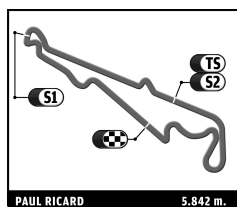


U2TC DIX MILLE TOURS RACE

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
2 1.Yves VÖGELE ALFA ROMEO Giulia GTA 1965 C								8 1 2:56.323 49.909 54.021 1:12.393 119.3 24:18.890							
2	1	3:13.575	54.136	58.425	1:21.014	108.6	6:42.789	9	1	2:54.151	49.136	53.166	1:11.849	120.8	27:13.041
3	1	3:10.789	53.210	57.259	1:20.320	110.2	9:53.578	10	1	2:54.061	49.337	52.857	1:11.867	120.8	30:07.102
4	1	3:07.314	52.957	56.682	1:17.675	112.3	13:00.892	11	1	3:00.161 B	49.454	53.159	1:17.548	116.7	33:07.263
5	1	3:08.004	51.881	57.220	1:18.903	111.9	16:08.896	12	1	4:08.930	2:06.104	52.606	1:10.220	84.5	37:16.193
6	1	3:03.495	51.322	55.890	1:16.283	114.6	19:12.391	13	1	2:49.427	48.230	51.810	1:09.387	124.1	40:05.620
7	1	3:01.485	50.996	55.185	1:15.304	115.9	22:13.876	14	1	2:48.079	47.461	51.116	1:09.502	125.1	42:53.699
8	1	3:00.736	50.409	55.007	1:15.320	116.4	25:14.612	15	1	2:48.316	47.233	51.437	1:09.646	125.0	45:42.015
9	1	3:00.615	49.794	55.903	1:14.918	116.4	28:15.227	16	1	2:48.265	47.362	51.585	1:09.318	125.0	48:30.280
10	1	3:10.709 B	50.970	54.878	1:24.861	110.3	31:25.936	17	1	2:48.184	47.326	51.082	1:09.776	125.0	51:18.464
11	1	4:19.541	2:10.602	54.588	1:14.351	81.0	35:45.477	18	1	2:47.145	46.935	50.899	1:09.311	125.8	54:05.609
12	1	2:58.521	49.777	54.443	1:14.301	117.8	38:43.998	19	1	2:46.569	46.895	50.453	1:09.221	126.3	56:52.178
13	1	2:57.294	49.725	53.941	1:13.628	118.6	41:41.292	20	1	2:45.602	46.080	50.248	1:09.274	127.0	59:37.780
14	1	2:55.846	49.185	53.661	1:13.000	119.6	44:37.138	21	1	2:45.200	45.939	49.979	1:09.282	127.3	1:02:22.980
15	1	2:54.713	49.066	53.174	1:12.473	120.4	47:31.851	24 1.Christophe VAN RIET 2.Raphael DE BORMAN FORD Lotus Cortina 1965 C							
16	1	2:53.596	48.863	52.496	1:12.237	121.2	50:25.447	1	1	3:14.439	1:01.174	58.383	1:14.882	108.2	3:14.439
17	1	3:11.250	48.083	52.268	1:30.899	110.0	53:36.697	2	1	3:01.857	52.342	55.754	1:13.761	115.6	6:16.296
18	1	3:01.001	50.061	55.398	1:15.542	116.2	56:37.698	3	1	3:02.546	52.093	55.892	1:14.561	115.2	9:18.842
19	1	2:54.833	49.677	53.030	1:12.126	120.3	59:32.531	4	1	2:59.807	51.781	55.367	1:12.659	117.0	12:18.649
20	1	2:52.037	48.303	51.972	1:11.762	122.2	1:02:24.568	5	1	3:00.213	51.685	55.508	1:13.020	116.7	15:18.862
5 1.Gary PEARSON FORD Consul Cortina 1965 C								6	1	2:57.871	50.745	55.273	1:11.853	118.2	18:16.733
1	1	3:08.806	59.332	56.735	1:12.739	111.4	3:08.806	7	1	2:59.947	50.689	55.345	1:13.913	116.9	21:16.680
2	1	3:03.050	51.800	56.917	1:14.333	114.9	6:11.856	8	1	2:58.022	50.721	55.378	1:11.923	118.1	24:14.702
3	1	3:00.094	51.716	55.806	1:12.572	116.8	9:11.950	9	1	2:57.056	50.195	54.585	1:12.276	118.8	27:11.758
4	1	2:56.288	50.661	54.428	1:11.199	119.3	12:08.238	10	1	2:56.753	50.069	54.482	1:12.202	119.0	30:08.511
