

CLASSIC ENDURANCE RACING 1

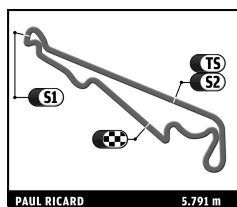
DIX MILLE TOURS

RACE

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								22	1	2:12.153	39.651	32.120	1:00.382	157.8	50:18.190
1	1	2:17.201	45.933	33.038	58.230	151.9	2:17.201	23	1	3:42.152 B	50.662	1:00.376	1:51.114	93.8	54:00.342
2	1	2:08.997	39.231	32.062	57.704	161.6	4:26.198	12 1.Claude NAHUM 2.Bernard THUNER FORD GT 40 1968 GT 1							
3	1	2:06.050	37.948	31.869	56.233	165.4	6:32.248	1	1	2:42.823	1:00.256	34.572	1:07.995	128.0	2:42.823
4	1	2:07.537	37.862	31.986	57.689	163.5	8:39.785	2	1	2:24.510	44.338	33.816	1:06.356	144.3	5:07.333
5	1	2:08.268	38.761	32.173	57.334	162.5	10:48.053	3	1	2:22.031	43.148	33.438	1:05.445	146.8	7:29.364
6	1	3:12.655 B	43.506	59.931	1:29.218	108.2	14:00.708	4	1	2:23.141	43.090	33.936	1:06.115	145.6	9:52.505
7	1	8:18.854	6:47.597	33.461	57.796	41.8	22:19.562	5	1	2:21.960	42.830	33.683	1:05.447	146.9	12:14.465
8	1	2:10.113	39.707	32.932	57.474	160.2	24:29.675	6	1	2:20.703	42.760	33.288	1:04.655	148.2	14:35.168
9	1	2:08.409	39.176	32.117	57.116	162.4	26:38.084	7	1	2:22.010	43.236	33.517	1:05.257	146.8	16:57.178
10	1	2:08.396	38.280	31.471	58.645	162.4	28:46.480	8	1	2:22.660	43.003	33.426	1:06.231	146.1	19:19.838
11	1	3:15.731 B	38.470	1:04.043	1:33.218	106.5	32:02.211	9	1	2:21.294	42.355	33.210	1:05.729	147.5	21:41.132
12	1	6:25.891	4:52.342	33.420	1:00.129	54.0	38:28.102	10	1	2:22.743	42.760	33.878	1:06.105	146.0	24:03.875
13	1	2:10.134	40.062	32.654	57.418	160.2	40:38.236	11	1	2:22.328	43.232	33.487	1:05.609	146.5	26:26.203
14	1	2:16.181	40.805	32.821	1:02.555	153.1	42:54.417	12	1	2:23.064	42.579	34.479	1:06.006	145.7	28:49.267
15	1	2:11.212	40.134	33.073	58.005	158.9	45:05.629	13	1	3:39.280 B	43.178	33.593	2:22.509	95.1	32:28.547
16	1	2:09.513	39.014	32.488	58.011	161.0	47:15.142	14	1	2:39.394	1:00.920	33.967	1:04.507	130.8	35:07.941
17	1	2:08.041	38.537	32.272	57.232	162.8	49:23.183	15	1	2:21.692	44.008	33.633	1:04.051	147.1	37:29.633
18	1	2:10.451	38.628	31.889	59.934	159.8	51:33.634	16	1	2:18.930	41.566	33.081	1:04.283	150.1	39:48.563
19	1	2:12.990	40.576	31.962	1:00.452	156.8	53:46.624	17	1	2:19.552	41.988	33.029	1:04.535	149.4	42:08.115
20	1	2:12.418	40.496	32.801	59.121	157.4	55:59.042	18	1	2:20.538	43.134	33.115	1:04.289	148.3	44:28.653
21	1	2:11.850	39.881	32.859	59.110	158.1	58:10.892	19	1	2:18.219	41.855	32.848	1:03.516	150.8	46:46.872
22	1	2:10.202	39.289	32.324	58.589	160.1	1:00:21.094	20	1	2:20.818	42.632	33.340	1:04.846	148.0	49:07.690
23	1	2:12.664	38.834	33.135	1:00.695	157.1	1:02:33.758	21	1	2:19.954	42.696	33.394	1:03.864	149.0	51:27.644
3 1.Stéphane GUTZWILLER CHEVRON B 16 FVC 1970 PROTO 1								22	1	2:17.310	42.151	32.926	1:02.233	151.8	53:44.954
1	1	2:42.499	1:02.904	35.952	1:03.643	128.3	2:42.499	23	1	2:22.915	44.234	33.477	1:05.204	145.9	56:07.869
2	1	2:20.650	43.248	35.172	1:02.230	148.2	5:03.149	24	1	2:20.481	42.236	33.576	1:04.669	148.4	58:28.350
3	1	2:35.533 B	42.234	35.114	1:18.185	134.0	7:38.682	25	1	2:20.784	42.997	33.028	1:04.759	148.1	1:00:49.134
4	1	7:37.285 B	5:29.528	39.920	1:27.837	45.6	15:15.967	26	1	2:25.314	44.164	33.974	1:07.176	143.5	1:03:14.448
11 1.Marc DEVIS McLAREN M8C DFV 1970 PROTO 1								14 1.Mauro POPONCINI LOLA T212 FVC 1971 PROTO 1							
1	1	2:20.834	49.813	32.197	58.824	148.0	2:20.834	1	1	2:36.352	58.346	35.341	1:02.665	133.3	2:36.352
2	1	2:12.512	40.792	32.581	59.139	157.3	4:33.346	2	1	2:20.911	42.240	35.674	1:02.997	147.9	4:57.263
3	1	2:09.960	39.510	31.793	58.657	160.4	6:43.306	3	1	2:18.733	42.159	34.015	1:02.559	150.3	7:15.996
4	1	2:13.509	39.823	32.568	1:01.118	156.2	8:56.815	4	1	2:22.201	41.736	34.164	1:06.301	146.6	9:38.197
5	1	2:12.001	39.810	32.372	59.819	157.9	11:08.816	5	1	2:21.462	43.108	34.575	1:03.779	147.4	11:59.659
6	1	2:11.623	40.027	32.272	59.324	158.4	13:20.439	6	1	2:21.652	42.851	34.138	1:04.663	147.2	14:21.311
7	1	2:12.469	40.446	32.347	59.676	157.4	15:32.908	7	1	2:21.476	43.773	34.530	1:03.173	147.4	16:42.787
8	1	2:12.679	40.008	32.179	1:00.492	157.1	17:45.587	8	1	2:19.135	41.721	35.086	1:02.328	149.8	19:01.922
9	1	2:11.903	40.313	32.320	59.270	158.1	19:57.490	9	1	2:18.542	42.240	34.593	1:01.709	150.5	21:20.464
10	1	2:13.198	39.875	31.928	1:01.395	156.5	22:10.688	10	1	2:19.603	41.943	34.600	1:03.060	149.3	23:40.067
11	1	2:12.355	40.086	32.265	1:00.004	157.5	24:23.043	11	1	2:21.224	43.176	35.429	1:02.619	147.6	26:01.291
12	1	2:11.884	39.845	32.477	59.562	158.1	26:34.927	12	1	3:44.312 B	42.274	34.927	2:27.111	92.9	29:45.603
13	1	2:25.357 B	39.970	32.378	1:13.009	143.4	29:00.284	13	1	2:44.637	1:04.824	36.459	1:03.354	126.6	32:30.240
14	1	3:35.909	2:03.362	32.439	1:00.108	96.6	32:36.193	14	1	2:19.923	42.630	35.003	1:02.290	149.0	34:50.163
15	1	2:13.040	39.902	32.448	1:00.690	156.7	34:49.233	15	1	2:18.337	42.134	34.424	1:01.779	150.7	37:08.500
16	1	2:11.711	40.003	32.287	59.421	158.3	37:00.944	16	1	2:19.459	42.327	34.963	1:02.169	149.5	39:27.959
17	1	2:13.172	39.952	32.782	1:00.438	156.5	39:14.116	17	1	2:17.657	42.094	34.475	1:01.088	151.4	41:45.616
18	1	2:13.469	40.173	32.379	1:00.917	156.2	41:27.585	18	1	2:18.573	41.585	34.402	1:02.586	150.4	44:04.189
19	1	2:12.169	39.637	32.134	1:00.398	157.7	43:39.754	19	1	2:17.978	41.755	34.509	1:01.714	151.1	46:22.167
20	1	2:12.556	40.208	32.268	1:00.080	157.3	45:52.310	20	1	2:18.366	42.170	34.615	1:01.581	150.7	48:40.533
21	1	2:13.727	40.990	32.626	1:00.111	155.9	48:06.037	21	1	2:22.353	41.945	34.887	1:05.521	146.5	51:02.886
								22	1	2:21.245	44.749	34.491	1:02.005	147.6	53:24.131
								23	1	2:19.279	42.403	34.583	1:02.293	149.7	55:43.410



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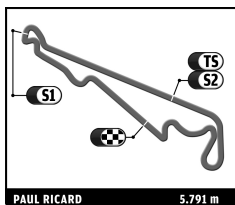
DIX MILLE TOURS

