

CLASSIC ENDURANCE RACING 2

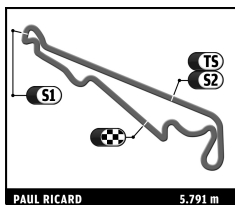
DIX MILLE TOURS

FREE PRACTICE

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
8 1.Philippe SCEMAMA LOLAT 290 DFV1972 PROTO 2								42 1.Valerio LEONE MARCH75 S BDG1975 PROTO 2 2.Fabrice NOTARI							
1	1	3:26.561	1:11.347	52.410	1:22.804	100.9	3:26.561	1	1	3:50.883	1:28.881	56.631	1:25.371	90.3	3:50.883
2	1	2:59.052	53.025	44.105	1:21.922	116.4	6:25.613	2	1	3:00.742	54.576	44.233	1:21.933	115.3	6:51.625
3	1	3:14.028 B	50.311	38.707	1:45.010	107.4	9:39.641	3	1	2:59.417	55.189	43.812	1:20.416	116.2	9:51.042
4	1	6:07.732	4:13.174	37.478	1:17.080	56.7	15:47.373	4	1	7:42.529 B	53.633	43.883	6:05.013	45.1	17:33.571
5	1	2:54.986	50.252	36.863	1:27.871	119.1	18:42.359	5	1	3:22.111	1:21.477	40.816	1:19.818	103.1	20:55.682
6	1	2:38.238	47.636	35.889	1:14.713	131.7	21:20.597	6	1	2:48.719	51.692	39.389	1:17.638	123.6	23:44.401
7	1	2:38.178	47.376	36.089	1:14.713	131.8	23:58.775	7	1	2:47.394	51.317	38.897	1:17.180	124.5	26:31.795
8	1	3:02.600 B	50.612	36.263	1:35.725	114.2	27:01.375	8	1	2:46.658	50.273	38.837	1:17.548	125.1	29:18.453
11 1.Marc DEVIS RONDEAUM 378 DFV1978 PROTO 2								46 1.Christian BOURIEZ FERRARI512 BBLM1980 GT 2							
1	1	4:02.342	1:56.311	46.257	1:19.774	86.0	4:02.342	1	1	2:09.345 B				161.2	2:09.345
2	1	2:49.524	52.454	40.813	1:16.257	123.0	6:51.866	2	1	3:15.309	1:23.880	38.996	1:12.433	106.7	5:24.654
3	1	2:47.062	51.340	39.510	1:16.212	124.8	9:38.928	3	1	2:37.170	49.505	36.884	1:10.781	132.6	8:01.824
4	1	2:45.219	50.679	39.378	1:15.162	126.2	12:24.147	4	1	2:33.906	47.993	36.503	1:09.410	135.5	10:35.730
5	1	2:56.963 B	50.603	39.165	1:27.195	117.8	15:21.110	5	1	2:33.862	45.779	36.430	1:11.653	135.5	13:09.592
6	1	5:31.304	3:41.045	36.753	1:13.506	62.9	20:52.414	6	1	2:35.716	47.368	37.779	1:10.569	133.9	15:45.308
7	1	2:36.437	47.828	35.415	1:13.194	133.3	23:28.851	7	1	2:32.927	46.529	36.350	1:10.048	136.3	18:18.235
8	1	2:34.358	48.078	35.723	1:10.557	135.1	26:03.209	8	1	2:37.477	50.946	36.269	1:10.262	132.4	20:55.712
9	1	2:42.144	50.804	37.136	1:14.204	128.6	28:45.353	9	1	2:34.402	47.733	36.327	1:10.342	135.0	23:30.114
10	1	3:01.842 B	47.316	35.951	1:38.575	114.6	31:47.195	10	1	2:33.110	47.571	35.852	1:09.687	136.2	26:03.224
