

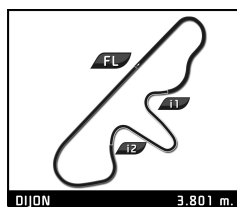
CLASSIC ENDURANCE RACING 1 GRAND PRIX DE L'AGE D'OR FREE PRACTICE

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.Mike CATLOW 2.Max BARTELL CHEVRON B19 PROTO 1								4	1	5:29.107 B	38.265	45.774	4:05.068	41.6	32:53.726
1	1	13:07.476	...	50.142	54.201	17.4	13:07.476	5	1	6:02.615 B	52.559	46.378	4:23.678	37.7	38:56.341
2	1	2:17.682	39.968	50.265	47.449	99.4	15:25.158								
3	1	2:00.770	36.768	41.926	42.076	113.3	17:25.928								
4	1	5:18.749 B	35.309	43.211	4:00.229	42.9	22:44.677								
5	1	2:00.893	40.387	40.706	39.800	113.2	24:45.570								
6	1	1:56.873	33.627	42.466	40.780	117.1	26:42.443								
7	1	4:28.503 B	34.146	41.285	3:13.072	51.0	31:10.946								
8	1	2:18.135	44.932	46.295	46.908	99.1	33:29.081								
9	1	2:04.281	38.185	44.722	41.374	110.1	35:33.362								
10	1	1:56.982	34.651	42.615	39.716	117.0	37:30.344								
11	1	1:53.940	32.462	42.020	39.458	120.1	39:24.284								
12	1	1:59.814	31.770	43.061	44.983	114.2	41:24.098								
11 1.Christian TRABER 2.Marc DEVIS McLaren M8C DFV PROTO 1															
1	1	3:00.821	1:30.632	43.876	46.313	75.7	3:00.821								
2	1	1:57.990	38.695	42.186	37.109	116.0	4:58.811								
3	1	1:50.841	31.690	40.902	38.249	123.5	6:49.652								
4	1	1:51.784	32.270	41.479	38.035	122.4	8:41.436								
5	1	1:49.671	32.169	40.016	37.486	124.8	10:31.107								
6	1	9:50.785 B	39.744	55.292	8:15.749	23.2	20:21.892								
7	1	2:00.120	42.085	40.584	37.451	113.9	22:22.012								
8	1	4:34.407 B	32.181	40.821	3:21.405	49.9	26:56.419								
9	1	2:05.149	41.533	41.768	41.848	109.3	29:01.568								
10	1	1:58.442	32.224	43.250	42.968	115.5	31:00.010								
11	1	3:53.913 B	36.221	45.835	2:31.857	58.5	34:53.923								
12	1	2:05.874	45.687	41.879	38.308	108.7	36:59.797								
13	1	1:50.959	31.669	42.544	36.746	123.3	38:50.756								
14	1	1:52.616	31.612	42.070	38.934	121.5	40:43.372								
15	1	4:06.564 B	31.990	49.263	2:45.311	55.5	44:49.936								
14 1.Mauro POPONCINI LOLA T 212 FVC PROTO 1															
1	1	3:00.125	1:19.690	50.609	49.826	76.0	3:00.125								
2	1	2:13.379	39.770	50.134	43.475	102.6	5:13.504								
3	1	2:00.786	34.268	45.448	41.070	113.3	7:14.290								
4	1	8:01.576 B	34.175	44.083	6:43.318	28.4	15:15.866								
5	1	2:15.488	44.708	47.541	43.239	101.0	17:31.354								
6	1	2:00.560	34.337	45.496	40.727	113.5	19:31.914								
7	1	2:02.318	33.965	45.882	42.471	111.9	21:34.232								
8	1	2:04.680	35.228	46.978	42.474	109.7	23:38.912								
9	1	2:03.435	34.433	47.517	41.485	110.9	25:42.347								
10	1	2:03.435	35.808	45.804	41.823	110.9	27:45.782								
11	1	6:51.862 B	34.688	47.522	5:29.652	33.2	34:37.644								
