.197 B	45.353	39.937	3:50.907	65.9	9:46.819
4	1	2:51.270	1:08.742	36.365	1:06.163	121.7	12:38.089
5	1	8:19.021 B	43.574	39.292	6:56.155	41.8	20:57.110
6	1	2:42.939	1:03.037	37.662	1:02.240	127.9	23:40.049
7	1	2:20.550	41.874	36.032	1:02.644	148.3	26:00.599
8	1	2:21.121	42.135	36.340	1:02.646	147.7	28:21.720
9	1	2:20.421	41.815	35.651	1:02.955	148.5	30:42.141

70		Lola T70 Mk III B 1969 PROTO 1					
		1. Pierre-Alain FRANCE					
1	1	3:47.291	2:02.402	39.116	1:05.773	91.7	3:47.291
2	1	2:16.116	42.942	32.929	1:00.245	153.2	6:03.407
3	1	2:13.290	39.937	32.306	1:01.047	156.4	8:16.697
4	1	2:11.457	39.994	32.155	59.308	158.6	10:28.154
5	1	2:13.159	39.604	32.063	1:01.492	156.6	12:41.313
6	1	2:32.034 B	41.243	32.558	1:18.233	137.1	15:13.347
7	1	8:01.627	6:25.386	33.353	1:02.888	43.3	23:14.974
8	1	2:14.612	39.809	33.504	1:01.299	154.9	25:29.586
9	1	2:15.448	42.982	32.524	59.942	153.9	27:45.034

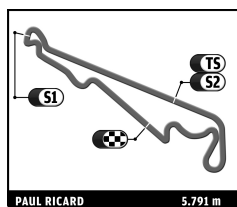
74		Chevrolet B8 BMW 1968 PROTO 1					
		1. Tina Marianne KOK					
1	1	3:45.005	1:44.902	40.006	1:20.097	92.7	3:45.005
2	1	2:35.999	47.761	37.449	1:10.789	133.6	6:21.004
3	1	2:33.385	46.261	37.233	1:09.891	135.9	8:54.389
4	1	2:31.006	45.027	37.089	1:08.890	138.1	11:25.395
5	1	2:32.858	45.128	36.936	1:10.794	136.4	13:58.253
6	1	2:32.658	47.033	37.297	1:08.328	136.6	16:30.911
7	1	2:32.402	45.846	37.339	1:09.217	136.8	19:03.313
8	1	2:28.703	44.680	37.089	1:06.934	140.2	21:32.016
9	1	2:29.266	43.779	36.733	1:08.754	139.7	24:01.282
10	1	2:28.509	44.039	36.210	1:08.260	140.4	26:29.791
11	1	2:28.065	44.581	36.268	1:07.216	140.8	28:57.856
12	1	2:28.741	45.369	36.477	1:06.895	140.2	31:26.597

75		Chevrolet Corvette C3 1968 GT 1					
		1. Ralf HUBER GUTIERREZ					
1	1	1:29.833 B				232.1	1:29.833
2	1	3:46.816 B	1:20.857	43.302	1:42.657	91.9	5:16.649
3	1	4:28.480	2:31.142	39.559	1:17.779	77.7	9:45.129
4	1	2:43.806	50.302	37.857	1:15.647	127.3	12:28.935
5	1	2:39.457	47.789	38.073	1:13.595	130.7	15:08.392
6	1	2:38.275	47.173	37.383	1:13.719	131.7	17:46.667
7	1	2:37.266	46.214	37.936	1:13.116	132.6	20:23.933
8	1	2:36.352	48.018	37.300	1:11.034	133.3	23:00.285
9	1	2:38.851	46.919	37.346	1:14.586	131.2	25:39.136
10	1	2:34.850	46.745	36.688	1:11.417	134.6	28:13.986
11	1	3:23.528 B	54.172	46.339	1:43.017	102.4	31:37.514

76		Lola T70 Mk III B 1969 PROTO 1					
		1. Roald GOETHE 2. Stuart HALL					
1	1	2:57.679	1:25.474	33.393	58.812	117.3	2:57.679
2	1	2:12.725	41.053	33.352	58.320	157.1	5:10.404
3	1	2:08.321	38.036	31.713	58.572	162.5	7:18.725