5	1	2:55.509	50.255	54.165	1:11.089	119.8	15:03.747	11	1	3:03.417 B	49.697	53.614	1:20.106	114.7	33:11.928
6	1	2:55.730	50.460	54.144	1:11.126	119.7	17:59.477	12	1	4:11.918	2:03.754	55.130	1:13.034	83.5	37:23.846
7	1	2:55.973	50.800	53.919	1:11.254	119.5	20:55.450	13	1	2:56.855	50.015	53.793	1:13.047	118.9	40:20.701
8	1	2:53.949	49.257	53.843	1:10.849	120.9	23:49.399	14	1	2:55.094	49.323	53.318	1:12.453	120.1	43:15.795
9	1	2:53.154	48.998	53.393	1:10.763	121.5	26:42.553	15	1	2:54.733	48.810	53.402	1:12.521	120.4	46:10.528
10	1	2:53.940	49.644	52.677	1:11.619	120.9	29:36.493	16	1	2:53.668	48.594	52.959	1:12.115	121.1	49:04.196
11	1	2:54.678	50.299	52.829	1:11.550	120.4	32:31.171	17	1	2:53.135	49.078	52.388	1:11.669	121.5	51:57.331
12	1	2:59.780 B	49.363	52.240	1:18.177	117.0	35:30.951	18	1	2:52.557	48.425	52.534	1:11.598	121.9	54:49.888
13	1	4:12.617	2:09.274	53.077	1:10.266	83.3	39:43.568	19	1	2:51.117	48.296	51.853	1:10.968	122.9	57:41.005
14	1	2:49.414	47.782	51.873	1:09.759	124.1	42:32.982	20	1	2:50.284	47.640	51.964	1:10.680	123.5	1:00:31.289
15	1	2:50.408	48.467	52.098	1:09.843	123.4	45:23.390	21	1	2:49.980	47.904	51.577	1:10.499	123.7	1:03:21.269
16	1	2:48.647	47.820	51.619	1:09.208	124.7	48:12.037	30 1.Eric EVERARD ALFA ROMEO Giulia Sprint GTA 1965 C							
17	1	2:48.210	47.780	51.121	1:09.309	125.0	51:00.247	1	1	3:26.857	1:06.203	59.796	1:20.858	101.7	3:26.857
18	1	2:47.820	47.523	50.951	1:09.346	125.3	53:48.067	2	1	3:08.529	53.934	56.922	1:17.673	111.6	6:35.386
19	1	2:47.540	47.234	50.936	1:09.370	125.5	56:35.607	3	1	3:03.651	52.042	55.120	1:16.489	114.5	9:39.037
20	1	2:47.256	46.838	51.080	1:09.338	125.7	59:22.863	4	1	3:02.848	52.794	55.396	1:14.658	115.0	12:41.885
21	1	2:47.892	47.771	50.865	1:09.256	125.3	1:02:10.755	5	1	3:01.558	50.884	55.851	1:14.823	115.8	15:43.443
16 1.David TOMLIN 2.Richard MEADEN FORD Lotus Cortina 1965 C								6	1	3:00.810	50.601	55.263	1:14.946	116.3	18:44.253
1	1	3:12.614	1:00.346	56.910	1:15.358	109.2	3:12.614	7	1	3:00.031	50.552	55.125	1:14.354	116.8	21:44.284
2	1	3:00.744	51.928	55.271	1:13.545	116.4	6:13.358	8	1	2:58.954	50.567	54.284	1:14.103	117.5	24:43.238
3	1	3:01.277	51.512	55.331	1:14.434	116.0	9:14.635	9	1	3:13.979 B	50.400	55.415	1:28.164	108.4	27:57.217
4	1	2:57.762	51.250	54.048	1:12.464	118.3	12:12.397	10	1	4:14.007	2:05.167	54.569	1:14.271	82.8	32:11.224
5	1	3:03.915	57.669	54.352	1:11.894	114.4	15:16.312	11	1	2:57.777	50.358	54.061	1:13.358	118.3	35:09.001
6	1	2:56.282	49.806	54.238	1:12.238	119.3	18:12.594	12	1	2:59.403	50.562	54.941	1:13.900	117.2	38:08.404
7	1	3:09.973	49.969	1:06.895	1:13.109	110.7	21:22.567	13	1	2:57.662	49.728	53.650	1:14.284	118.4	41:06.066
								14	1	3:04.062			1:14.250	114.3	44:10.128
								15	1	2:58.252	50.793	53.650	1:13.809	118.0	47:08.380
								16	1	2:59.505	50.123	54.406	1:14.976	117.2	50:07.885