12	1	2:16.693	46.488	46.932	43.273	100.1	36:54.337								
13	1	2:05.804	34.530	49.298	41.976	108.8	39:00.141								
14	1	2:13.451	34.644	47.496	51.311	102.5	41:13.592								
15 1.John EMBERSON 2.Bill WYKEHAM CHEVRON B8 BMW PROTO 1															
1	1	23:20.757	...	47.835	45.733	9.8	23:20.757								
2	1	2:00.790	33.871	44.899	42.020	113.3	25:21.547								
3	1	2:03.072	35.785	45.240	42.047	111.2	27:24.619								

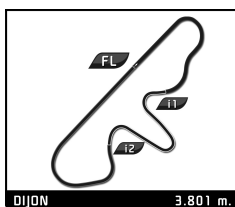
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
17 1.Jean BRANDENBURG CHEVRON B8 BMW PROTO 1								4	1	5:29.107 B	38.265	45.774	4:05.068	41.6	32:53.726
1	1	10:17.965	8:28.584	55.734	53.647	22.1	10:17.965	5	1	6:02.615 B	52.559	46.378	4:23.678	37.7	38:56.341
2	1	4:01.830 B	46.600	54.964	2:20.266	56.6	14:19.795								
3	1	2:29.438	48.881	50.624	49.933	91.6	16:49.233								
4	1	2:22.985	39.602	50.103	53.280	95.7	19:12.118								
5	1	2:22.884	41.184	52.034	49.666	95.8	21:35.102								
6	1	2:26.221	38.854	55.987	51.380	93.6	24:01.323								
7	1	2:21.960	38.429	52.775	50.756	96.4	26:23.283								
8	1	2:17.660	38.433	50.743	48.484	99.4	28:40.943								
9	1	2:35.328	40.437	54.521	1:00.370	88.1	31:16.271								
10	1	2:32.704	43.172	51.747	57.785	89.6	33:48.975								
11	1	2:32.812	49.041	52.953	50.818	89.5	36:21.787								
12	1	2:22.215	40.097	53.711	48.407	96.2	38:44.002								
13	1	2:27.564	39.981	52.968	54.615	92.7	41:11.566								
14	1	2:34.836	43.427	56.700	54.709	88.4	43:46.402								
15	1	2:31.370	41.997	53.879	55.494	90.4	46:17.772								
21 1.Detlef VON DER LIECK 2.Ralf KELLENERS DE TOMASO Pantera GT1								1	1	4:05.194	2:48.642	39.314	37.238	55.8	4:05.194
2	1	3:04.158 B	30.316	40.018	1:53.824	74.3	7:09.352								
3	1	1:54.788	38.556	39.331	36.901	119.2	9:04.140								
4	1	1:46.810	31.337	38.992	36.481	128.1	10:50.950								
5	1	6:45.757 B	33.941	49.201	5:22.615	33.7	17:36.707								
6	1	2:19.843	46.958	46.553	46.332	97.8	19:56.550								
7	1	2:07.847	36.335	45.831	45.681	107.0	22:04.397								
8	1	2:03.340	35.827	44.624	42.889	110.9	24:07.737								
23 1.Philippe PEAUGER 2.Charles RUPP CHEVRON B16 BMW PROTO 1								1	1	2:29.321	1:04.386	43.347	41.588	91.6	2:29.321
2	1	1:55.502	32.752	42.414	40.336	118.5	4:24.823								
3	1	1:55.117	31.524	43.532	40.061	118.9	6:19.940								
4	1	1:53.817	31.486	41.831	40.500	120.2	8:13.757								
5	1	1:53.638	30.899	42.447	40.292	120.4	10:07.395								
6	1	1:53.987	31.322	42.393	40.272	120.0	12:01.382								
7	1	2:09.144	35.863	45.969	47.312	106.0	14:10.526								
8	1	1:53.179	32.653	41.836	38.690	120.9	16:03.705								
9	1	1:50.880	30.409	41.845	38.626	123.4	17:54.585								