103		1.Steven READ	FERRARI 512 M 1971	GT 1
1	1	3:01.635	114.8	3:01.635

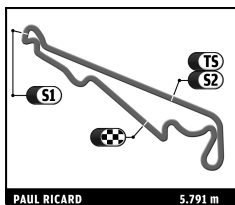


CLASSIC ENDURANCE RACING 1 DIX MILLE TOURS QUALIFYING 1

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								
2	1	2:11.265				158.8	5:12.900	9	1	2:20.228	42.644	35.114	1:02.470	148.7	24:46.098								
3	1	2:09.095				161.5	7:21.995	10	1	2:32.552 B	43.904	35.040	1:13.608	136.7	27:18.650								
4	1	2:06.405				164.9	9:28.400	111 1.Phil MULACEK FORD GT40 MK1 1967 GT 1							1	1	3:57.831	2:01.052	43.021	1:13.758	87.7	3:57.831	
5	1	2:07.034				164.1	11:35.434								2	1	2:40.749	48.435	37.477	1:14.837	129.7	6:38.580	
6	1	2:06.051				165.4	13:41.485								3	1	2:35.313	48.967	36.264	1:10.082	134.2	9:13.893	
7	1	4:21.515 B				79.7	18:03.000								4	1	2:42.361	46.753	37.536	1:18.072	128.4	11:56.254	
8	1	2:51.565				121.5	20:54.565								5	1	2:38.339	48.311	38.089	1:11.939	131.7	14:34.593	
9	1	2:31.192				137.9	23:25.757								6	1	2:33.734	47.921	36.684	1:09.129	135.6	17:08.327	
10	1	2:29.165				139.8	25:54.922	7	1	2:35.241	46.236	36.166	1:12.839	134.3	19:43.568								
11	1	2:29.418				139.5	28:24.340	8	1	2:38.012	46.900	39.721	1:11.391	131.9	22:21.580								
12	1	2:28.777				140.1	30:53.117	9	1	2:35.517	47.199	38.443	1:09.875	134.1	24:57.097								
104 1.Alexander RITTWEGER 2.Sam HANCOCK ALFA ROMEO T33 2 1968 PROTO 1								10	1	2:37.564	48.357	38.098	1:11.109	132.3	27:34.661								
								11	1	2:33.918	47.589	37.398	1:08.931	135.4	30:08.579								
								1	1	3:26.162	1:33.580	41.551	1:11.031	101.1	3:26.162								
								2	1	2:29.133	45.790	36.037	1:07.306	139.8	5:55.295								
								3	1	2:25.948	44.349	35.308	1:06.291	142.8	8:21.243								
								4	1	2:26.072	43.659	35.211	1:07.202	142.7	10:47.315								
106 1.Hugo MEZARD CHEVRON B16 FVC 1969 PROTO 1								5	1	2:24.770	43.556	35.084	1:06.130	144.0	13:12.085								
								6	1	4:01.857 B	44.701	35.439	2:41.717	86.2	17:13.942								
								7	1	2:55.253	1:13.577	36.151	1:05.525	119.0	20:09.195								
								8	1	2:21.397	42.664	35.374	1:03.359	147.4	22:30.592								
								9	1	2:21.931	43.762	33.903	1:04.266	146.9	24:52.523								
								10	1	2:20.737	41.799	35.206	1:03.732	148.1	27:13.260								
								11	1	2:18.134	41.326	33.707	1:03.101	150.9	29:31.394								
								12	1	4:14.872 B	41.450	33.894	2:59.528	81.8	33:46.266								
								116 1.G�rard LARROUSSE 2.Claudio RODDARO PORSCHE 908 LH 1968 PROTO 1								1	1	3:49.051	1:56.660	44.162	1:08.229	91.0	3:49.051
																2	1	2:28.298	46.013	37.754	1:04.531	140.6	6:17.349
																3	1	2:24.348	43.126	36.821	1:04.401	144.4	8:41.697
4	1	2:24.736	43.491	37.054	1:04.191	144.0	11:06.433																
5	1	2:26.102	43.300	37.323	1:05.479	142.7	13:32.535																
6	1	2:26.503	43.676	37.619	1:05.208	142.3	15:59.038																
7	1	2:45.016	51.844	42.758	1:10.414	126.3	18:44.054																
8	1	5:02.258 B	46.015	39.119	3:37.124	69.0	23:46.312																
9	1	3:13.688	1:12.880	43.984	1:16.824	107.6	27:00.000																
10	1	2:39.709	48.031	39.300	1:12.378	130.5	29:39.709																
11	1	3:04.892 B	48.037	39.229	1:37.626	112.8	32:44.601																
117 1.Fran�ois DEGAND 2.Sebastien BOULET PORSCHE 911 RSR 1973 GT 1								1	1	3:45.287	1:55.343	39.732	1:10.212	92.5	3:45.287								
								2	1	2:23.548	43.957	35.370	1:04.221	145.2	6:08.835								
								3	1	2:20.553	41.696	34.907	1:03.950	148.3	8:29.388								
								4	1	2:26.040	41.455	42.236	1:02.349	142.8	10:55.428								
								5	1	2:18.408	41.023	34.570	1:02.815	150.6	13:13.836								
								6	1	2:20.521	42.356	35.135	1:03.030	148.4	15:34.357								
								7	1	2:18.402	41.849	34.935	1:01.618	150.6	17:52.759								
								8	1	2:17.906	41.095	35.114	1:01.697	151.2	20:10.665								
								118 1.Dion KREMER ELVA Mk 8 1964 PROTO 1								1	1	2:45.184	55.815	39.947	1:09.422	126.2	2:45.184
																2	1	2:28.431	46.122	36.482	1:05.827	140.5	5:13.615
																3	1	2:23.506	43.863	34.748	1:04.895	145.3	7:37.121
4	1	2:35.039 B	43.424	36.673	1:14.942	134.5	10:12.160																
5	1	5:03.800	3:22.326	36.958	1:04.516	68.6	15:15.960																
6	1	2:26.153	42.847	36.345	1:06.961	142.6	17:42.113																
7	1	2:23.895	44.572	35.819	1:03.504	144.9	20:06.008																
8	1	2:19.862	41.663	35.487	1:02.712	149.1	22:25.870																
119 1.Frank JACOB LOLA T210 FVC 1970 PROTO 1																1	1	2:45.184	55.815	39.947	1:09.422	126.2	2:45.184
																2	1	2:28.431	46.122	36.482	1:05.827	140.5	5:13.615
																3	1	2:23.506	43.863	34.748	1:04.895	145.3	7:37.121
								4	1	2:35.039 B	43.424	36.673	1:14.942	134.5	10:12.160								
								5	1	5:03.800	3:22.326	36.958	1:04.516	68.6	15:15.960								
								6	1	2:26.153	42.847	36.345	1:06.961	142.6	17:42.113								
								7	1	2:23.895	44.572	35.819	1:03.504	144.9	20:06.008								
								8	1	2:19.862	41.663	35.487	1:02.712	149.1	22:25.870								
								120 1.Hugo MEZARD CHEVRON B16 FVC 1969 PROTO 1								1	1	3:49.051	1:56.660	44.162	1:08.229	91.0	3:49.051
																2	1	2:28.298	46.013	37.754	1:04.531	140.6	6:17.349
																3	1	2:24.348	43.126	36.821	1:04.401	144.4	8:41.697
4	1	2:24.736	43.491	37.054	1:04.191	144.0	11:06.433																
5	1	2:26.102	43.300	37.323	1:05.479	142.7	13:32.535																
6	1	2:26.503	43.676	37.619	1:05.208	142.3	15:59.038																
7	1	2:45.016	51.844	42.758	1:10.414	126.3	18:44.054																
8	1	5:02.258 B	46.015	39.119	3:37.124	69.0	23:46.312																
9	1	3:13.688	1:12.880	43.984	1:16.824	107.6	27:00.000																
10	1	2:39.709	48.031	39.300	1:12.378	130.5	29:39.709																
11	1	3:04.892 B	48.037	39.229	1:37.626	112.8	32:44.601																