U2TC 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
17	1	2:58.294	49.839	53.593	1:14.862	118.0	53:06.179	5	1	2:54.475	50.122	54.225	1:10.128	120.5	15:02.319
18	1	2:58.347	49.253	54.008	1:15.086	117.9	56:04.526	6	1	2:56.139	51.492	53.228	1:11.419	119.4	17:58.458
19	1	2:57.678	50.008	53.234	1:14.436	118.4	59:02.204	7	1	2:55.070	49.778	54.669	1:10.623	120.1	20:53.528
20	1	2:58.763	50.043	53.325	1:15.395	117.6	1:02:00.967	8	1	2:53.080	49.115	53.408	1:10.557	121.5	23:46.608

40							ALFA ROMEO Giulia Sprint GTA 1965
1. Michael ERLICH							C
1	1	3:19.408	1:03.602	58.744	1:17.062	105.5	3:19.408
2	1	3:03.361	52.259	55.712	1:15.390	114.7	6:22.769
3	1	3:00.866	51.009	55.674	1:14.183	116.3	9:23.635
4	1	2:59.560	50.730	54.663	1:14.167	117.1	12:23.195
5	1	2:58.083	49.955	54.736	1:13.392	118.1	15:21.278
6	1	2:58.661	50.280	55.398	1:12.983	117.7	18:19.939
7	1	2:58.748	50.291	54.775	1:13.682	117.7	21:18.687
8	1	2:57.428	50.495	54.616	1:12.317	118.5	24:16.115
9	1	3:07.314 B	49.398	54.671	1:23.245	112.3	27:23.429
10	1	4:09.053	2:02.383	54.334	1:12.336	84.4	31:32.482
11	1	2:55.230	49.802	53.528	1:11.900	120.0	34:27.712
12	1	2:53.472	48.973	53.383	1:11.116	121.2	37:21.184
13	1	2:53.107	49.082	52.789	1:11.236	121.5	40:14.291
14	1	2:52.628	48.287	52.494	1:11.847	121.8	43:06.919
15	1	2:55.650	48.453	53.558	1:13.639	119.7	46:02.569
16	1	2:53.034	48.303	53.105	1:11.626	121.5	48:55.603
17	1	2:51.878	48.763	52.437	1:10.678	122.4	51:47.481
18	1	2:50.942	47.726	52.393	1:10.823	123.0	54:38.423
19	1	2:51.317	48.033	51.886	1:11.398	122.8	57:29.740
20	1	2:50.404	47.789	51.943	1:10.672	123.4	1:00:20.144
21	1	2:51.083	47.877	51.949	1:11.257	122.9	1:03:11.227

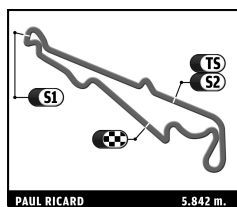
41							FORD Lotus Cortina 1965
1. Marie-Claude FIRMENICH							C
2. Benjamin MONNAY							
1	1	3:46.045	1:11.239	1:04.538	1:30.268	93.0	3:46.045
2	1	3:35.851	59.664	1:05.608	1:30.579	97.4	7:21.896
3	1	3:34.610	59.388	1:05.276	1:29.946	98.0	10:56.506
4	1	3:29.616	58.271	1:02.833	1:28.512	100.3	14:26.122
5	1	3:27.994	56.882	1:03.222	1:27.890	101.1	17:54.116
6	1	3:26.944	57.882	1:02.834	1:26.228	101.6	21:21.060
7	1	3:24.475	56.045	1:01.497	1:26.933	102.9	24:45.535
8	1	3:21.604	55.195	1:01.367	1:25.042	104.3	28:07.139
9	1	3:21.669	55.678	1:01.943	1:24.048	104.3	31:28.808
10	1	3:32.316 B	56.529	1:01.294	1:34.493	99.1	35:01.124
11	1	5:28.151	3:14.021	56.512	1:17.618	64.1	40:29.275
12	1	3:03.670	51.786	55.809	1:16.075	114.5	43:32.945
13	1	3:04.004	52.347	55.130	1:16.527	114.3	46:36.949
14	1	3:02.648	51.917	54.760	1:15.971	115.1	49:39.597
15	1	3:01.791	51.166	54.257	1:16.368	115.7	52:41.388
16	1	3:10.005	57.573	55.110	1:17.322	110.7	55:51.393
17	1	3:03.319	50.948	56.097	1:16.274	114.7	58:54.712
18	1	3:20.130	1:00.411	57.585	1:22.134	105.1	1:02:14.842