22 1.Russell BÜST CHEVRONB31 BDG1975 PROTO 2								51 1.Gianluca RATTAZZI LOLAT290 BDG1972 PROTO 2 2.Emanuele PIRRO							
1	1	2:02.071 B				170.8	2:02.071	1	1	2:34.912 B				134.6	2:34.912
2	1	3:08.777	1:13.688	39.637	1:15.452	110.4	5:10.848	2	1	3:40.539	1:21.358	51.583	1:27.598	94.5	6:15.451
3	1	11:06.688 B	51.054	44.307	9:31.327	31.3	16:17.536	3	1	3:06.415	55.889	44.609	1:25.917	111.8	9:21.866
4	1	3:05.551	1:10.348	42.937	1:12.266	112.4	19:23.087	4	1	2:57.032	54.006	40.918	1:22.108	117.8	12:18.898
5	1	2:46.428	49.533	43.249	1:13.646	125.3	22:09.515	5	1	2:58.545	53.612	42.378	1:22.555	116.8	15:17.443
6	1	2:43.569	48.725	40.558	1:14.286	127.5	24:53.084	6	1	2:59.055	54.379	41.331	1:23.345	116.4	18:16.498
7	1	3:22.328 B	47.717	41.617	1:52.994	103.0	28:15.412	7	1	3:04.419	58.480	42.334	1:23.605	113.0	21:20.917
24 1.Manuel MONTEIRO LOLAT 298 BMW1979 PROTO 2								52 1.Yves SCEMAMA TOJSC 3041976 PROTO 2							
1	1	7:35.014 B				45.8	7:35.014	1	1	3:51.441	1:44.097	48.765	1:18.579	90.1	3:51.441
2	1	3:15.315	1:18.802	41.036	1:15.477	106.7	10:50.329	2	1	2:40.395	48.400	38.942	1:13.053	130.0	6:31.836
3	1	2:46.618	49.422	41.403	1:15.793	125.1	13:36.947	3	1	2:41.042	48.302	37.932	1:14.808	129.5	9:12.878
4	1	2:41.796	48.023	38.512	1:15.261	128.9	16:18.743	4	1	2:36.231	48.415	36.631	1:11.185	133.4	11:49.109
5	1	2:45.111	50.162	39.238	1:15.711	126.3	19:03.854	5	1	2:31.302	45.721	35.333	1:10.248	137.8	14:20.411
6	1	2:42.792	48.112	39.922	1:14.758	128.1	21:46.646	6	1	2:51.023 B	45.289	35.526	1:30.208	121.9	17:11.434
7	1	2:40.233	47.394	38.979	1:13.860	130.1	24:26.879	7	1	5:16.510	3:30.492	35.627	1:10.391	65.9	22:27.944
8	1	2:42.638	47.524	38.478	1:16.636	128.2	27:09.517	8	1	2:33.690	45.321	35.419	1:12.950	135.6	25:01.634
9	1	2:41.622	47.518	38.499	1:15.605	129.0	29:51.139	9	1	2:31.501	45.578	35.370	1:10.553	137.6	27:33.135
27 1.Bertrand PENLAE CHEVRONB 36 BMW1976 PROTO 2								55 1.Guenther SCHINDLER BMW1 Procar1979 GT 2							
1	1	3:35.176 B	1:07.582	47.195	1:40.399	96.9	3:35.176	1	1	7:31.324	5:20.665	51.976	1:18.683	46.2	7:31.324
2	1	4:10.460	2:07.417	42.725	1:20.318	83.2	7:45.636								
3	1	3:27.426 B	54.519	49.517	1:43.390	100.5	11:13.062								
4	1	6:40.413 B	4:22.268	45.981	1:32.164	52.1	17:53.475								
5	1	10:28.273	8:26.513	42.776	1:18.984	33.2	28:21.748								
6	1	3:22.053 B	52.755	41.842	1:47.456	103.2	31:43.801								