10	1	1:54.029	30.637	42.911	40.481	120.0	19:48.614								
11	1	4:16.810 B	31.249	42.623	3:02.938	53.3	24:05.424								
12	1	2:11.698	44.311	43.991	43.396	103.9	26:17.122								
13	1	1:58.727	32.997	42.926	42.804	115.3	28:15.849								
14	1	1:59.385	33.548	43.403	42.434	114.6	30:15.234								
15	1	2:03.062	35.072	45.686	42.304	111.2	32:18.296								
16	1	2:01.846	34.981	44.565	42.300	112.3	34:20.142								
17	1	1:59.065	33.847	43.893	41.325	114.9	36:19.207								
18	1	2:01.533	32.565	45.806	43.162	112.6	38:20.740								
19	1	1:57.696	32.722	43.878	41.096	116.3	40:18.436								
20	1	2:31.043	33.062	57.878	1:00.103	90.6	42:49.479								
21	1	2:30.706	32.972	46.703	1:11.031	90.8	45:20.185								



CLASSIC ENDURANCE RACING 1 GRAND PRIX DE L'AGE D'OR 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			
29 1.Xavier GALANT 2.Vincent NEURISSE							CHEVRON B 16 FVC PROTO 1											
1	1	40:07.285				5.7	40:07.285	6	1	2:33.526	39.785	59.427	54.314	89.1	15:05.459			
2	1	5:11.113	39.194	3:21.511	1:10.408	44.0	45:18.398	7	1	2:01.917	35.834	44.360	41.723	112.2	17:07.376			
30 1.Anthony SCHRAUWEN							LOTUS 30 PROTO 1											
1	1	6:08.790	4:31.119	49.458	48.213	37.1	6:08.790	8	1	2:00.465	33.900	45.333	41.232	113.6	19:07.841			
2	1	2:08.117	36.401	46.726	44.990	106.8	8:16.907	9	1	1:58.273	33.427	44.628	40.218	115.7	21:06.114			
3	1	2:08.582	35.750	48.503	44.329	106.4	10:25.489	10	1	1:56.156	33.081	43.213	39.862	117.8	23:02.270			
4	1	2:27.796	41.846	55.255	50.695	92.6	12:53.285	11	1	1:55.384	32.843	43.030	39.511	118.6	24:57.654			
5	1	2:12.903	38.169	48.892	45.842	103.0	15:06.188	12	1	1:56.227	32.978	44.280	38.969	117.7	26:53.881			
6	1	2:04.930	36.747	45.389	42.794	109.5	17:11.118	13	1	1:59.089	34.016	44.583	40.490	114.9	28:52.970			
7	1	2:04.326	34.581	46.024	43.721	110.1	19:15.444	14	1	2:04.985	34.260	45.237	45.488	109.5	30:57.955			
8	1	2:02.753	34.485	44.758	43.510	111.5	21:18.197	15	1	2:24.366	36.883	46.156	1:01.327	94.8	33:22.321			
9	1	2:02.838	34.896	44.720	43.222	111.4	23:21.035	16	1	2:03.059	37.783	45.263	40.013	111.2	35:25.380			
10	1	2:01.950	34.788	45.168	41.994	112.2	25:22.985	17	1	1:55.439	33.639	43.446	38.354	118.5	37:20.819			
11	1	1:58.724	33.267	44.417	41.040	115.3	27:21.709	18	1	1:53.570	31.902	43.048	38.620	120.5	39:14.389			
12	1	2:01.063	34.393	44.785	41.885	113.0	29:22.772	19	1	2:02.675	32.439	44.203	46.033	111.5	41:17.064			
13	1	2:07.860	33.589	45.090	49.181	107.0	31:30.632	20	1	2:34.409	39.747	57.947	56.715	88.6	43:51.473			
14	1	2:28.457	44.471	51.331	52.655	92.2	33:59.089	21	1	2:12.082	39.399	52.145	40.538	103.6	46:03.555			