52							FORD Lotus Cortina 1964
1. Richard DUTTON							C
2. Neil BROWN							
1	1	3:09.822	59.675	56.119	1:14.028	110.8	3:09.822
2	1	3:01.154	53.254	55.317	1:12.583	116.1	6:10.976
3	1	2:59.615	51.126	55.851	1:12.638	117.1	9:10.591
4	1	2:57.253	49.992	55.920	1:11.341	118.7	12:07.844

61							Alfa Romeo Giulia Sprint GTA
1. Clive JOY							C
2. Jarrah VENABLES							
1	2	3:22.351	1:05.699	59.251	1:17.401	103.9	3:22.351
2	2	3:06.361	54.182	57.181	1:14.998	112.9	6:28.712
3	2	3:03.136	52.935	55.954	1:14.247	114.8	9:31.848
4	2	3:01.412	51.514	55.573	1:14.325	115.9	12:33.260
5	2	3:01.644	51.871	55.647	1:14.126	115.8	15:34.904
6	2	3:00.107	52.203	54.676	1:13.228	116.8	18:35.011
7	2	2:59.858	51.559	55.393	1:12.906	116.9	21:34.869
8	2	2:59.530	51.018	54.584	1:13.928	117.1	24:34.399
9	2	2:57.518	50.519	54.761	1:12.238	118.5	27:31.917
10	2	2:57.171	50.729	54.137	1:12.305	118.7	30:29.088
11	2	2:56.748	50.276	54.369	1:12.103	119.0	33:25.836
12	2	3:11.898 B	50.600	55.764	1:25.534	109.6	36:37.734
13	2	4:30.870	2:15.547	57.043	1:18.280	77.6	41:08.604
14	2	3:04.318	50.507	56.505	1:17.306	114.1	44:12.922
15	2	3:02.110	50.209	55.353	1:16.548	115.5	47:15.032
16	2	3:00.231	50.299	54.867	1:15.065	116.7	50:15.263
17	2	2:58.982	49.769	54.540	1:14.673	117.5	53:14.245
18	2	3:01.317	49.893	55.131	1:16.293	116.0	56:15.562
19	2	2:59.183	49.953	54.456	1:14.774	117.4	59:14.745
20	2	2:57.661	49.048	53.946	1:14.667	118.4	1:02:12.406

63							FORD Lotus Cortina Mk1 1964
1. Grant TROMANS							C
2. Richard MEADEN							
1	2	3:04.953	58.315	54.697	1:11.941	113.7	3:04.953
2	2	2:56.985	51.241	54.591	1:11.153	118.8	6:01.938
3	2	2:55.653	50.980	53.756	1:10.917	119.7	8:57.591
4	2	2:53.169	49.699	53.251	1:10.219	121.4	11:50.760
5	2	2:52.644	49.894	52.909	1:09.841	121.8	14:43.404
6	2	2:52.459	49.629	53.278	1:09.552	121.9	17:35.863
7	2	2:52.012	49.139	53.120	1:09.753	122.3	20:27.875
8	2	2:51.402	48.898	52.480	1:10.024	122.7	23:19.277
9	2	2:50.590	48.786	52.764	1:09.040	123.3	26:09.867
10	2	2:50.119	48.787	52.074	1:09.258	123.6	28:59.986
11	2	2:58.793 B	48.493	52.225	1:18.075	117.6	31:58.779
12	2	4:15.924	2:09.180	53.736	1:13.008	82.2	36:14.703
13	2	2:53.628	48.639	53.079	1:11.910	121.1	39:08.331
14	2	2:51.850	48.331	52.194	1:11.325	122.4	42:00.181
15	2	2:49.873	47.629	51.745	1:10.499	123.8	44:50.054
16	2	2:49.179	47.151	51.643	1:10.385	124.3	47:39.233
17	2	2:50.539	48.253	51.734	1:10.552	123.3	50:29.772
18	2	2:48.904	47.121	51.591	1:10.192	124.5	53:18.676
19	2	2:48.137	46.366	52.057	1:09.714	125.1	56:06.813
20	2	2:48.432	47.177	51.219	1:10.036	124.9	58:55.245
21	2	2:47.603	46.600	51.094	1:09.909	125.5	1:01:42.848