CLASSIC ENDURANCE RACING 2

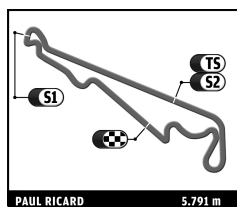
DIX MILLE TOURS

FREE PRACTICE

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	2:50.553	52.601	39.820	1:18.132	122.2	10:21.877	73 1.Roald GOETHE 2.Stuart HALL GULFMirage1974 PROTO 2 <table><tr><td>1</td><td>1</td><td>2:56.826</td><td>1:08.728</td><td>38.558</td><td>1:09.540</td><td>117.9</td><td>2:56.826</td></tr><tr><td>2</td><td>1</td><td>4:19.065</td><td>B</td><td>46.582</td><td>35.738</td><td>2:56.745</td><td>80.5</td><td>7:15.891</td></tr><tr><td>3</td><td>1</td><td>2:46.988</td><td>1:02.217</td><td>35.531</td><td>1:09.240</td><td>124.8</td><td>10:02.879</td></tr><tr><td>4</td><td>1</td><td>2:28.227</td><td>45.750</td><td>35.212</td><td>1:07.265</td><td>140.6</td><td>12:31.106</td></tr><tr><td>5</td><td>1</td><td>2:27.792</td><td>44.718</td><td>36.639</td><td>1:06.435</td><td>141.1</td><td>14:58.898</td></tr><tr><td>6</td><td>1</td><td>4:51.601</td><td>B</td><td>44.606</td><td>36.643</td><td>3:30.352</td><td>71.5</td><td>19:50.499</td></tr><tr><td>7</td><td>1</td><td>3:10.027</td><td>1:12.763</td><td>39.688</td><td>1:17.576</td><td>109.7</td><td>23:00.526</td></tr><tr><td>8</td><td>1</td><td>2:40.962</td><td>49.489</td><td>37.264</td><td>1:14.209</td><td>129.5</td><td>25:41.488</td></tr><tr><td>9</td><td>1</td><td>2:41.136</td><td>48.153</td><td>37.240</td><td>1:15.743</td><td>129.4</td><td>28:22.624</td></tr><tr><td>10</td><td>1</td><td>2:57.902</td><td>B</td><td>49.449</td><td>38.011</td><td>1:30.442</td><td>117.2</td><td>31:20.526</td></tr></table>							1	1	2:56.826	1:08.728	38.558	1:09.540	117.9	2:56.826	2	1	4:19.065	B	46.582	35.738	2:56.745	80.5	7:15.891	3	1	2:46.988	1:02.217	35.531	1:09.240	124.8	10:02.879	4	1	2:28.227	45.750	35.212	1:07.265	140.6	12:31.106	5	1	2:27.792	44.718	36.639	1:06.435	141.1	14:58.898	6	1	4:51.601	B	44.606	36.643	3:30.352	71.5	19:50.499	7	1	3:10.027	1:12.763	39.688	1:17.576	109.7	23:00.526	8	1	2:40.962	49.489	37.264	1:14.209	129.5	25:41.488	9	1	2:41.136	48.153	37.240	1:15.743	129.4	28:22.624	10	1	2:57.902	B	49.449	38.011	1:30.442	117.2	31:20.526
1	1	2:56.826	1:08.728	38.558	1:09.540	117.9	2:56.826																																																																																										
2	1	4:19.065	B	46.582	35.738	2:56.745	80.5								7:15.891																																																																																		
3	1	2:46.988	1:02.217	35.531	1:09.240	124.8	10:02.879																																																																																										
4	1	2:28.227	45.750	35.212	1:07.265	140.6	12:31.106																																																																																										
5	1	2:27.792	44.718	36.639	1:06.435	141.1	14:58.898																																																																																										
6	1	4:51.601	B	44.606	36.643	3:30.352	71.5								19:50.499																																																																																		
7	1	3:10.027	1:12.763	39.688	1:17.576	109.7	23:00.526																																																																																										
8	1	2:40.962	49.489	37.264	1:14.209	129.5	25:41.488																																																																																										
9	1	2:41.136	48.153	37.240	1:15.743	129.4	28:22.624																																																																																										
10	1	2:57.902	B	49.449	38.011	1:30.442	117.2	31:20.526																																																																																									
3	1	2:50.074	51.730	39.442	1:18.902	122.6	13:11.951																																																																																										
4	1	3:09.406	B	53.562	39.974	1:35.870	110.1	16:21.357																																																																																									
5	1	5:54.516	3:56.398	39.090	1:19.028	58.8	22:15.873																																																																																										
6	1	2:46.667	51.142	38.901	1:16.624	125.1	25:02.540																																																																																										
7	1	2:44.403	49.815	38.364	1:16.224	126.8	27:46.943																																																																																										
8	1	3:14.016	B	50.972	45.085	1:37.959	107.5	31:00.959																																																																																									