CLASSIC ENDURANCE RACING 1

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
9	1	2:20.538	41.695	36.659	1:02.184	148.3	22:31.203								
10	1	2:28.615	49.195	36.529	1:02.891	140.3	24:59.818								
11	1	2:19.210	41.350	35.843	1:02.017	149.8	27:19.028								
12	1	2:17.140	40.832	34.846	1:01.462	152.0	29:36.168								
13	1	3:25.330 B	48.524	37.802	1:59.004	101.5	33:01.498								

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1. Pierre MELLINGER
2. Tommaso GELMINI

FERRARI 365 GTB 4 Gr.IV 1970

GT 1

1	1	3:45.005	1:37.496	44.059	1:23.450	92.7	3:45.005
2	1	3:00.378	54.370	43.485	1:22.523	115.6	6:45.383
3	1	2:54.787	53.680	42.341	1:18.766	119.3	9:40.170
4	1	2:57.498	52.495	41.542	1:23.461	117.5	12:37.668
5	1	2:57.454	53.346	46.497	1:17.611	117.5	15:35.122
6	1	2:51.599	53.202	42.424	1:15.973	121.5	18:26.721
7	1	2:46.427	50.965	42.558	1:12.904	125.3	21:13.148
8	1	2:48.929	51.285	39.941	1:17.703	123.4	24:02.077
9	1	2:47.439	50.607	40.319	1:16.513	124.5	26:49.516
10	1	2:42.259	48.148	41.134	1:12.977	128.5	29:31.775
11	1	2:44.077	50.404	39.556	1:14.117	127.1	32:15.852