RACE

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
24	1	2:17.415	41.905	34.614	1:00.896	151.7	58:00.825	23	1	2:14.170	42.794	32.966	58.410	155.4	53:17.390
25	1	2:17.541	41.201	34.399	1:01.941	151.6	1:00:18.366	24	1	2:09.969	39.053	33.043	57.873	160.4	55:27.359
26	1	2:17.204	41.064	34.862	1:01.278	151.9	1:02:35.570	25	1	2:11.303	39.849	32.968	58.486	158.8	57:38.662
15 1.John EMBERSON 2.Bill WYKEHAM CHEVRON B8 BMW 1969 PROTO 1								26	1	2:10.275	38.711	33.035	58.529	160.0	59:48.937
1	1	2:38.538	57.643	35.821	1:05.074	131.5	2:38.538	27	1	2:10.329	38.778	33.138	58.413	160.0	1:01:59.266
2	1	2:22.998	43.857	35.071	1:04.070	145.8	5:01.536	17 1.Jean BRANDENBURG CHEVRON B8 BMW 1969 PROTO 1							
3	1	2:21.428	42.232	35.108	1:04.088	147.4	7:22.964	1	1	2:54.595	1:08.531	37.260	1:08.804	119.4	2:54.595
4	1	2:23.063	42.793	35.293	1:04.977	145.7	9:46.027	2	1	2:30.686	45.896	37.324	1:07.466	138.4	5:25.281
5	1	2:21.717	42.421	34.829	1:04.467	147.1	12:07.744	3	1	2:47.654 B	44.333	37.779	1:25.542	124.3	8:12.935
6	1	2:22.509	42.641	35.061	1:04.807	146.3	14:30.253	4	1	7:56.579	6:11.594	38.446	1:06.539	43.7	16:09.514
7	1	2:22.499	43.439	35.132	1:03.928	146.3	16:52.752	5	1	2:31.494	44.498	37.396	1:09.600	137.6	18:41.008
8	1	2:22.454	44.164	35.620	1:02.670	146.3	19:15.206	6	1	2:28.159	43.968	37.609	1:06.582	140.7	21:09.167
9	1	2:21.295	41.748	36.309	1:03.238	147.5	21:36.501	7	1	2:32.504	44.078	41.256	1:07.170	136.7	23:41.671
10	1	2:21.934	42.397	35.284	1:04.253	146.9	23:58.435	8	1	2:35.729	45.823	39.653	1:10.253	133.9	26:17.400
11	1	2:22.925	42.539	36.548	1:03.838	145.9	26:21.360	9	1	2:28.446	44.751	37.693	1:06.002	140.4	28:45.846
12	1	2:20.485	42.791	35.374	1:02.320	148.4	28:41.845	10	1	2:48.475 B	44.709	37.944	1:25.822	123.7	31:34.321
13	1	2:36.033 B	41.952	35.464	1:18.617	133.6	31:17.878	19 1.Jürgen BARTH 2.G LAROUSSE PORSCHE 917 1970 PROTO 1							
14	1	3:46.431	2:07.941	35.496	1:02.994	92.1	35:04.309	1	1	2:39.575	1:01.815	33.467	1:04.293	130.6	2:39.575
15	1	2:20.789	41.777	35.394	1:03.618	148.1	37:25.098	2	1	5:39.478 B	42.314	33.834	4:23.330	61.4	8:19.053
16	1	2:18.500	41.389	35.291	1:01.820	150.5	39:43.598	22 1.Romain BELLETESTE 2.Christophe GADAIS CHEVRON B 19 FVC 1971 PROTO 1							
17	1	2:18.216	40.820	34.937	1:02.459	150.8	42:01.814	1	1	2:30.403	53.560	34.432	1:02.411	138.6	2:30.403
18	1	2:18.428	41.234	35.901	1:01.293	150.6	44:20.242	2	1	2:17.171	42.309	33.678	1:01.184	152.0	4:47.574
19	1	2:17.508	40.830	35.434	1:01.244	151.6	46:37.750	3	1	2:16.196	41.632	33.666	1:00.898	153.1	7:03.770
20	1	2:20.271	42.263	35.293	1:02.715	148.6	48:58.021	4	1	2:17.324	40.999	33.731	1:02.594	151.8	9:21.094
21	1	2:19.468	42.557	35.283	1:01.628	149.5	51:17.489	5	1	2:19.200	42.364	34.505	1:02.331	149.8	11:40.294
22	1	2:17.775	41.163	35.209	1:01.403	151.3	53:35.264	6	1	2:18.443	41.978	34.514	1:01.951	150.6	13:58.737
23	1	2:17.890	41.551	34.640	1:01.699	151.2	55:53.154	7	1	2:20.755	45.079	33.572	1:02.104	148.1	16:19.492
24	1	2:16.652	40.401	34.481	1:01.770	152.6	58:09.806	8	1	2:15.726	41.179	33.572	1:00.975	153.6	18:35.218
25	1	2:17.427	41.138	34.953	1:01.336	151.7	1:00:27.233	9	1	2:17.747	41.959	34.020	1:01.768	151.3	20:52.965
26	1	2:17.795	41.569	34.939	1:01.287	151.3	1:02:45.028	10	1	2:18.165	42.175	34.379	1:01.611	150.9	23:11.130
16 1.Serge KRIKNOFF LOLA T 212 FVC 1971 PROTO 1								11	1	2:17.547	41.389	34.088	1:02.070	151.6	25:28.677
1	1	3:20.186	1:47.079	33.913	59.194	104.1	3:20.186	12	1	2:16.901	41.694	34.017	1:01.190	152.3	27:45.578
2	1	2:12.015	39.111	33.496	59.408	157.9	5:32.201	13	1	3:38.726 B	41.414	34.506	2:22.806	95.3	31:24.304
3	1	2:15.279	41.895	32.715	1:00.669	154.1	7:47.480	14	1	2:40.409	59.787	34.629	1:05.993	130.0	34:04.713
4	1	2:12.638	40.258	33.901	58.479	157.2	10:00.118	15	1	2:20.539	41.713	34.730	1:04.096	148.3	36:25.252
5	1	2:10.841	38.978	32.586	59.277	159.3	12:10.959	16	1	2:19.202	41.918	34.400	1:02.884	149.8	38:44.454
6	1	2:13.046	39.667	34.106	59.273	156.7	14:24.005	17	1	2:18.009	41.240	34.204	1:02.565	151.1	41:02.463
7	1	2:14.693	41.231	33.503	59.959	154.8	16:38.698	18	1	2:18.041	41.192	34.157	1:02.692	151.0	43:20.504
8	1	2:11.726	39.088	32.935	59.703	158.3	18:50.424	19	1	2:18.051	41.068	34.220	1:02.763	151.0	45:38.555
9	1	2:11.766	38.659	32.965	1:00.142	158.2	21:02.190	20	1	2:21.381	43.740	34.629	1:03.012	147.5	47:59.936
10	1	2:11.420	39.967	33.297	58.156	158.6	23:13.610	21	1	2:17.946	41.334	33.937	1:02.675	151.1	50:17.882
11	1	2:12.394	39.416	33.603	59.375	157.5	25:26.004	22	1	2:20.575	43.812	34.474	1:02.289	148.3	52:38.457
12	1	2:11.628	38.806	33.165	59.657	158.4	27:37.632	23	1	2:18.831	42.098	34.302	1:02.431	150.2	54:57.288
13	1	2:24.993 B	40.503	33.032	1:11.458	143.8	30:02.625	24	1	2:19.113	41.556	34.434	1:03.123	149.9	57:16.401
14	1	3:26.446	1:54.190	33.480	58.776	101.0	33:29.071	25	1	2:19.058	42.364	34.371	1:02.323	149.9	59:35.459
15	1	2:11.730	39.983	33.308	58.439	158.3	35:40.801	26	1	2:19.697	41.457	34.596	1:03.644	149.2	1:01:55.156
16	1	2:11.915	39.014	33.121	59.780	158.0	37:52.716	23 1.Charles RUPP 2.Philippe PEAUGER PORSCHE 911 RS 3L 1974 GT 1							
17	1	2:14.164	41.730	33.321	59.113	155.4	40:06.880	1	1	2:46.479	1:03.308	36.376	1:06.795	125.2	2:46.479
18	1	2:10.458	39.043	33.034	58.381	159.8	42:17.338								
19	1	2:10.487	38.603	32.781	59.103	159.8	44:27.825								
20	1	2:10.202	38.919	32.961	58.322	160.1	46:38.027								
21	1	2:13.456	40.186	33.654	59.616	156.2	48:51.483								
22	1	2:11.737	39.314	33.053	59.370	158.3	51:03.220								



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Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
2	1	2:23.305	43.000	35.899	1:04.406	145.5	5:09.784	17	1	2:15.896	40.726	33.014	1:02.156	153.4	39:54.175
3	1	2:24.283	42.770	36.448	1:05.065	144.5	7:34.067	18	1	2:14.603	40.815	32.321	1:01.467	154.9	42:08.778
4	1	2:25.914	43.264	35.963	1:06.687	142.9	9:59.981	19	1	2:16.766	40.960	32.778	1:03.028	152.4	44:25.544
5	1	2:26.396	43.508	36.677	1:06.211	142.4	12:26.377	20	1	2:13.818	39.346	32.483	1:01.989	155.8	46:39.362
6	1	2:26.219	43.694	36.470	1:06.055	142.6	14:52.596	21	1	2:19.033	42.289	34.166	1:02.578	149.9	48:58.395
7	1	2:27.074	44.594	36.450	1:06.030	141.7	17:19.670	22	1	2:15.571	41.347	32.648	1:01.576	153.8	51:13.966
8	1	2:28.293	43.393	36.825	1:08.075	140.6	19:47.963	23	1	2:15.367	40.399	32.068	1:02.900	154.0	53:29.333
9	1	2:26.052	43.690	36.334	1:06.028	142.7	22:14.015	24	1	2:14.265	40.222	32.453	1:01.590	155.3	55:43.598
10	1	2:27.688	44.059	36.396	1:07.233	141.2	24:41.703	25	1	2:14.368	40.268	32.536	1:01.564	155.2	57:57.966
11	1	2:25.107	43.897	36.294	1:04.916	143.7	27:06.810	26	1	2:17.238	41.846	32.475	1:02.917	151.9	1:00:15.204
12	1	2:40.687 B	44.194	36.073	1:20.420	129.7	29:47.497	27	1	2:16.422	40.237	32.084	1:04.101	152.8	1:02:31.626
13	1	3:59.021	2:12.114	37.885	1:09.022	87.2	33:46.518								
14	1	2:32.304	45.747	37.351	1:09.206	136.9	36:18.822								
15	1	2:32.618	46.780	37.250	1:08.588	136.6	38:51.440								
16	1	2:32.467	46.125	37.729	1:08.613	136.7	41:23.907								
17	1	2:32.013	45.639	37.493	1:08.881	137.1	43:55.920								
18	1	2:32.057	46.218	36.999	1:08.840	137.1	46:27.977								
19	1	2:32.982	45.493	37.359	1:10.130	136.3	49:00.959								
20	1	2:32.366	45.126	37.132	1:10.108	136.8	51:33.325								
21	1	2:31.618	46.414	36.993	1:08.211	137.5	54:04.943								
22	1	2:28.794	44.836	36.649	1:07.309	140.1	56:33.737								
23	1	2:29.043	45.943	36.453	1:06.647	139.9	59:02.780								
24	1	2:29.727	45.200	36.532	1:07.995	139.2	1:01:32.507								
25	1	2:29.735	45.221	36.773	1:07.741	139.2	1:04:02.242								

30

1. Anthony SCHRAUWEN

LOTUS 30 1964

PROTO 1

1	1	2:35.421	57.163	33.951	1:04.307	134.1	2:35.421
2	1	2:20.483	42.776	33.483	1:04.224	148.4	4:55.904
3	1	2:20.493	42.711	33.166	1:04.616	148.4	7:16.397
4	1	2:23.714	43.198	33.525	1:06.991	145.1	9:40.111
5	1	2:21.728	43.111	34.209	1:04.408	147.1	12:01.839
6	1	2:19.324	42.605	33.095	1:03.624	149.6	14:21.163
7	1	2:20.843	43.428	33.148	1:04.267	148.0	16:42.006
8	1	2:18.438	42.067	33.260	1:03.111	150.6	19:00.444
9	1	2:19.050	41.966	33.021	1:04.063	149.9	21:19.494
10	1	2:19.088	41.688	33.106	1:04.294	149.9	23:38.582
11	1	12:08.567 B	44.273	37.624	...	28.6	35:47.149