64							Austin Cooper S 1964
1. Jacques TILLOS							B
2. Jean Marc BUSSOLINI							
1	2	3:22.250	1:03.991	1:00.484	1:17.775	104.0	3:22.250
2	2	3:10.050	54.987	57.695	1:17.368	110.7	6:32.300



U2TC 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
3	2	3:05.678	52.724	57.037	1:15.917	113.3	9:37.978	14	1	2:55.876	49.284	53.571	1:13.021	119.6	43:45.075
4	2	3:06.429	53.356	57.026	1:16.047	112.8	12:44.407	15	1	2:53.277	48.890	52.513	1:11.874	121.4	46:38.352
5	2	3:05.809	52.225	56.595	1:16.989	113.2	15:50.216	16	1	2:52.790	48.582	52.401	1:11.807	121.7	49:31.142
6	2	3:06.163	52.808	56.800	1:16.555	113.0	18:56.379	17	1	2:54.949	48.079	52.908	1:13.962	120.2	52:26.091
7	2	3:05.328	52.452	56.707	1:16.169	113.5	22:01.707	18	1	2:51.831	48.308	51.716	1:11.807	122.4	55:17.922
8	2	3:04.378	52.150	56.461	1:15.767	114.1	25:06.085	19	1	2:53.656	48.466	52.387	1:12.803	121.1	58:11.578
9	2	3:12.948 B	51.596	56.426	1:24.926	109.0	28:19.033	20	1	2:55.436	49.424	52.902	1:13.110	119.9	1:01:07.014
10	2	4:58.197	2:32.699	1:02.882	1:22.616	70.5	33:17.230	21	1	2:53.560	49.449	52.173	1:11.938	121.2	1:04:00.574
11	2	3:16.172	54.833	1:00.317	1:21.022	107.2	36:33.402								
12	2	3:13.902	54.286	59.077	1:20.539	108.5	39:47.304								
13	2	3:11.432	53.014	57.691	1:20.727	109.9	42:58.736								
14	2	3:11.377	52.657	59.254	1:19.466	109.9	46:10.113								
15	2	3:10.381	52.972	57.939	1:19.470	110.5	49:20.494								
16	2	3:08.970	51.877	57.700	1:19.393	111.3	52:29.464								
17	2	3:06.439	51.339	56.605	1:18.495	112.8	55:35.903								
18	2	3:05.992	51.983	56.367	1:17.642	113.1	58:41.895								
19	2	3:05.967	51.330	55.921	1:18.716	113.1	1:01:47.862								

66		FORD Lotus Cortina 1966					
1.Martin STROMMEN		C					
1	1	3:17.948	1:03.324	58.193	1:16.431	106.2	3:17.948
2	1	3:04.026	52.452	55.986	1:15.588	114.3	6:21.974
3	1	3:02.810	51.321	56.238	1:15.251	115.0	9:24.784
4	1	2:58.712	51.188	54.474	1:13.050	117.7	12:23.496
5	1	2:59.761	51.464	55.083	1:13.214	117.0	15:23.257
6	1	3:00.026	50.634	55.376	1:14.016	116.8	18:23.283
7	1	2:58.630	50.690	53.868	1:14.072	117.7	21:21.913
8	1	3:00.625			1:13.871	116.4	24:22.538
9	1	2:58.969	50.316	54.334	1:14.319	117.5	27:21.507
10	1	3:05.593 B	50.099	54.102	1:21.392	113.3	30:27.100
11	1	4:12.440	2:04.476	53.745	1:14.219	83.3	34:39.540
12	1	2:59.116	50.889	54.321	1:13.906	117.4	37:38.656
13	1	3:00.346	50.030	53.714	1:16.602	116.6	40:39.002
14	1	2:57.498	49.770	53.468	1:14.260	118.5	43:36.500
15	1	2:55.961	49.815	52.514	1:13.632	119.5	46:32.461
16	1	2:56.160	49.156	53.070	1:13.934	119.4	49:28.621
17	1	2:58.107	49.558	53.613	1:14.936	118.1	52:26.728
18	1	2:54.213	49.019	51.928	1:13.266	120.7	55:20.941
19	1	3:02.443	50.917	53.955	1:17.571	115.3	58:23.384
20	1	2:58.574	50.150	53.061	1:15.363	117.8	1:01:21.958
21	1	2:59.272	50.344	53.077	1:15.851	117.3	1:04:21.230