CLASSIC ENDURANCE RACING 2

DIX MILLE TOURS

FREE PRACTICE

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
94 1.Maurizio FRATTI 2.Andrea CABIANCA PORSCHE9341976 GT 2															
1	1	4:07.845	1:37.035	1:00.646	1:30.164	84.1	4:07.845								
2	1	3:02.964	55.466	42.872	1:24.626	113.9	7:10.809								
3	1	2:56.001	53.880	40.379	1:21.742	118.5	10:06.810								
4	1	2:52.133	51.832	39.193	1:21.108	121.1	12:58.943								
5	1	2:52.955	51.310	39.130	1:22.515	120.5	15:51.898								
6	1	4:20.103 B	57.251	39.508	2:43.344	80.2	20:12.001								
7	1	3:48.226	1:17.919	39.577	1:50.730	91.3	24:00.227								
8	1	2:55.355	53.854	39.664	1:21.837	118.9	26:55.582								
9	1	2:53.014	52.515	38.951	1:21.548	120.5	29:48.596								
96 1.Doug HART MARCH75 S1975 PROTO 2															
1	1	3:43.149	1:39.200	45.666	1:18.283	93.4	3:43.149								
2	1	2:47.322	52.068	39.759	1:15.495	124.6	6:30.471								
3	1	3:49.079 B	48.894	38.526	2:21.659	91.0	10:19.550								
4	1	3:08.655	1:10.355	43.979	1:14.321	110.5	13:28.205								
5	1	2:38.158	47.244	37.373	1:13.541	131.8	16:06.363								
6	1	2:36.661	46.673	37.433	1:12.555	133.1	18:43.024								
7	1	4:55.893 B	49.522	41.223	3:25.148	70.5	23:38.917								
8	1	3:13.240	1:07.480	43.373	1:22.387	107.9	26:52.157								
9	1	2:33.139	45.954	37.306	1:09.879	136.1	29:25.296								
115 1.Paul POCHCIOL 2.James HANSON DE TOMASOPantera1972 GT 2															
1	1	3:13.102	1:15.190	40.590	1:17.322	108.0	3:13.102								
2	1	2:39.868	47.974	37.919	1:13.975	130.4	5:52.970								
3	1	5:45.375 B	48.709	36.939	4:19.727	60.4	11:38.345								
4	1	3:23.254	1:21.029	41.793	1:20.432	102.6	15:01.599								
5	1	2:53.512	56.232	39.079	1:18.201	120.2	17:55.111								
6	1	3:04.376	51.152	38.435	1:34.789	113.1	20:59.487								
7	1	2:55.423	54.221	40.071	1:21.131	118.8	23:54.910								
8	1	3:03.336	56.115	44.325	1:22.896	113.7	26:58.246								
9	1	2:54.570	53.056	39.227	1:22.287	119.4	29:52.816								
127 1.Ludovic CARON CHEVRONB31 BDG1978 PROTO 2															
1	1	3:36.781	1:37.522	42.421	1:16.838	96.2	3:36.781								
2	1	3:02.276 B	58.090	39.240	1:24.946	114.4	6:39.057								
3	1	5:54.386	4:01.112	39.682	1:13.592	58.8	12:33.443								