33

1. Richard MILLE
2. Carlos TAVARES

LOLA T70 Mk III B 1969

PROTO 1

1	1	2:22.760	48.961	33.238	1:00.561	146.0	2:22.760
2	1	2:13.710	42.023	32.095	59.592	155.9	4:36.470
3	1	2:14.117	41.687	32.082	1:00.348	155.4	6:50.587
4	1	2:15.211	40.899	32.300	1:02.012	154.2	9:05.798
5	1	2:15.362	40.977	32.395	1:01.990	154.0	11:21.160
6	1	2:14.471	40.451	32.334	1:01.686	155.0	13:35.631
7	1	2:18.001	43.351	32.477	1:02.173	151.1	15:53.632
8	1	2:14.533	41.384	32.614	1:00.535	155.0	18:08.165
9	1	2:14.837	41.770	32.686	1:00.381	154.6	20:23.002
10	1	2:13.799	40.647	32.588	1:00.564	155.8	22:36.801
11	1	2:12.941	41.001	32.475	59.465	156.8	24:49.742
12	1	2:11.876	40.289	32.144	59.443	158.1	27:01.618
13	1	2:12.805	40.542	32.364	59.899	157.0	29:14.423
14	1	2:13.380	40.721	32.210	1:00.449	156.3	31:27.803
15	1	2:25.575 B	41.166	32.417	1:11.992	143.2	33:53.378
16	1	3:44.901	2:08.675	33.707	1:02.519	92.7	37:38.279

35

1. Gianluca RATAZZI
2. Emanuele PIRRO

ALFA ROMEO T33 3 1969

PROTO 1

1	1	2:57.156	1:11.526	35.183	1:10.447	117.7	2:57.156
2	1	2:32.115	46.103	34.792	1:11.220	137.1	5:29.271
3	1	2:34.885	45.988	35.312	1:13.585	134.6	8:04.156
4	1	2:36.429	47.031	36.232	1:13.166	133.3	10:40.585
5	1	2:36.096	46.888	35.803	1:13.405	133.6	13:16.681
6	1	2:39.570	48.480	35.927	1:15.163	130.6	15:56.251
7	1	2:35.249	46.874	35.975	1:12.400	134.3	18:31.500
8	1	2:34.657	45.786	36.993	1:11.878	134.8	21:06.157
9	1	2:34.010	45.535	35.574	1:12.901	135.4	23:40.167
10	1	2:36.606	47.006	36.207	1:13.393	133.1	26:16.773
11	1	2:37.904	47.901	36.222	1:13.781	132.0	28:54.677
12	1	2:33.671	47.213	35.596	1:10.862	135.7	31:28.348
13	1	3:49.714 B	47.675	35.452	2:26.587	90.8	35:18.062
14	1	2:37.315	59.106	34.971	1:03.238	132.5	37:55.377
15	1	2:16.901	41.845	32.874	1:02.182	152.3	40:12.278
16	1	2:13.678	40.286	32.391	1:01.001	156.0	42:25.956
17	1	2:13.817	40.273	31.965	1:01.579	155.8	44:39.773
18	1	2:13.741	40.261	31.987	1:01.493	155.9	46:53.514
19	1	2:15.826	41.384	32.445	1:01.997	153.5	49:09.340
20	1	2:19.182	41.644	33.222	1:04.316	149.8	51:28.522
21	1	2:19.471	41.714	33.222	1:04.535	149.5	53:47.993
22	1	2:17.508	42.365	33.129	1:02.014	151.6	56:05.501
23	1	2:14.069	40.555	32.537	1:00.977	155.5	58:19.570
24	1	2:12.752	40.449	31.903	1:00.400	157.0	1:00:32.322
25	1	2:13.492	39.796	32.144	1:01.552	156.2	1:02:45.814

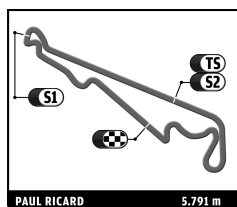
37

1. Xavier GALANT
2. Vincent NEURISSE

CHEVRON B16 FVC 1970

PROTO 1

1	1	2:54.274	1:09.190	36.796	1:08.288	119.6	2:54.274
2	1	2:29.045	44.625	36.604	1:07.816	139.9	5:23.319
3	1	2:23.958	43.398	36.147	1:04.413	144.8	7:47.277
4	1	2:26.093	44.108	36.978	1:05.007	142.7	10:13.370
5	1	2:23.776	43.111	35.822	1:04.843	145.0	12:37.146
6	1	2:22.899	42.566	35.387	1:04.946	145.9	15:00.045
7	1	2:24.459	43.507	35.990	1:04.962	144.3	17:24.504
8	1	2:25.805	42.603	36.231	1:06.971	143.0	19:50.309
9	1	2:24.555	43.034	36.119	1:05.402	144.2	22:14.864
10	1	2:27.308	44.814	36.914	1:05.580	141.5	24:42.172
11	1	2:25.121	44.207	35.956	1:04.958	143.7	27:07.293
12	1	2:42.842 B	44.246	36.329	1:22.267	128.0	29:50.135
13	1	4:31.278	2:41.373	39.679	1:10.226	76.8	34:21.413
14	1	2:31.318	46.181	37.268	1:07.869	137.8	36:52.731
15	1	2:31.155	46.641	36.860	1:07.654	137.9	39:23.886



CLASSIC ENDURANCE RACING 1 DIX MILLE TOURS RACE

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
16	1	2:32.383	47.500	38.301	1:06.582	136.8	41:56.269	18	1	2:18.891	41.576	34.989	1:02.326	150.1	43:38.909
17	1	2:32.070	46.213	37.178	1:08.679	137.1	44:28.339	19	1	2:19.871	42.379	34.549	1:02.943	149.0	45:58.780
18	1	2:28.865	45.366	36.901	1:06.598	140.0	46:57.204	20	1	2:19.606	41.747	34.822	1:03.037	149.3	48:18.386
19	1	2:26.300	44.032	36.570	1:05.698	142.5	49:23.504	21	1	2:19.469	41.715	35.000	1:02.754	149.5	50:37.855
20	1	2:27.342	44.144	36.544	1:06.654	141.5	51:50.846	22	1	2:19.699	41.755	34.864	1:03.080	149.2	52:57.554
21	1	2:32.225	46.514	36.998	1:08.713	137.0	54:23.071	23	1	2:20.037	41.844	34.408	1:03.785	148.9	55:17.591
22	1	2:32.266	46.212	37.901	1:08.153	136.9	56:55.337	24	1	2:22.051	41.825	34.962	1:05.264	146.8	57:39.642
23	1	2:30.020	44.609	37.121	1:08.290	139.0	59:25.357	25	1	2:44.398	41.900	46.387	1:16.111	126.8	1:00:24.040
24	1	2:33.130	46.376	38.067	1:08.687	136.1	1:01:58.487								

40		1.Tim SUMMERS		FERRARI 365 GTB 4 1970		GT 1	
1	1	2:39.638	59.801	34.756	1:05.081	130.6	2:39.638
2	1	2:23.233	43.196	34.141	1:05.896	145.6	5:02.871
3	1	2:54.732 B	44.543	40.357	1:29.832	119.3	7:57.603
4	1	4:05.845	2:22.976	37.291	1:05.578	84.8	12:03.448
5	1	2:22.668	43.633	34.816	1:04.219	146.1	14:26.116
6	1	2:24.129	44.658	34.741	1:04.730	144.6	16:50.245
7	1	2:22.648	42.174	34.718	1:05.756	146.1	19:12.893
8	1	2:21.494	42.651	35.101	1:03.742	147.3	21:34.387
9	1	2:23.625	42.880	34.985	1:05.760	145.2	23:58.012
10	1	2:23.257	42.667	35.692	1:04.898	145.5	26:21.269
11	1	2:22.797	43.467	34.990	1:04.340	146.0	28:44.066
12	1	2:37.522 B	42.811	36.247	1:18.464	132.3	31:21.588
13	1	3:45.745	2:06.724	35.124	1:03.897	92.4	35:07.333
14	1	2:25.053	44.454	35.791	1:04.808	143.7	37:32.386
15	1	2:24.772	43.676	35.003	1:06.093	144.0	39:57.158
16	1	2:22.139	42.637	34.880	1:04.622	146.7	42:19.297
17	1	2:22.780	43.142	34.785	1:04.853	146.0	44:42.077
18	1	2:25.509	44.345	35.467	1:05.697	143.3	47:07.586
19	1	2:24.315	44.427	35.141	1:04.747	144.5	49:31.901
20	1	2:24.378	43.314	35.554	1:05.510	144.4	51:56.279
21	1	2:23.360	42.716	34.867	1:05.777	145.4	54:19.639
22	1	2:24.436	43.653	35.091	1:05.692	144.3	56:44.075
23	1	2:22.348	42.694	34.846	1:04.808	146.5	59:06.423
24	1	2:24.126	43.983	34.851	1:05.292	144.6	1:01:30.549
25	1	2:23.595	43.232	34.823	1:05.540	145.2	1:03:54.144

41		1.Wolfgang KAUFMANN		Porsche 911 RSR 1973		GT 1	
1	1	2:31.550	52.766	35.560	1:03.224	137.6	2:31.550
2	1	2:19.520	42.379	34.453	1:02.688	149.4	4:51.070
3	1	2:19.574	41.834	35.050	1:02.690	149.4	7:10.644
4	1	2:21.393	42.196	35.433	1:03.764	147.4	9:32.037
5	1	2:20.725	42.005	35.158	1:03.562	148.1	11:52.762
6	1	2:20.169	42.012	35.075	1:03.082	148.7	14:12.931
7	1	2:19.850	41.879	35.193	1:02.778	149.1	16:32.781
8	1	2:20.756	41.671	35.660	1:03.425	148.1	18:53.537
9	1	2:19.517	41.556	35.288	1:02.673	149.4	21:13.054
10	1	2:21.276	41.619	36.191	1:03.466	147.6	23:34.330
11	1	2:19.834	42.033	35.194	1:02.607	149.1	25:54.164
12	1	2:29.681 B	41.800	35.107	1:12.774	139.3	28:23.845
13	1	3:35.835	1:57.993	34.923	1:02.919	96.6	31:59.680
14	1	2:19.668	41.877	34.720	1:03.071	149.3	34:19.348
15	1	2:20.453	42.534	35.120	1:02.799	148.4	36:39.801
16	1	2:20.632	42.038	34.878	1:03.716	148.2	39:00.433
17	1	2:19.585	41.688	34.889	1:03.008	149.4	41:20.018

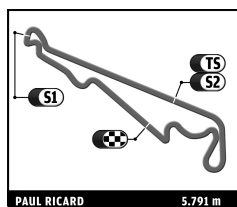
42		1.Philipp BRUEHWILER		CHEVRON B 19 FVC 1971		PROTO 1	
1	1	2:18.237	44.300	32.939	1:00.998	150.8	2:18.237
2	1	2:11.010	39.609	32.395	59.006	159.1	4:29.247