15	1	2:04.860	36.270	46.732	41.858	109.6	36:03.949											
16	1	2:01.279	34.091	45.516	41.672	112.8	38:05.228											
17	1	2:01.991	33.719	46.111	42.161	112.2	40:07.219											
32 1.Henrique GEMPERLE 2.Marc de SIEBENTHAL							CHEVRON B8 BMW PROTO 1											
1	1	4:15.564	2:54.532	42.938	38.094	53.5	4:15.564	1	1	8:38.565	7:14.054	43.718	40.793	26.4	8:38.565			
2	1	1:46.323	29.823	39.066	37.434	128.7	6:01.887	2	1	27:06.914 B	36.553	4:22.147	...	8.4	35:45.479			
3	1	1:45.525	29.452	38.777	37.296	129.7	7:47.412	3	1	2:09.039	45.838	41.910	41.291	106.0	37:54.518			
4	1	1:55.502	31.343	46.086	38.073	118.5	9:42.914	4	1	1:52.518	31.284	42.144	39.090	121.6	39:47.036			
5	1	1:52.494	30.033	39.973	42.488	121.6	11:35.408											
6	1	4:59.735 B	44.028	47.343	3:28.364	45.7	16:35.143											
7	1	2:12.677	45.821	45.327	41.529	103.1	18:47.820											
8	1	1:54.534	31.940	42.355	40.239	119.5	20:42.354											
9	1	2:12.461	32.002	59.319	41.140	103.3	22:54.815											
10	1	1:54.928	32.008	42.945	39.975	119.1	24:49.743											
11	1	1:58.135	33.069	42.983	42.083	115.8	26:47.878											
12	1	1:59.825	33.942	44.137	41.746	114.2	28:47.703											
13	1	2:06.842	34.199	44.048	48.595	107.9	30:54.545											
14	1	2:26.156	38.005	46.850	1:01.301	93.6	33:20.701											
15	1	2:02.977	37.659	44.735	40.583	111.3	35:23.678											
16	1	1:56.816	33.825	43.283	39.708	117.1	37:20.494											
17	1	1:58.245	33.770	44.489	39.986	115.7	39:18.739											
18	1	1:59.783	32.424	44.119	43.240	114.2	41:18.522											
19	1	2:34.365	39.455	58.098	56.812	88.6	43:52.887											
20	1	2:08.840	38.939	50.162	39.739	106.2	46:01.727											
33 1.Richard MILLE 2.Carlos TAVARES							LOLA T70 Mk III B PROTO 1											
1	1	4:20.417	2:49.595	47.898	42.924	52.5	4:20.417											
2	1	2:01.337	35.196	45.661	40.480	112.8	6:21.754											
3	1	1:58.872	33.826	43.452	41.594	115.1	8:20.626											
4	1	1:58.506	33.114	44.825	40.567	115.5	10:19.132											
5	1	2:12.801	36.260	47.131	49.410	103.0	12:31.933											

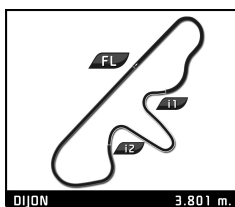


CLASSIC ENDURANCE RACING 1 GRAND PRIX DE L'AGE D'OR FREE PRACTICE

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
13	1	2:20.403	42.858	49.369	48.176	97.5	36:11.488	2	1	2:12.528	38.484	49.865	44.179	103.3	5:15.103
14	1	2:12.589	37.861	47.589	47.139	103.2	38:24.077	3	1	2:03.038	33.691	45.812	43.535	111.2	7:18.141
15	1	2:11.199	37.641	47.642	45.916	104.3	40:35.276	4	1	4:49.724 B	33.903	44.820	3:31.001	47.2	12:07.865
16	1	2:17.884	39.176	48.974	49.734	99.2	42:53.160	5	1	2:57.692	59.241	1:02.281	56.170	77.0	15:05.557
17	1	2:26.713	38.494	47.372	1:00.847	93.3	45:19.873	6	1	2:08.992	38.349	47.105	43.538	106.1	17:14.549