68

1.Daniel MURSALL

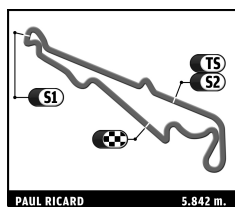
BMW 1800 Ti 1965

D

1	1	3:17.182	1:02.892	57.773	1:16.517	106.7	3:17.182
2	1	3:04.293	51.628	57.094	1:15.571	114.1	6:21.475
3	1	3:00.653	50.724	55.779	1:14.150	116.4	9:22.128
4	1	3:00.189	50.989	55.538	1:13.662	116.7	12:22.317
5	1	2:58.438	49.987	54.385	1:14.066	117.9	15:20.755
6	1	2:58.522	50.231	55.023	1:13.268	117.8	18:19.277
7	1	2:58.238	49.579	54.461	1:14.198	118.0	21:17.515
8	1	3:09.968	1:01.129	54.855	1:13.984	110.7	24:27.483
9	1	2:57.271	49.515	53.966	1:13.790	118.6	27:24.754
10	1	2:55.647	49.297	53.704	1:12.646	119.7	30:20.401
11	1	3:05.092 B	49.809	53.706	1:21.577	113.6	33:25.493
12	1	4:19.339	2:12.368	53.810	1:13.161	81.1	37:44.832
13	1	3:04.367	48.903	1:02.166	1:13.298	114.1	40:49.199

69		FORD Lotus Cortina 1964						C
		1.John AVILL						
		2.Ross HYETT						
1	1	3:12.612	1:01.582	57.752	1:13.278	109.2	3:12.612	
2	1	2:59.808	52.403	54.502	1:12.903	117.0	6:12.420	
3	1	2:58.426	51.593	54.362	1:12.471	117.9	9:10.846	
4	1	2:56.182	50.403	53.655	1:12.124	119.4	12:07.028	
5	1	2:54.999	50.436	53.205	1:11.358	120.2	15:02.027	
6	1	2:56.501	51.000	53.772	1:11.729	119.2	17:58.528	
7	1	2:55.665	51.209	53.654	1:10.802	119.7	20:54.193	
8	1	2:53.344	49.247	52.656	1:11.441	121.3	23:47.537	
9	1	2:54.701	49.626	53.012	1:12.063	120.4	26:42.238	
10	1	2:53.856	49.451	52.423	1:11.982	121.0	29:36.094	
11	1	3:03.726 B	50.057	52.422	1:21.247	114.5	32:39.820	
12	1	4:21.697	2:09.660	57.279	1:14.758	80.4	37:01.517	
13	1	2:59.079	50.496	54.844	1:13.739	117.4	40:00.596	
14	1	2:53.981	49.204	52.939	1:11.838	120.9	42:54.577	
15	1	2:49.576	47.810	51.590	1:10.176	124.0	45:44.153	
16	1	2:48.997	47.440	51.351	1:10.206	124.4	48:33.150	
17	1	2:49.211	48.176	50.851	1:10.184	124.3	51:22.361	
18	1	2:51.883	47.061	51.066	1:13.756	122.4	54:14.244	
19	1	2:48.381	47.354	50.639	1:10.388	124.9	57:02.625	
20	1	2:48.830	47.451	51.139	1:10.240	124.6	59:51.455	
21	1	2:48.831	47.317	51.247	1:10.267	124.6	1:02:40.286	