43		1.Pierre DE THOISY 2.Pierre AVIRON-VIOLET		CHEVRON B8 BMW 1969		PROTO 1	
1	1	2:50.694	1:05.645	37.246	1:07.803	122.1	2:50.694
2	1	2:26.789	43.793	36.312	1:06.684	142.0	5:17.483
3	1	2:25.828	43.658	36.121	1:06.049	143.0	7:43.311
4	1	2:25.342	43.540	36.207	1:05.595	143.4	10:08.653
5	1	2:24.100	43.570	35.932	1:04.598	144.7	12:32.753
6	1	2:25.513	43.203	36.085	1:06.225	143.3	14:58.266
7	1	2:23.144	43.013	35.994	1:04.137	145.6	17:21.410
8	1	2:23.439	42.385	35.704	1:05.350	145.3	19:44.849
9	1	2:23.462	43.117	36.245	1:04.100	145.3	22:08.311
10	1	2:23.982	43.519	35.941	1:04.522	144.8	24:32.293
11	1	3:57.146 B	43.450	36.009	2:37.687	87.9	28:29.439
12	1	2:54.414	1:07.029	38.230	1:09.155	119.5	31:23.853
13	1	2:31.548	46.303	36.515	1:08.730	137.6	33:55.401
14	1	2:34.530	47.130	37.563	1:09.837	134.9	36:29.931
15	1	2:31.361	46.128	37.273	1:07.960	137.7	39:01.292
16	1	2:32.725	45.177	37.283	1:10.265	136.5	41:34.017
17	1	2:31.822	45.816	37.202	1:08.804	137.3	44:05.839
18	1	2:30.338	44.963	37.638	1:07.737	138.7	46:36.177
19	1	2:29.810	45.062	37.274	1:07.474	139.2	49:05.987
20	1	2:30.480	45.802	36.523	1:08.155	138.5	51:36.467
21	1	2:28.433	44.951	36.974	1:06.508	140.5	54:04.900
22	1	2:25.530	43.462	36.700	1:05.368	143.3	56:30.430
23	1	2:28.828	43.578	38.318	1:06.932	140.1	58:59.258

44		1.David FERRER		LOLA T70 Mk III 1968		PROTO 1	
1	1	2:17.424	46.698	30.798	59.928	151.7	2:17.424
2	1	2:12.143	39.924	31.055	1:01.164	157.8	4:29.567
3	1	2:08.842	39.478	30.645	58.719	161.8	6:38.409
4	1	2:11.734	39.010	31.257	1:01.467	158.3	8:50.143
5	1	2:11.994	40.190	31.188	1:00.616	157.9	11:02.137
6	1	2:11.648	39.585	31.513	1:00.550	158.4	13:13.785
7	1	2:08.835	39.117	31.064	58.654	161.8	15:22.620
8	1	2:09.134	38.628	31.401	59.105	161.4	17:31.754
9	1	2:11.155	39.223	30.919	1:01.013	159.0	19:42.909
10	1	2:10.696	39.711	31.277	59.708	159.5	21:53.605
11	1	2:11.748	39.445	30.876	1:01.427	158.2	24:05.353
12	1	2:11.911	40.256	30.823	1:00.832	158.0	26:17.264
13	1	2:25.195 B	39.825	31.041	1:14.329	143.6	28:42.459
14	1	3:22.388	1:52.635	30.864	58.889	103.0	32:04.847



61		McLAREN M6 GT 1969						
1.Thomas STUDER		PROTO 1						
1	1	2:28.897	52.308	33.496	1:03.093	140.0	2:28.897	
2	1	2:17.237	41.778	32.793	1:02.666	151.9	4:46.134	
3	1	2:16.028	41.288	32.751	1:01.989	153.3	7:02.162	
4	1	2:16.597	41.067	32.663	1:02.867	152.6	9:18.759	
5	1	2:16.518	40.880	33.233	1:02.405	152.7	11:35.277	
6	1	2:17.465	41.254	33.192	1:03.019	151.7	13:52.742	
7	1	2:18.080	41.998	33.147	1:02.935	151.0	16:10.822	
8	1	2:20.237	41.788	32.907	1:05.542	148.7	18:31.059	
9	1	2:16.965	41.248	33.906	1:01.811	152.2	20:48.024	
10	1	2:15.361	40.581	32.738	1:02.042	154.0	23:03.385	
11	1	2:15.724	41.319	32.972	1:01.433	153.6	25:19.109	
12	1	2:32.271 B	41.148	33.047	1:18.076	136.9	27:51.380	
13	1	3:44.242	2:09.462	32.782	1:01.998	93.0	31:35.622	
14	1	2:16.811	41.307	33.267	1:02.237	152.4	33:52.433	



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

RACE

Analysis

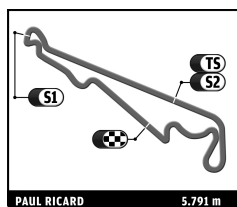
Personal Best Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
15	1	2:15.623	41.466	32.537	1:01.620	153.7	36:08.056	14	1	2:13.771	40.697	33.403	59.671	155.8	32:49.797
16	1	2:14.533	40.945	32.560	1:01.028	155.0	38:22.589	15	1	2:14.354	40.719	32.626	1:01.009	155.2	35:04.151
17	1	2:14.023	40.461	32.329	1:01.233	155.6	40:36.612	16	1	2:14.395	40.571	32.738	1:01.086	155.1	37:18.546
18	1	2:18.453	42.199	34.233	1:02.021	150.6	42:55.065	17	1	2:12.032	39.617	32.775	59.640	157.9	39:30.578
19	1	2:15.306	41.579	32.335	1:01.392	154.1	45:10.371	18	1	2:16.200	41.472	33.827	1:00.901	153.1	41:46.778
20	1	2:14.107	40.590	31.894	1:01.623	155.5	47:24.478	19	1	2:13.953	41.007	32.787	1:00.159	155.6	44:00.731
21	1	2:15.312	40.862	32.680	1:01.770	154.1	49:39.790	20	1	2:13.182	40.708	32.510	59.964	156.5	46:13.913
22	1	2:14.363	40.428	32.079	1:01.856	155.2	51:54.153	21	1	2:12.923	40.107	33.500	59.316	156.8	48:26.836
23	1	2:15.822	41.646	32.941	1:01.235	153.5	54:09.975	22	1	2:13.843	40.859	32.289	1:00.695	155.8	50:40.679
24	1	2:15.925	41.484	32.883	1:01.558	153.4	56:25.900	23	1	2:13.229	40.537	32.274	1:00.418	156.5	52:53.908
25	1	2:15.039	40.671	32.553	1:01.815	154.4	58:40.939	24	1	2:13.297	40.423	32.656	1:00.218	156.4	55:07.205
26	1	2:17.004	41.027	32.397	1:03.580	152.2	1:00:57.943	25	1	2:12.419	40.681	32.359	59.379	157.4	57:19.624
27	1	2:16.654	41.644	32.342	1:02.668	152.6	1:03:14.597	26	1	2:11.932	40.416	32.440	59.076	158.0	59:31.556
								27	1	2:13.199	40.388	32.485	1:00.326	156.5	1:01:44.755

62		PORSCHE 911 RSR 3L 1974													
		GT 1													
		1. Michael ROOCK													
		2. Claudio RODDARO													
1	1	2:38.788	58.451	35.227	1:05.110	131.3	2:38.788								
2	1	2:21.291	42.519	34.576	1:04.196	147.6	5:00.079								
3	1	2:21.930	42.504	34.500	1:04.926	146.9	7:22.009								
4	1	2:22.873	42.606	34.842	1:05.425	145.9	9:44.882								
5	1	2:22.149	42.649	34.887	1:04.613	146.7	12:07.031								
6	1	2:22.336	42.838	35.063	1:04.435	146.5	14:29.367								
7	1	2:24.078	44.090	35.017	1:04.971	144.7	16:53.445								
8	1	2:24.619	44.214	34.970	1:05.435	144.2	19:18.064								
9	1	2:24.054	42.894	34.933	1:06.227	144.7	21:42.118								
10	1	2:24.017	43.286	35.151	1:05.580	144.8	24:06.135								
11	1	2:23.027	42.883	35.317	1:04.827	145.8	26:29.162								
12	1	2:25.986	43.054	34.890	1:08.042	142.8	28:55.148								
13	1	3:47.391 B	43.862	35.121	2:28.408	91.7	32:42.539								
14	1	2:43.048	1:00.271	35.192	1:07.585	127.9	35:25.587								
15	1	2:25.343	43.207	34.763	1:07.373	143.4	37:50.930								
16	1	2:23.670	43.266	35.210	1:05.194	145.1	40:14.600								
17	1	2:23.553	42.974	35.026	1:05.553	145.2	42:38.153								
18	1	2:23.438	43.238	34.956	1:05.244	145.3	45:01.591								
19	1	2:22.972	43.026	34.861	1:05.085	145.8	47:24.563								
20	1	2:24.083	43.081	35.392	1:05.610	144.7	49:48.646								
21	1	2:25.206	43.954	35.322	1:05.930	143.6	52:13.852								
22	1	2:24.889	43.244	35.686	1:05.959	143.9	54:38.741								
23	1	2:24.915	43.401	35.354	1:06.160	143.9	57:03.656								
24	1	2:25.256	43.938	35.364	1:05.954	143.5	59:28.912								
25	1	2:25.446	44.146	35.567	1:05.733	143.3	1:01:54.358								

63		LOLA T70 Mk III 1968													
		PROTO 1													
		1. Toni SEILER													
1	1	2:20.055	48.235	31.843	59.977	148.9	2:20.055								
2	1	2:15.460	42.204	32.248	1:01.008	153.9	4:35.515								
3	1	2:11.639	40.373	31.645	59.621	158.4	6:47.154								
4	1	2:15.830	41.069	31.831	1:02.930	153.5	9:02.984								
5	1	2:13.927	41.035	32.172	1:00.720	155.7	11:16.911								
6	1	2:13.503	41.068	31.905	1:00.530	156.2	13:30.414								
7	1	2:14.105	40.726	31.775	1:01.604	155.5	15:44.519								
8	1	2:11.688	40.168	31.843	59.677	158.3	17:56.207								
9	1	2:11.667	39.787	31.836	1:00.044	158.3	20:07.874								
10	1	2:14.343	40.025	33.085	1:01.233	155.2	22:22.217								
11	1	2:15.351	41.058	32.829	1:01.464	154.0	24:37.568								
12	1	3:25.032 B	41.550	32.664	2:10.818	101.7	28:02.600								
13	1	2:33.426	1:00.090	33.055	1:00.281	135.9	30:36.026								