40 1.Tim SUMMERS FERRARI 365 GTB/4 GT1								7	1	2:07.768	34.334	48.038	45.396	107.1	19:22.317
1	1	2:19.697	56.015	43.210	40.472	98.0	2:19.697	8	1	2:05.664	35.568	47.178	42.918	108.9	21:27.981
2	1	1:55.381	32.163	44.898	38.320	118.6	4:15.078	9	1	1:59.870	33.226	44.822	41.822	114.2	23:27.851
3	1	1:51.005	31.931	40.616	38.458	123.3	6:06.083	10	1	2:00.614	32.971	44.851	42.792	113.4	25:28.465
4	1	3:45.756 B	30.791	40.973	2:33.992	60.6	9:51.839	61 1.Thomas STUDER McLAREN M6 GT PROTO 1							
5	1	2:06.952	39.383	43.452	44.117	107.8	11:58.791	1	1	8:18.007 B	5:12.202	47.070	2:18.735	27.5	8:18.007
6	1	3:12.326 B	37.482	45.835	1:49.009	71.1	15:11.117	2	1	2:10.769	43.194	43.441	44.134	104.6	10:28.776
7	1	2:01.137	38.783	42.451	39.903	113.0	17:12.254	3	1	2:30.530	40.399	55.712	54.419	90.9	12:59.306
8	1	1:51.265	31.673	41.001	38.591	123.0	19:03.519	4	1	2:12.824	37.662	45.448	49.714	103.0	15:12.130
9	1	1:49.864	30.998	40.736	38.130	124.6	20:53.383	5	1	2:06.403	34.205	45.671	46.527	108.3	17:18.533
10	1	1:49.902	30.876	40.917	38.109	124.5	22:43.285	6	1	2:00.266	34.476	43.811	41.979	113.8	19:18.799
11	1	1:51.354	31.443	40.924	38.987	122.9	24:34.639	7	1	1:59.181	33.779	43.015	42.387	114.8	21:17.980
12	1	6:24.107 B	31.649	42.155	5:10.303	35.6	30:58.746	8	1	1:55.007	32.988	41.931	40.088	119.0	23:12.987
13	1	5:04.296 B	53.156	48.146	3:22.994	45.0	36:03.042	9	1	1:55.247	31.656	42.767	40.824	118.7	25:08.234
14	1	2:36.096	42.139	1:08.844	45.113	87.7	38:39.138	10	1	1:53.428	31.615	41.589	40.224	120.6	27:01.662
15	1	2:10.385	37.423	47.345	45.617	104.9	40:49.523	11	1	1:55.955	32.806	43.188	39.961	118.0	28:57.617
43 1.Peter MUELDER PORSCHE 911 RSR 3L GT1 2.Christian TRABER								12	1	2:02.322	32.920	45.759	43.643	111.9	30:59.939
1	1	6:40.155	4:55.027	58.578	46.550	34.2	6:40.155	13	1	2:26.470	44.485	50.026	51.959	93.4	33:26.409
2	1	2:02.326	38.393	42.277	41.656	111.9	8:42.481	14	1	2:05.510	38.265	45.270	41.975	109.0	35:31.919
3	1	1:56.896	33.376	42.007	41.513	117.1	10:39.377	15	1	1:56.967	32.851	42.506	41.610	117.0	37:28.886
4	1	2:24.228	36.847	52.704	54.677	94.9	13:03.605	16	1	1:54.429	31.900	42.308	40.221	119.6	39:23.315
5	1	2:15.304	41.338	49.573	44.393	101.1	15:18.909	17	1	1:59.716	31.881	42.701	45.134	114.3	41:23.031
6	1	6:15.136 B	32.668	41.898	5:00.570	36.5	21:34.045	18	1	2:32.857	36.787	58.178	57.892	89.5	43:55.888
7	1	2:11.019	45.984	45.145	39.890	104.4	23:45.064	19	1	2:13.015	40.233	49.324	43.458	102.9	46:08.903
8	1	1:49.871	31.035	40.084	38.752	124.5	25:34.935	67 1.Maurizio BIANCO CHEVRON B19 PROTO 1							
9	1	1:49.007	30.008	41.043	37.956	125.5	27:23.942	1	1	5:09.438	3:42.151	46.891	40.396	44.2	5:09.438