70		1.Dion KREMER						FORD Lotus Cortina 1965	C
1	1	3:10.176	1:01.760	56.081	1:12.335	110.6	3:10.176		
2	1	2:59.048	52.008	54.123	1:12.917	117.5	6:09.224		
3	1	2:59.352	51.330	55.390	1:12.632	117.3	9:08.576		
4	1	2:56.064	50.260	54.854	1:10.950	119.5	12:04.640		
5	1	2:54.938	50.643	54.125	1:10.170	120.2	14:59.578		
6	1	2:55.080	50.013	54.561	1:10.506	120.1	17:54.658		
7	1	2:54.429	49.636	53.961	1:10.832	120.6	20:49.087		
8	1	2:53.524	49.689	53.709	1:10.126	121.2	23:42.611		
9	1	3:00.339 B	49.749	53.864	1:16.726	116.6	26:42.950		
10	1	4:16.922	2:12.364	53.595	1:10.963	81.9	30:59.872		
11	1	2:54.544	50.616	53.989	1:09.939	120.5	33:54.416		
12	1	2:53.296	49.215	53.560	1:10.521	121.4	36:47.712		
13	1	2:51.962	48.712	52.762	1:10.488	122.3	39:39.674		
14	1	2:50.926	48.311	52.634	1:09.981	123.0	42:30.600		
15	1	2:49.780	47.980	52.241	1:09.559	123.9	45:20.380		
16	1	2:50.116	48.026	52.551	1:09.539	123.6	48:10.496		
17	1	2:49.293	47.877	51.712	1:09.704	124.2	50:59.789		
18	1	2:47.820	47.525	50.895	1:09.400	125.3	53:47.609		
19	1	2:47.207	47.143	50.466	1:09.598	125.8	56:34.816		
20	1	2:48.319	47.202	51.137	1:09.980	124.9	59:23.135		
21	1	2:47.181	46.971	50.396	1:09.814	125.8	1:02:10.316		