65		CHEVROLET Corvette Stingray 1971													
		GT 1													
		1. MAVERICK													
1	1	2:33.178	55.430	33.736	1:04.012	136.1	2:33.178								
2	1	2:19.829	42.320	32.895	1:04.614	149.1	4:53.007								
3	1	2:20.895	42.368	33.506	1:05.021	148.0	7:13.902								
4	1	2:23.210	42.560	33.372	1:07.278	145.6	9:37.112								
5	1	2:22.058	42.915	33.801	1:05.342	146.8	11:59.170								
6	1	2:21.367	42.621	33.382	1:05.364	147.5	14:20.537								
7	1	2:22.699	43.387	33.401	1:05.911	146.1	16:43.236								
8	1	2:22.786	43.570	33.987	1:05.229	146.0	19:06.022								
9	1	2:22.798	44.268	33.472	1:05.058	146.0	21:28.820								
10	1	2:21.449	43.016	33.513	1:04.920	147.4	23:50.269								
11	1	3:45.831 B	42.615	33.938	2:29.278	92.3	27:36.100								
12	1	2:38.698	1:00.042	33.777	1:04.879	131.4	30:14.798								
13	1	2:22.503	43.228	34.034	1:05.241	146.3	32:37.301								
14	1	2:21.279	42.833	33.613	1:04.833	147.6	34:58.580								
15	1	2:20.274	42.488	33.598	1:04.188	148.6	37:18.854								
16	1	2:20.682	42.494	33.427	1:04.761	148.2	39:39.536								
17	1	2:22.483	43.210	33.682	1:05.591	146.3	42:02.019								
18	1	2:23.612	44.247	33.786	1:05.579	145.2	44:25.631								
19	1	2:20.786	43.150	33.508	1:04.128	148.1	46:46.417								
20	1	2:20.087	42.742	33.476	1:03.869	148.8	49:06.504								
21	1	2:20.319	42.249	33.028	1:05.042	148.6	51:26.823								
22	1	2:21.208	42.580	33.387	1:05.241	147.6	53:48.031								
23	1	2:21.688	43.636	33.660	1:04.392	147.1	56:09.719								
24	1	2:21.868	43.497	33.735	1:04.636	147.0	58:31.587								
25	1	2:22.652	43.457	33.955	1:05.240	146.1	1:00:54.239								



CLASSIC ENDURANCE RACING 1 DIX MILLE TOURS RACE

Analysis

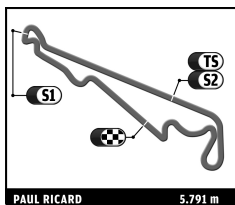
Personal Best Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
12	1	2:15.225	40.902	33.628	1:00.695	154.2	27:34.864	27	1	2:14.353	40.382	33.423	1:00.548	155.2	1:00:12.305
13	1	2:13.950	41.147	34.343	58.460	155.6	29:48.814	28	1	2:11.029	39.075	32.976	58.978	159.1	1:02:23.334
14	1	3:35.276 B	39.377	33.307	2:22.592	96.8	33:24.090	70 1.Pierre-Alain FRANCE LOLA T70 Mk III B 1969 PROTO 1							
15	1	2:31.955	58.879	33.761	59.315	137.2	35:56.045								
16	1	2:12.232	39.297	33.079	59.856	157.7	38:08.277								
17	1	2:11.796	39.950	33.302	58.544	158.2	40:20.073								
18	1	2:12.247	39.669	33.975	58.603	157.6	42:32.320								
19	1	2:12.127	39.285	33.665	59.177	157.8	44:44.447	1	1	2:16.029	45.610	31.602	58.817	153.3	2:16.029
20	1	2:10.604	39.254	33.141	58.209	159.6	46:55.051	2	1	2:13.423	40.672	31.931	1:00.820	156.3	4:29.452
								3	1	2:12.904	41.070	32.034	59.800	156.9	6:42.356

68		LOLA T70 Mk III B 1973 1. Eric MESTDAGH PROTO 1												
1	1	2:19.257	47.163	31.939	1:00.155	149.7	2:19.257							
2	1	2:10.834	39.982	32.193	58.659	159.3	4:30.091							
3	1	2:12.079	41.310	32.092	58.677	157.8	6:42.170							
4	1	2:12.829	40.579	31.903	1:00.347	157.0	8:54.999							
5	1	2:10.327	39.343	31.851	59.133	160.0	11:05.326							
6	1	2:11.739	39.424	32.292	1:00.023	158.2	13:17.065							
7	1	2:09.377	39.897	31.577	57.903	161.1	15:26.442							
8	1	2:10.020	40.200	31.671	58.149	160.3	17:36.462							
9	1	2:33.033	39.073	31.519	1:22.441	136.2	20:09.495							
10	1	2:09.852	39.849	31.676	58.327	160.5	22:19.347							
11	1	2:11.646	39.716	32.342	59.588	158.4	24:30.993							
12	1	2:09.421	40.066	31.690	57.665	161.1	26:40.414							
13	1	2:24.385 B	39.651	31.674	1:13.060	144.4	29:04.799							
14	1	6:25.907	4:54.939	31.867	59.101	54.0	35:30.706							
15	1	2:13.762	41.041	32.025	1:00.696	155.9	37:44.468							
16	1	2:27.637 B	40.796	32.111	1:14.730	141.2	40:12.105							

69		LIGIER JS 3 DFV 1971 1. MR JOHN OF B PROTO 1												
1	1	2:27.182	56.082	32.450	58.650	141.6	2:27.182							
2	1	2:09.912	39.216	31.700	58.996	160.5	4:37.094							
3	1	2:11.155	40.601	32.240	58.314	159.0	6:48.249							
4	1	2:09.721	38.995	32.467	58.259	160.7	8:57.970							
5	1	2:08.503	39.168	31.638	57.697	162.2	11:06.473							
6	1	2:09.880	38.691	31.828	59.361	160.5	13:16.353							
7	1	2:07.921	38.326	31.950	57.645	163.0	15:24.274							
8	1	2:08.338	38.903	31.724	57.711	162.4	17:32.612							
9	1	2:08.965	38.695	31.805	58.465	161.7	19:41.577							
10	1	2:08.750	38.294	31.705	58.751	161.9	21:50.327							
11	1	2:09.919	38.723	32.325	58.871	160.5	24:00.246							
12	1	2:13.284	39.171	32.235	1:01.878	156.4	26:13.530							
13	1	3:20.073 B	38.742	32.669	2:08.662	104.2	29:33.603							
14	1	2:30.230	59.281	32.606	58.343	138.8	32:03.833							
15	1	2:08.335	38.817	31.804	57.714	162.4	34:12.168							
16	1	2:08.144	37.977	31.956	58.211	162.7	36:20.312							
17	1	2:08.491	38.797	31.930	57.764	162.2	38:28.803							
18	1	2:08.555	38.590	31.988	57.977	162.2	40:37.358							
19	1	2:11.334	39.811	32.489	59.034	158.7	42:48.692							
20	1	2:08.060	38.694	31.603	57.763	162.8	44:56.752							
21	1	2:08.714	38.279	31.517	58.918	162.0	47:05.466							
22	1	2:09.606	38.355	32.882	58.369	160.9	49:15.072							
23	1	2:10.781	38.954	32.100	59.727	159.4	51:25.853							
24	1	2:10.020	39.285	32.182	58.553	160.3	53:35.873							
25	1	2:13.231	41.693	32.629	58.909	156.5	55:49.104							
26	1	2:08.848	38.884	32.094	57.870	161.8	57:57.952							

70		LOLA T70 Mk III B 1969						
		1.Pierre-Alain FRANCE					PROTO 1	
1	1	2:16.029	45.610	31.602	58.817	153.3	2:16.029	
2	1	2:13.423	40.672	31.931	1:00.820	156.3	4:29.452	
3	1	2:12.904	41.070	32.034	59.800	156.9	6:42.356	
4	1	2:11.636	39.523	32.232	59.881	158.4	8:53.992	
5	1	2:10.462	39.260	31.722	59.480	159.8	11:04.454	
6	1	2:12.094	39.236	31.745	1:01.113	157.8	13:16.548	
7	1	2:09.293	39.450	31.742	58.101	161.2	15:25.841	
8	1	2:11.027	39.807	31.857	59.363	159.1	17:36.868	
9	1	2:11.684	39.686	31.647	1:00.351	158.3	19:48.552	
10	1	2:12.599	40.220	32.422	59.957	157.2	22:01.151	
11	1	2:15.321	43.044	32.277	1:00.000	154.1	24:16.472	
12	1	2:12.620	40.381	31.437	1:00.802	157.2	26:29.092	
13	1	2:27.408 B	40.102	33.764	1:13.542	141.4	28:56.500	
14	1	3:28.844	1:57.248	32.444	59.152	99.8	32:25.344	
15	1	2:11.762	39.704	31.913	1:00.145	158.2	34:37.106	
16	1	2:12.901	40.309	31.963	1:00.629	156.9	36:50.007	
17	1	2:13.877	40.216	32.802	1:00.859	155.7	39:03.884	
18	1	2:11.486	40.035	31.804	59.647	158.6	41:15.370	
19	1	2:12.327	40.063	32.266	59.998	157.5	43:27.697	
20	1	2:11.126	39.918	31.554	59.654	159.0	45:38.823	
21	1	2:12.409	40.381	32.278	59.750	157.4	47:51.232	
22	1	2:14.523	39.595	32.178	1:02.750	155.0	50:05.755	
23	1	2:12.157	39.917	32.631	59.609	157.7	52:17.912	
24	1	2:12.485	39.886	33.058	59.541	157.4	54:30.397	
25	1	2:11.800	40.665	32.399	58.736	158.2	56:42.197	
26	1	2:12.142	39.430	32.013	1:00.699	157.8	58:54.339	
27	1	2:09.728	39.478	31.676	58.574	160.7	1:01:04.067	
28	1	2:22.536	43.010	34.693	1:04.833	146.3	1:03:26.603	



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

RACE

Analysis

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

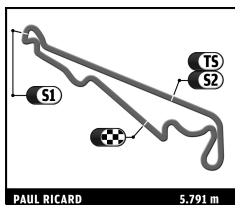
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
22	1	2:26.593	44.720	36.109	1:05.764	142.2	56:11.533	25	1	2:07.814	38.842	31.770	57.202	163.1	56:39.432
23	1	2:22.991	43.326	35.473	1:04.192	145.8	58:34.524	26	1	2:06.986	39.171	31.205	56.610	164.2	58:46.418
24	1	2:25.239	42.950	35.874	1:06.415	143.5	1:00:59.763	27	1	2:06.855	37.850	30.827	58.178	164.3	1:00:53.273
25	1	2:24.521	43.042	36.097	1:05.382	144.3	1:03:24.284	28	1	2:05.327	38.021	30.932	56.374	166.3	1:02:58.600