47 1.Joseph ZAGO CHEVRON B16 FVC PROTO 1 2.Jacques ROUCOLLE								2	1	1:49.613	31.365	40.107	38.141	124.8	6:59.051
1	1	6:38.695	4:53.792	54.490	50.413	34.3	6:38.695	3	1	1:50.026	30.756	40.984	38.286	124.4	8:49.077
2	1	2:19.033	42.879	48.216	47.938	98.4	8:57.728	4	1	1:48.106	30.091	39.718	38.297	126.6	10:37.183
3	1	3:56.447 B	40.547	48.955	2:26.945	57.9	12:54.175	5	1	5:54.727 B	35.885	54.571	4:24.271	38.6	16:31.910
4	1	2:27.617	49.790	49.303	48.524	92.7	15:21.792	6	1	2:01.131	42.210	41.825	37.096	113.0	18:33.041
5	1	2:16.134	41.709	49.237	45.188	100.5	17:37.926	7	1	1:44.953	29.841	39.007	36.105	130.4	20:17.994
6	1	2:13.235	37.587	49.028	46.620	102.7	19:51.161	8	1	1:44.314	29.032	38.461	36.821	131.2	22:02.308
7	1	2:14.270	37.905	48.481	47.884	101.9	22:05.431	9	1	1:43.197	28.514	38.717	35.966	132.6	23:45.505
8	1	2:14.226	38.632	47.518	48.076	101.9	24:19.657	70 1.Pierre-Alain FRANCE LOLA T70 Mk III B PROTO 1							
9	1	4:36.138 B	37.897	48.336	3:09.905	49.6	28:55.795	1	1	4:34.173	3:11.045	42.392	40.736	49.9	4:34.173
10	1	2:34.491	53.485	49.394	51.612	88.6	31:30.286	2	1	2:01.076	33.000	45.182	42.894	113.0	6:35.249
11	1	2:29.068	43.859	50.765	54.444	91.8	33:59.354	3	1	8:28.346 B	33.449	44.518	7:10.379	26.9	15:03.595
12	1	2:21.496	43.747	49.511	48.238	96.7	36:20.850	4	1	2:06.410	44.700	42.408	39.302	108.2	17:10.005
13	1	2:17.538	39.057	50.765	47.716	99.5	38:38.388	5	1	1:51.498	31.587	40.398	39.513	122.7	19:01.503
14	1	2:27.024	41.185	51.503	54.336	93.1	41:05.412	6	1	1:49.518	31.586	39.633	38.299	124.9	20:51.021
48 1.Peter VÖGELE PORSCHE 908/3 PROTO 1								78 1.Thierry DE LATRE DU BOSQUEA LOLA T70 Mk III PROTO 1							
1	1	3:02.575	1:25.986	47.557	49.032	74.9	3:02.575	1	1	3:59.516	2:36.203	44.336	38.977	57.1	3:59.516



CLASSIC ENDURANCE RACING 1

GRAND PRIX DE L'ÂGE D'OR

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	1:50.567	31.411	40.452	38.704	123.8	5:50.083								
3	1	1:50.678	32.326	40.478	37.874	123.6	7:40.761								
4	1	4:20.872 B	30.742	40.710	3:09.420	52.5	12:01.633								
5	1	2:58.668	1:03.911	1:02.691	52.066	76.6	15:00.301								
6	1	1:51.062	31.849	41.731	37.482	123.2	16:51.363								
7	1	1:47.636	29.635	40.726	37.275	127.1	18:38.999								
8	1	1:46.235	29.256	40.264	36.715	128.8	20:25.234								
9	1	6:19.663 B	30.346	40.900	5:08.417	36.0	26:44.897								
10	1	1:56.473	40.565	40.406	35.502	117.5	28:41.370								
11	1	1:44.036	28.686	39.978	35.372	131.5	30:25.406								
12	1	5:58.273 B	44.788	59.562	4:13.923	38.2	36:23.679								
13	1	1:57.502	39.336	42.209	35.957	116.5	38:21.181								
14	1	1:46.305	28.772	40.381	37.152	128.7	40:07.486								