U2TC 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
78 1.Alain PAGES Ford Lotus Cortina 1963 C								8	2	2:53.053	49.228	52.648	1:11.177	121.5	23:55.856
1	1	3:18.745	1:02.876	58.947	1:16.922	105.8	3:18.745	9	2	2:52.848	49.217	52.398	1:11.233	121.7	26:48.704
2	1	3:04.963	52.637	57.106	1:15.220	113.7	6:23.708	10	2	2:52.257	48.876	52.324	1:11.057	122.1	29:40.961
3	1	3:04.337	52.043	56.645	1:15.649	114.1	9:28.045	11	2	2:51.173	48.704	51.826	1:10.643	122.9	32:32.134
4	1	3:03.028	51.722	55.708	1:15.598	114.9	12:31.073	12	2	2:51.741	48.921	52.157	1:10.663	122.5	35:23.875
5	1	3:03.486	51.725	55.895	1:15.866	114.6	15:34.559	13	2	2:57.343 B	48.769	51.585	1:16.989	118.6	38:21.218
6	1	3:01.989	51.772	56.142	1:14.075	115.6	18:36.548	14	2	4:18.762	2:12.216	53.564	1:12.982	81.3	42:39.980
7	1	3:01.608	52.040	55.346	1:14.222	115.8	21:38.156	179 1.Dominik ROSCHMANN ALFA ROMEO Giulia Sprint GTA 1965 C							
8	1	3:04.087	51.986	58.481	1:13.620	114.2	24:42.243	1	1	3:25.878	1:06.988	59.689	1:19.201	102.2	3:25.878
9	1	2:57.431	50.650	53.987	1:12.794	118.5	27:39.674	2	1	3:06.224	53.416	57.276	1:15.532	112.9	6:32.102
10	1	3:07.326 B	50.142	54.010	1:23.174	112.3	30:47.000	3	1	3:03.217	52.238	56.375	1:14.604	114.8	9:35.319
11	1	4:28.561	2:21.180	53.485	1:13.896	78.3	35:15.561	4	1	3:01.424	51.394	56.116	1:13.914	115.9	12:36.743
12	1	2:58.907	50.183	53.699	1:15.025	117.6	38:14.468	5	1	2:59.952	50.802	55.667	1:13.483	116.9	15:36.695
13	1	2:55.838	49.692	53.765	1:12.381	119.6	41:10.306	6	1	3:00.307	51.716	55.268	1:13.323	116.6	18:37.002
14	1	2:58.784	50.142	55.201	1:13.441	117.6	44:09.090	7	1	2:58.390	51.035	55.135	1:12.220	117.9	21:35.392
15	1	2:59.623	50.600	53.992	1:15.031	117.1	47:08.713	8	1	2:59.383	51.176	54.669	1:13.538	117.2	24:34.775
16	1	2:57.731	50.381	54.246	1:13.104	118.3	50:06.444	9	1	3:05.472 B	50.728	54.464	1:20.280	113.4	27:40.247
17	1	2:54.874	49.028	53.380	1:12.466	120.3	53:01.318	10	1	4:17.030	2:09.984	54.206	1:12.840	81.8	31:57.277
18	1	2:54.204	48.726	53.261	1:12.217	120.7	55:55.522	11	1	2:55.837	49.917	53.712	1:12.208	119.6	34:53.114
19	1	2:54.712	48.802	53.856	1:12.054	120.4	58:50.234	12	1	2:53.607	49.505	53.076	1:11.026	121.1	37:46.721
20	1	2:54.681	47.972	52.433	1:14.276	120.4	1:01:44.915	13	1	2:53.123	48.496	53.575	1:11.052	121.5	40:39.844
100 1.Richard SHAW BMW 1800 TiSA 1965 D								14	1	2:55.114	49.731	53.083	1:12.300	120.1	43:34.958
1	1	3:06.220	56.664	55.306	1:14.250	112.9	3:06.220	15	1	2:53.743	49.076	52.708	1:11.959	121.0	46:28.701
2	1	2:59.276	51.203	55.223	1:12.850	117.3	6:05.496	16	1	2:52.214	48.698	52.520	1:10.996	122.1	49:20.915
3	1	2:56.270	50.693	53.615	1:11.962	119.3	9:01.766	17	1	2:50.360	47.791	51.856	1:10.713	123.5	52:11.275
4	1	2:55.486	49.966	53.649	1:11.871	119.8	11:57.252	18	1	2:50.151	47.508	51.438	1:11.205	123.6	55:01.426
5	1	2:55.540	50.438	53.379	1:11.723	119.8	14:52.792	19	1	2:49.891	47.508	51.389	1:10.994	123.8	57:51.317
6	1	2:55.519	49.930	53.922	1:11.667	119.8	17:48.311	20	1	2:49.279	47.456	51.239	1:10.584	124.2	1:00:40.596
7	1	2:53.698	49.684	52.946	1:11.068	121.1	20:42.009	21	1	2:48.272	46.825	51.105	1:10.342	125.0	1:03:28.868
8	1	3:01.314 B	49.951	53.050	1:18.313	116.0	23:43.323	161 1.Alan LETTS FORD Lotus Cortina 1963 C 2.Geoffrey LETTS							
9	1	4:09.902	2:06.464	52.571	1:10.867	84.2	27:53.225	1	2	3:17.656	1:01.298	58.614	1:17.744	106.4	3:17.656
10	1	2:52.644	48.976	52.747	1:10.921	121.8	30:45.869	2	2	3:01.143	51.725	55.107	1:14.311	116.1	6:18.799
11	1	2:51.786	48.767	52.668	1:10.351	122.4	33:37.655	3	2	2:57.744	50.986	53.608	1:13.150	118.3	9:16.543
12	1	2:51.213	48.858	51.868	1:10.487	122.8	36:28.868	4	2	2:57.094	51.023	53.270	1:12.801	118.8	12:13.637
13	1	2:50.973	48.537	52.467	1:09.969	123.0	39:19.841	5	2	2:58.122	51.276	53.723	1:13.123	118.1	15:11.759
14	1	2:49.741	47.928	51.776	1:10.037	123.9	42:09.582	6	2	2:56.108	50.552	53.367	1:12.189	119.4	18:07.867
15	1	2:48.864	48.123	51.383	1:09.358	124.5	44:58.446	7	2	2:54.936	50.008	52.833	1:12.095	120.2	21:02.803
16	1	2:49.106	47.691	51.294	1:10.121	124.4	47:47.552								
17	1	2:48.017	47.432	50.928	1:09.657	125.2	50:35.569								
18	1	2:48.204	47.066	51.282	1:09.856	125.0	53:23.773								
19	1	2:48.610	47.419	50.495	1:10.696	124.7	56:12.383								
20	1	2:48.512	47.540	50.586	1:10.386	124.8	59:00.895								
21	1	2:47.835	47.356	50.963	1:09.516	125.3	1:01:48.730								