75		1.Ralf HUBER GUTIERREZ					CHEVROLET Corvette C3 1968					GT 1											
1	1	2:59.200	1:12.963	36.410	1:09.827	116.3	2:59.200	2	1	2:31.631	46.445	35.535	1:09.651	137.5	5:30.831	3	1	2:52.907 B	46.545	35.995	1:30.367	120.6	8:23.738
4	1	4:56.736	3:09.102	36.963	1:10.671	70.3	13:20.474	5	1	2:32.149	46.350	35.952	1:09.847	137.0	15:52.623	6	1	2:32.964	46.590	36.924	1:09.450	136.3	18:25.587
7	1	2:34.585	45.331	38.840	1:10.414	134.9	21:00.172	8	1	2:31.636	45.638	36.192	1:09.806	137.5	23:31.808	9	1	2:30.657	45.720	35.816	1:09.121	138.4	26:02.465
10	1	2:31.236	45.545	36.453	1:09.238	137.8	28:33.701	11	1	2:31.011	45.551	36.403	1:09.057	138.1	31:04.712	12	1	2:43.576 B	45.290	36.258	1:22.028	127.4	33:48.288
13	1	3:55.687	2:10.347	35.837	1:09.503	88.5	37:43.975	14	1	2:30.090	45.461	35.882	1:08.747	138.9	40:14.065	15	1	2:33.139	45.939	38.662	1:08.538	136.1	42:47.204
16	1	2:31.022	45.915	36.933	1:08.174	138.0	45:18.226	17	1	2:29.458	44.849	36.109	1:08.500	139.5	47:47.684	18	1	2:29.306	45.128	35.945	1:08.233	139.6	50:16.990
19	1	2:33.083	48.658	36.407	1:08.018	136.2	52:50.073	20	1	2:32.523	45.835	37.388	1:09.300	136.7	55:22.596	21	1	2:30.599	46.492	35.519	1:08.588	138.4	57:53.195
22	1	2:31.086	45.762	37.135	1:08.189	138.0	1:00:24.281	23	1	2:30.303	45.688	36.165	1:08.450	138.7	1:02:54.584								

76		LOLA T70 Mk III B 1969									
		1.Roald GOETHE					PROTO 1				
		2.Stuart HALL									
1	1	2:19.813	45.876	32.333	1:01.604	149.1	2:19.813				
2	1	2:15.778	41.586	32.682	1:01.510	153.5	4:35.591				
3	1	2:16.662	41.719	32.728	1:02.215	152.5	6:52.253				
4	1	2:17.012	41.464	32.909	1:02.639	152.2	9:09.265				
5	1	2:15.102	41.283	32.853	1:00.966	154.3	11:24.367				
6	1	2:16.856	40.919	34.142	1:01.795	152.3	13:41.223				
7	1	2:16.533	41.923	32.586	1:02.024	152.7	15:57.756				
8	1	2:16.756	42.116	33.150	1:01.490	152.4	18:14.512				
9	1	2:15.083	41.236	32.951	1:00.896	154.3	20:29.595				
10	1	2:17.102	41.119	34.620	1:01.363	152.1	22:46.697				
11	1	2:28.310 B	42.961	33.102	1:12.247	140.6	25:15.007				
12	1	3:43.375	2:13.141	32.018	58.216	93.3	28:58.382				
13	1	2:10.460	38.975	33.406	58.079	159.8	31:08.842				
14	1	2:06.965	38.263	31.687	57.015	164.2	33:15.807				
15	1	2:07.061	38.392	31.550	57.119	164.1	35:22.868				
16	1	2:10.844	39.682	32.582	58.580	159.3	37:33.712				
17	1	2:08.550	38.950	31.619	57.981	162.2	39:42.262				
18	1	2:08.224	38.478	31.225	58.521	162.6	41:50.486				
19	1	2:07.839	38.445	31.460	57.934	163.1	43:58.325				
20	1	2:07.079	38.334	31.113	57.632	164.1	46:05.404				
21	1	2:06.638	38.514	31.085	57.039	164.6	48:12.042				
22	1	2:06.673	38.594	31.306	56.773	164.6	50:18.715				
23	1	2:07.136	39.058	31.282	56.796	164.0	52:25.851				
24	1	2:05.767	38.165	30.848	56.754	165.8	54:31.618				

81		1.Jean-Maurice REY					PORSCHE 911 3.0L RS 1974					GT 1											
1	1	3:03.089	1:12.070	39.449	1:11.570	113.9	3:03.089	2	1	2:38.412	47.815	39.780	1:10.817	131.6	5:41.501	3	1	2:40.565	47.347	39.850	1:13.368	129.8	8:22.066
4	1	2:40.924	48.413	40.320	1:12.191	129.5	11:02.990	5	1	2:41.343	49.240	39.743	1:12.360	129.2	13:44.333	6	1	2:41.809	49.265	39.850	1:12.694	128.8	16:26.142
7	1	2:38.722	47.836	39.408	1:11.478	131.3	19:04.864	8	1	2:43.710	50.205	40.762	1:12.743	127.3	21:48.574	9	1	2:38.148	47.210	39.563	1:11.375	131.8	24:26.722
10	1	2:37.192	47.176	39.263	1:10.753	132.6	27:03.914	11	1	3:56.259 B	47.011	40.326	2:28.922	88.2	31:00.173	12	1	3:04.739	1:12.190	38.993	1:13.556	112.8	34:04.912
13	1	2:39.786	48.170	39.512	1:12.104	130.5	36:44.698	14	1	2:38.207	48.326	39.261	1:10.620	131.8	39:22.905	15	1	2:37.904	47.844	39.043	1:11.017	132.0	42:00.809
16	1	2:38.249	48.621	39.524	1:10.104	131.7	44:39.058	17	1	2:38.555	47.114	39.769	1:11.672	131.5	47:17.613	18	1	2:39.032	47.086	40.799	1:11.147	131.1	49:56.645
19	1	2:37.122	47.458	39.048	1:10.616	132.7	52:33.767	20	1	2:39.440	48.051	39.211	1:12.178	130.8	55:13.207	21	1	2:42.382	48.362	40.745	1:13.275	128.4	57:55.589
22	1	2:42.294	49.662	39.119	1:13.513	128.5	1:00:37.883	23	1	2:37.340	47.627	39.371	1:10.342	132.5	1:03:15.223								

82		1.Michel LECOURT										PORSCHE 911 RSR 3L 1974					GT 1	
		2.Raymond NARAC																
1	1	2:32.338	53.060	35.507	1:03.771	136.9	2:32.338											
2	1	2:21.404	42.002	34.845	1:04.557	147.4	4:53.742											
3	1	2:20.968	42.138	35.483	1:03.347	147.9	7:14.710											
4	1	2:23.518	42.158	35.509	1:05.851	145.3	9:38.228											
5	1	2:24.524	43.790	36.294	1:04.440	144.3	12:02.752											
6	1	2:21.499	42.344	35.120	1:04.035	147.3	14:24.251											
7	1	2:24.600	45.507	35.629	1:03.464	144.2	16:48.851											
8	1	2:22.152	41.877	36.441	1:03.834	146.7	19:11.003											
9	1	2:20.115	41.651	35.444	1:03.020	148.8	21:31.118											
10	1	2:19.895	41.624	35.197	1:03.074	149.0	23:51.013											
11	1	2:32.180 B	42.156	36.275	1:13.749	137.0	26:23.193											
12	1	3:34.812	1:57.337	35.333	1:02.142	97.1	29:58.005											
13	1	2:20.219	41.936	35.405	1:02.878	148.7	32:18.224											
14	1	2:19.016	41.550	34.912	1:02.554	150.0	34:37.240											
15	1	2:19.041	41.579	35.456	1:02.006	149.9	36:56.281											
16	1	2:17.382	41.092	34.712	1:01.578	151.7	39:13.663											
17	1	2:19.653	42.258	35.120	1:02.275	149.3	41:33.316											
18	1	2:17.660	41.148	34.832	1:01.680	151.4	43:50.976											
19	1	2:18.328	41.283	34.943	1:02.102	150.7	46:09.304											
20	1	2:17.681	41.192	34.789	1:01.700	151.4	48:26.985											
21	1	2:18.155	41.460	34.979	1:01.716	150.9	50:45.140											
22	1	2:18.869	42.158	35.082	1:01.629	150.1	53:04.009											
23	1	2:17.429	40.729	34.745	1:01.955	151.7	55:21.438											
24	1	2:17.270	40.818	34.646	1:01.806	151.9	57:38.708											



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

RACE

Analysis

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

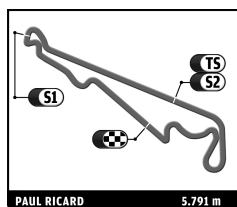
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
25	1	2:21.753	41.360	36.222	1:04.171	147.1	1:00:00.461	22	1	2:23.822	43.198	35.079	1:05.545	145.0	54:28.306
26	1	2:29.415	43.920	38.123	1:07.372	139.5	1:02:29.876	23	1	2:24.871	44.090	34.855	1:05.926	143.9	56:53.177

85		LOLA T70 Mk III B 1969 PROTO 1													
		1. Grant TROMANS													
		2. Richard MEADEN													
1	1	2:10.982	41.757	31.345	57.880	159.2	2:10.982								
2	1	2:06.802	38.649	30.772	57.381	164.4	4:17.784								
3	1	2:06.662	38.439	30.703	57.520	164.6	6:24.446								
4	1	2:09.934	38.567	30.681	1:00.686	160.4	8:34.380								
5	1	2:07.834	38.910	30.754	58.170	163.1	10:42.214								
6	1	2:06.196	38.220	30.664	57.312	165.2	12:48.410								
7	1	2:06.103	38.206	30.445	57.452	165.3	14:54.513								
8	1	2:07.227	39.660	30.728	56.839	163.9	17:01.740								
9	1	2:08.063	39.565	30.811	57.687	162.8	19:09.803								
10	1	2:06.858	38.489	30.681	57.688	164.3	21:16.661								
11	1	2:07.089	38.267	31.332	57.490	164.0	23:23.750								
12	1	2:06.292	38.378	30.441	57.473	165.1	25:30.042								
13	1	2:07.487	38.512	30.387	58.588	163.5	27:37.529								
14	1	2:07.823	39.890	30.631	57.302	163.1	29:45.352								
15	1	2:06.695	38.532	30.598	57.565	164.5	31:52.047								
16	1	2:18.795 B	39.410	30.952	1:08.433	150.2	34:10.842								
17	1	3:32.461	2:00.294	31.582	1:00.585	98.1	37:43.303								
18	1	2:10.970	38.699	31.862	1:00.409	159.2	39:54.273								
19	1	2:10.334	39.144	31.468	59.722	160.0	42:04.607								
20	1	2:11.067	40.288	31.539	59.240	159.1	44:15.674								
21	1	2:10.170	38.796	31.460	59.914	160.2	46:25.844								
22	1	2:11.223	39.666	31.685	59.872	158.9	48:37.067								
23	1	2:09.772	39.151	31.228	59.393	160.6	50:46.839								
24	1	2:10.187	39.754	31.379	59.054	160.1	52:57.026								
25	1	2:10.315	39.688	31.516	59.111	160.0	55:07.341								
26	1	2:09.409	38.937	31.330	59.142	161.1	57:16.750								
27	1	2:09.562	38.865	31.153	59.544	160.9	59:26.312								
28	1	2:10.056	39.122	31.157	59.777	160.3	1:01:36.368								

86		CHEVROLET Corvette 1971 GT 1													
		1. Marc GODFROY													
1	1	2:41.663	1:01.136	34.583	1:05.944	129.0	2:41.663								
2	1	2:24.023	43.621	35.831	1:04.571	144.8	5:05.686								
3	1	2:22.321	42.926	34.781	1:04.614	146.5	7:28.007								
4	1	2:22.384	42.989	34.896	1:04.499	146.4	9:50.391								
5	1	2:23.395	43.401	34.670	1:05.324	145.4	12:13.786								
6	1	2:22.635	42.549	34.505	1:05.581	146.2	14:36.421								
7	1	2:22.402	43.342	34.412	1:04.648	146.4	16:58.823								
8	1	2:22.503	43.221	34.290	1:04.992	146.3	19:21.326								
9	1	2:22.732	43.513	35.052	1:04.167	146.1	21:44.058								
10	1	2:22.828	42.717	34.239	1:05.872	146.0	24:06.886								
11	1	2:24.136	43.431	34.507	1:06.198	144.6	26:31.022								
12	1	2:36.710 B	42.804	34.778	1:19.128	133.0	29:07.732								
13	1	3:47.630	2:06.577	36.521	1:04.532	91.6	32:55.362								
14	1	2:22.974	43.526	34.564	1:04.884	145.8	35:18.336								
15	1	2:24.936	44.858	35.041	1:05.037	143.8	37:43.272								
16	1	2:23.151	43.271	34.788	1:05.092	145.6	40:06.423								
17	1	2:23.591	43.450	34.918	1:05.223	145.2	42:30.014								
18	1	2:23.828	43.632	34.872	1:05.324	144.9	44:53.842								
19	1	2:23.090	43.250	34.924	1:04.916	145.7	47:16.932								
20	1	2:23.345	42.862	34.885	1:05.598	145.4	49:40.277								
21	1	2:24.207	43.186	34.937	1:06.084	144.6	52:04.484								

94		PORSCHE 911 RSR 3L 1974 GT 1													
		1. Lee MAXTED-PAGE													
		2. Mark SUMPTER													
1	1	2:42.226	1:00.134	36.167	1:05.925	128.5	2:42.226								
2	1	2:24.582	43.695	36.184	1:04.703	144.2	5:06.808								
3	1	2:24.377	44.027	36.135	1:04.215	144.4	7:31.185								
4	1	2:23.342	42.737	36.072	1:04.533	145.4	9:54.527								
5	1	2:21.780	42.478	35.682	1:03.620	147.0	12:16.307								
6	1	2:21.798	42.294	35.741	1:03.763	147.0	14:38.105								
7	1	2:21.662	42.487	35.534	1:03.641	147.2	16:59.767								
8	1	2:23.829	44.551	35.981	1:03.297	144.9	19:23.596								
9	1	2:22.015	42.572	35.963	1:03.480	146.8	21:45.611								
10	1	2:21.811	41.917	35.701	1:04.193	147.0	24:07.422								
11	1	2:22.319	42.595	35.506	1:04.218	146.5	26:29.741								
12	1	2:24.261	42.767	35.563	1:05.931	144.5	28:54.002								
13	1	2:23.018	42.611	36.581	1:03.826	145.8	31:17.020								
14	1	2:34.850 B	43.141	37.577	1:14.132	134.6	33:51.870								
15	1	3:59.055	2:12.742	37.729	1:08.584	87.2	37:50.925								
16	1	2:31.853	47.133	37.364	1:07.356	137.3	40:22.778								
17	1	2:32.194	45.941	37.110	1:09.143	137.0	42:54.972								
18	1	2:29.487	45.061	37.142	1:07.284	139.5	45:24.459								
19	1	2:28.886	45.137	37.319	1:06.430	140.0	47:53.345								
20	1	2:29.918	45.369	37.308	1:07.241	139.1	50:23.263								
21	1	2:28.989	45.743	37.360	1:05.886	139.9	52:52.252								
22	1	2:30.255	46.019	36.429	1:07.807	138.7	55:22.507								
23	1	2:27.964	44.449	37.151	1:06.364	140.9	57:50.471								
24	1	2:27.170	44.279	37.136	1:05.755	141.7	1:00:17.641								
25	1	2:27.056	44.230	36.701	1:06.125	141.8	1:02:44.697								

101		LOLA T210 1970 PROTO 1						
1.David TOMLIN								
1	1	2:23.226	49.573	33.493	1:00.160	145.6	2:23.226	
2	1	2:15.029	42.482	33.402	59.145	154.4	4:38.255	
3	1	2:15.636	40.801	32.986	1:01.849	153.7	6:53.891	
4	1	2:14.687	41.187	33.304	1:00.196	154.8	9:08.578	
5	1	2:12.576	40.059	32.711	59.806	157.3	11:21.154	
6	1	2:15.834	41.208	33.351	1:01.275	153.5	13:36.988	
7	1	2:18.421	43.122	33.735	1:01.564	150.6	15:55.409	
8	1	2:14.799	40.879	33.830	1:00.090	154.7	18:10.208	
9	1	2:14.262	40.437	34.267	59.558	155.3	20:24.470	
10	1	2:12.876	39.921	33.507	59.448	156.9	22:37.346	
11	1	2:13.406	40.843	33.718	58.845	156.3	24:50.752	
12	1	2:14.405	40.419	33.004	1:00.982	155.1	27:05.157	
13	1	2:21.651 B	40.983	33.693	1:06.975	147.2	29:26.808	
14	1	3:30.182	1:56.817	33.980	59.385	99.2	32:56.990	
15	1	2:12.245	40.183	33.173	58.889	157.6	35:09.235	
16	1	2:14.089	41.983	33.091	59.015	155.5	37:23.324	
17	1	2:11.277	39.634	33.214	58.429	158.8	39:34.601	
18	1	2:11.735	38.916	33.899	58.920	158.3	41:46.336	
19	1	2:10.372	39.280	32.632	58.460	159.9	43:56.708	
20	1	2:11.097	39.219	33.662	58.216	159.0	46:07.805	
21	1	2:17.335	41.064	36.162	1:00.109	151.8	48:25.140	
22	1	2:35.162 B	44.880	36.994	1:13.288	134.4	51:00.302	



CLASSIC ENDURANCE RACING 1

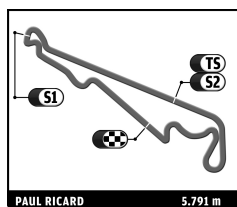
DIX MILLE TOURS

RACE

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
103 1.Steven READ FERRARI 512 M 1971 PROTO 1								7	1	2:20.749	44.893	34.135	1:01.721	148.1	16:18.883
1	1	2:10.752	42.727	30.112	57.913	159.4	2:10.752	8	1	2:17.249	41.230	34.232	1:01.787	151.9	18:36.132
2	1	2:05.946	38.308	29.932	57.706	165.5	4:16.698	9	1	2:18.783	42.487	34.984	1:01.312	150.2	20:54.915
3	1	2:06.298	38.699	29.880	57.719	165.1	6:22.996	10	1	2:18.542	41.426	34.265	1:02.851	150.5	23:13.457
4	1	2:10.773	38.479	30.162	1:02.132	159.4	8:33.769	11	1	2:17.321	41.309	34.470	1:01.542	151.8	25:30.778
5	1	2:07.811	39.097	30.516	58.198	163.1	10:41.580	12	1	2:25.987 B	41.593	34.528	1:09.866	142.8	27:56.765
6	1	2:06.223	37.583	29.783	58.857	165.2	12:47.803	13	1	3:38.243	2:01.534	34.516	1:02.193	95.5	31:35.008
7	1	2:06.004	37.814	29.654	58.536	165.5	14:53.807	14	1	2:21.393	42.226	35.999	1:03.168	147.4	33:56.401
8	1	2:05.603	38.118	29.744	57.741	166.0	16:59.410	15	1	2:18.192	42.121	34.432	1:01.639	150.9	36:14.593
9	1	2:09.399	39.000	30.637	59.762	161.1	19:08.809	16	1	2:18.294	41.314	34.754	1:02.226	150.7	38:32.887
10	1	2:06.534	38.223	29.810	58.501	164.8	21:15.343	17	1	2:18.492	41.313	34.636	1:02.543	150.5	40:51.379
11	1	2:07.772	38.313	30.978	58.481	163.2	23:23.115	18	1	2:17.496	41.505	34.667	1:01.324	151.6	43:08.875
12	1	2:05.616	38.253	29.949	57.414	166.0	25:28.731	19	1	2:17.680	41.660	34.565	1:01.455	151.4	45:26.555
13	1	2:05.979	37.975	29.720	58.284	165.5	27:34.710	20	1	2:18.287	41.546	34.443	1:02.298	150.8	47:44.842
14	1	2:05.754	38.079	29.930	57.745	165.8	29:40.464	21	1	2:16.996	41.225	34.624	1:01.147	152.2	50:01.838
15	1	3:27.347 B	38.645	30.789	2:17.913	100.5	33:07.811	22	1	2:17.696	41.575	34.634	1:01.487	151.4	52:19.534
16	1	2:39.623	1:01.131	33.889	1:04.603	130.6	35:47.434	23	1	2:17.196	41.149	34.486	1:01.561	152.0	54:36.730
17	1	2:22.077	43.851	32.850	1:05.376	146.7	38:09.511	24	1	2:17.341	41.272	34.322	1:01.747	151.8	56:54.071
18	1	2:21.187	42.848	32.602	1:05.737	147.7	40:30.698	25	1	2:17.597	41.864	34.364	1:01.369	151.5	59:11.668
19	1	2:23.026	43.616	32.212	1:07.198	145.8	42:53.724	26	1	2:18.632	41.233	34.932	1:02.467	150.4	1:01:30.300
20	1	2:16.808	41.723	32.279	1:02.806	152.4	45:10.532	27	1	2:16.840	40.956	34.195	1:01.689	152.4	1:03:47.140
21	1	2:17.071	42.113	32.065	1:02.893	152.1	47:27.603	111 1.Phil MULACEK FORD GT40 MK1 1967 GT 1							
22	1	2:17.002	41.763	31.970	1:03.269	152.2	49:44.605	1	1	2:58.122	1:10.433	36.742	1:10.947	117.0	2:58.122
23	1	2:17.510	42.308	31.731	1:03.471	151.6	52:02.115	2	1	2:34.601	46.334	38.032	1:10.235	134.8	5:32.723
24	1	2:18.303	41.284	31.881	1:05.138	150.7	54:20.418	3	1	2:35.634	47.158	36.975	1:11.501	134.0	8:08.357
25	1	2:15.606	41.974	31.847	1:01.785	153.7	56:36.024	4	1	2:32.338	46.245	36.175	1:09.918	136.9	10:40.695
26	1	2:18.881	42.378	32.164	1:04.339	150.1	58:54.905	5	1	2:39.369	47.374	37.034	1:14.961	130.8	13:20.064
27	1	2:13.727	41.159	31.282	1:01.286	155.9	1:01:08.632	6	1	2:36.778	48.503	37.014	1:11.261	133.0	15:56.842
28	1	2:17.689	43.462	31.767	1:02.460	151.4	1:03:26.321	7	1	2:35.610	47.050	36.513	1:12.047	134.0	18:32.452
104 1.Alexander RITTWEGER 2.Sam HANCOCK ALFA ROMEO T33 2 1968 PROTO 1								8	1	2:34.236	46.516	36.479	1:11.241	135.2	21:06.688
1	1	2:16.909	46.211	31.956	58.742	152.3	2:16.909	9	1	2:36.730	46.022	37.499	1:13.209	133.0	23:43.418
2	1	2:11.535	39.128	32.247	1:00.160	158.5	4:28.444	10	1	2:37.356	47.424	38.821	1:11.111	132.5	26:20.774
3	1	2:08.137	38.550	31.996	57.591	162.7	6:36.581	11	1	2:36.602	47.569	38.250	1:10.783	133.1	28:57.376
4	1	7:21.549 B	38.478	31.935	6:11.136	47.2	13:58.130	12	1	5:53.143 B	47.055	40.024	4:26.064	59.0	34:50.519
5	1	6:10.069 B	1:02.038	33.863	4:34.168	56.3	20:08.199	13	1	3:04.663	1:10.767	39.706	1:14.190	112.9	37:55.182
106 1.Hugo MEZARD CHEVRON B16 FVC 1969 PROTO 1								14	1	2:38.588	48.041	38.233	1:12.314	131.5	40:33.770
1	1	2:52.204	1:05.357	37.437	1:09.410	121.1	2:52.204	15	1	2:35.475	48.151	37.190	1:10.134	134.1	43:09.245
2	1	2:31.092	45.393	37.244	1:08.455	138.0	5:23.296	16	1	2:36.495	47.551	37.740	1:11.204	133.2	45:45.740
3	1	2:28.992	45.553	36.314	1:07.125	139.9	7:52.288	17	1	2:34.985	46.945	37.292	1:10.748	134.5	48:20.725
4	1	2:28.191	44.355	36.566	1:07.270	140.7	10:20.479	18	1	2:41.233	47.583	39.351	1:14.299	129.3	51:01.958
5	1	2:26.742	43.935	36.116	1:06.691	142.1	12:47.221	19	1	2:38.834	49.370	37.999	1:11.465	131.3	53:40.792
108 1.Dion KREMER ELVA Mk 8 1964 PROTO 1								20	1	2:39.476	49.623	36.903	1:12.950	130.7	56:20.268
1	1	2:31.463	54.181	34.249	1:03.033	137.6	2:31.463	21	1	2:36.837	47.798	37.315	1:11.724	132.9	58:57.105
2	1	2:16.764	41.973	33.790	1:01.001	152.4	4:48.227	22	1	2:33.925	46.926	36.089	1:10.910	135.4	1:01:31.030
3	1	2:16.549	41.497	34.549	1:00.503	152.7	7:04.776	23	1	2:39.347	47.792	39.081	1:12.474	130.8	1:04:10.377
4	1	2:20.715	41.410	35.316	1:03.989	148.2	9:25.491	116 1.Gérard LARROUSSE 2.Claudio RODDARO PORSCHE 908 LH 1968 PROTO 1							
5	1	2:16.764	41.209	34.504	1:01.051	152.4	11:42.255	1	1	11:28.754 B	56.967	38.216	9:53.571	30.3	11:28.754
6	1	2:15.879	41.017	34.046	1:00.816	153.4	13:58.134	2	1	2:55.441	1:08.770	37.821	1:08.850	118.8	14:24.195
								3	1	2:27.985	46.182	35.667	1:06.136	140.9	16:52.180
								4	1	2:27.446	45.201	35.691	1:06.554	141.4	19:19.626
								5	1	10:24.980 B	44.876	35.753	9:04.351	33.4	29:44.606
								6	1	2:50.368	1:07.480	36.112	1:06.776	122.4	32:34.974



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

RACE

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
117 1.François DEGAND 2.Sébastien BOULET								148 1.Pierre MELLINGER 2.Tommaso GELMINI							
Porsche 911 RSR 1973 GT 1								Ferrari 365 GTB 4 Gr.IV 1970 GT 1							
1	1	2:46.323	1:02.555	37.151	1:06.617	125.3	2:46.323	1	1	3:06.387	1:15.313	38.333	1:12.741	111.9	3:06.387
2	1	2:29.312	44.976	37.064	1:07.272	139.6	5:15.635	2	1	2:40.207	48.825	38.373	1:13.009	130.1	5:46.594
3	1	2:30.152	45.181	38.124	1:06.847	138.8	7:45.787	3	1	2:40.935	48.595	38.509	1:13.831	129.5	8:27.529
4	1	2:30.422	45.288	38.117	1:07.017	138.6	10:16.209	4	1	2:46.207	49.560	39.556	1:17.091	125.4	11:13.736
5	1	2:32.176	45.930	38.052	1:08.194	137.0	12:48.385	5	1	2:42.840	49.737	38.562	1:14.541	128.0	13:56.576
6	1	2:30.581	45.456	37.767	1:07.358	138.4	15:18.966	6	1	2:41.776	50.519	37.980	1:13.277	128.9	16:38.352
7	1	2:34.259	49.180	37.945	1:07.134	135.1	17:53.225	7	1	2:45.050	50.763	39.118	1:15.169	126.3	19:23.402
8	1	2:30.489	45.284	38.233	1:06.972	138.5	20:23.714	8	1	2:38.336	47.713	38.116	1:12.507	131.7	22:01.738
9	1	2:32.294	46.421	38.807	1:07.066	136.9	22:56.008	9	1	2:44.224	48.309	40.948	1:14.967	126.9	24:45.962
10	1	2:31.785	46.040	38.144	1:07.601	137.3	25:27.793	10	1	2:45.838	48.965	43.283	1:13.590	125.7	27:31.800
11	1	2:31.439	46.746	37.584	1:07.109	137.7	27:59.232	11	1	2:48.961	52.471	42.078	1:14.412	123.4	30:20.761
12	1	3:55.975 B	45.559	38.409	2:32.007	88.3	31:55.207	12	1	2:57.821 B	52.457	39.876	1:25.488	117.2	33:18.582
13	1	2:52.522	1:01.086	39.905	1:11.531	120.8	34:47.729	13	1	4:45.253	2:57.931	38.299	1:09.023	73.1	38:03.835
14	1	2:41.548	47.999	39.271	1:14.278	129.0	37:29.277	14	1	2:30.342	45.519	35.761	1:09.062	138.7	40:34.177
15	1	2:41.755	49.153	40.329	1:12.273	128.9	40:11.032	15	1	2:31.121	46.861	35.919	1:08.341	138.0	43:05.298
16	1	2:43.816	48.666	41.875	1:13.275	127.3	42:54.848	16	1	2:31.544	46.258	36.310	1:08.976	137.6	45:36.842
17	1	2:38.560	48.333	38.890	1:11.337	131.5	45:33.408	17	1	2:33.294	47.604	36.013	1:09.677	136.0	48:10.136
18	1	2:39.171	48.204	40.110	1:10.857	131.0	48:12.579	18	1	2:32.893	45.828	35.751	1:11.314	136.4	50:43.029
19	1	2:39.030	46.951	39.347	1:12.732	131.1	50:51.609	19	1	2:30.936	46.669	35.858	1:08.409	138.1	53:13.965
20	1	2:41.543	47.928	39.107	1:14.508	129.1	53:33.152	20	1	2:29.664	45.040	35.871	1:08.753	139.3	55:43.629
21	1	2:43.020	51.273	38.634	1:13.113	127.9	56:16.172	21	1	2:32.957	47.871	35.622	1:09.464	136.3	58:16.586
22	1	2:39.076	47.535	39.731	1:11.810	131.1	58:55.248	22	1	2:28.781	45.266	36.060	1:07.455	140.1	1:00:45.367
23	1	2:47.775	54.980	40.454	1:12.341	124.3	1:01:43.023	23	1	2:31.723	44.673	37.117	1:09.933	137.4	1:03:17.090
119 1.Frank JACOB															
Lola T210 FVC 1970 PROTO 1															
1	1	2:30.000	51.745	35.408	1:02.847	139.0	2:30.000								
2	1	2:21.165	42.107	35.454	1:03.604	147.7	4:51.165								
3	1	2:19.673	42.108	35.155	1:02.410	149.3	7:10.838								
4	1	2:40.166	42.266	35.493	1:22.407	130.2	9:51.004								
5	1	2:19.969	42.480	35.034	1:02.455	148.9	12:10.973								
6	1	2:19.572	41.782	35.208	1:02.582	149.4	14:30.545								
7	1	2:23.316	43.488	35.099	1:04.729	145.5	16:53.861								
8	1	2:25.577	44.643	35.752	1:05.182	143.2	19:19.438								
9	1	2:23.243	43.297	35.281	1:04.665	145.5	21:42.681								
10	1	2:21.382	42.324	35.217	1:03.841	147.5	24:04.063								
11	1	2:21.252	43.394	35.710	1:02.148	147.6	26:25.315								
12	1	2:20.866	41.837	35.424	1:03.605	148.0	28:46.181								
13	1	3:36.074 B	41.489	35.838	2:18.747	96.5	32:22.255								
14	1	2:40.736	1:01.376	35.134	1:04.226	129.7	35:02.991								
15	1	2:19.572	42.174	35.390	1:02.008	149.4	37:22.563								
16	1	2:17.365	41.247	34.506	1:01.612	151.8	39:39.928								
17	1	2:18.196	41.208	34.733	1:02.255	150.9	41:58.124								
18	1	2:19.636	41.528	35.372	1:02.736	149.3	44:17.760								
19	1	2:18.479	41.629	35.081	1:01.769	150.5	46:36.239								
20	1	2:19.394	41.639	35.092	1:02.663	149.6	48:55.633								
21	1	2:19.938	41.068	35.264	1:03.606	149.0	51:15.571								
22	1	2:19.162	41.671	34.975	1:02.516	149.8	53:34.733								
23	1	2:19.111	41.657	35.192	1:02.262	149.9	55:53.844								
24	1	2:17.145	40.711	34.696	1:01.738	152.0	58:10.989								
25	1	2:16.839	40.952	34.405	1:01.482	152.4	1:00:27.828								
26	1	2:18.752	41.587	34.939	1:02.226	150.3	1:02:46.580								