

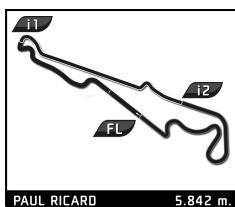
CLASSIC ENDURANCE RACING 1

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
2 1.Sandy WATSON 2.Martin O'CONNELL CHEVRON B8 FVA 1968 P-2L								18	1	2:36.045	44.263	45.314	1:06.468	134.8	48:43.426
1	1	2:43.115	52.798	45.145	1:05.172	128.9	2:43.115	19	1	2:38.225	45.801	45.377	1:07.047	132.9	51:21.651
2	1	2:30.692	43.132	44.026	1:03.534	139.6	5:13.807	20	1	2:35.881	44.283	45.809	1:05.789	134.9	53:57.532
3	1	2:30.761	42.678	43.910	1:04.173	139.5	7:44.568	21	1	2:34.422	44.323	44.864	1:05.235	136.2	56:31.954
4	1	2:32.503	43.007	45.389	1:04.107	137.9	10:17.071	22	1	2:41.882	44.744	51.070	1:06.068	129.9	59:13.836
5	1	2:33.595	43.787	45.061	1:04.747	136.9	12:50.666	23	1	2:35.821	44.061	45.567	1:06.193	135.0	1:01:49.657
6	1	2:32.850	43.120	45.369	1:04.361	137.6	15:23.516	7 1.Toni SEILER LOLA T70 Mk III 1968 P+2L							
7	1	2:32.860	43.870	44.980	1:04.010	137.6	17:56.376	1	1	2:28.537	42.857	43.944	1:01.736	141.6	2:28.537
8	1	2:32.715	42.953	45.437	1:04.325	137.7	20:29.091	2	1	2:29.694	43.059	45.776	1:00.859	140.5	4:58.231
9	1	2:31.396	43.353	43.827	1:04.216	138.9	23:00.487	3	1	2:24.334	40.942	43.067	1:00.325	145.7	7:22.565
10	1	2:34.054	43.227	45.337	1:05.490	136.5	25:34.541	4	1	2:22.830	40.671	41.640	1:00.519	147.2	9:45.395
11	1	2:30.307	42.000	44.225	1:04.082	139.9	28:04.848	5	1	2:23.797	40.920	41.842	1:01.035	146.3	12:09.192
12	1	2:33.346	42.829	44.047	1:06.470	137.1	30:38.194	6	1	2:26.739	40.917	42.762	1:03.060	143.3	14:35.931
13	1	3:41.682 B	43.632	45.014	2:13.036	94.9	34:19.876	7	1	2:23.901	40.853	42.104	1:00.944	146.2	16:59.832
14	1	2:50.133	1:01.256	44.328	1:04.549	123.6	37:10.009	8	1	2:22.090	39.732	41.280	1:01.078	148.0	19:21.922
15	1	2:31.648	44.141	44.042	1:03.465	138.7	39:41.657	9	1	2:24.164	40.925	42.732	1:00.507	145.9	21:46.086
16	1	2:31.873	43.421	43.764	1:04.688	138.5	42:13.530	10	1	2:23.103	41.260	41.384	1:00.459	147.0	24:09.189
17	1	2:32.299	43.285	44.201	1:04.813	138.1	44:45.829	11	1	3:24.991 B	40.189	42.293	2:02.509	102.6	27:34.180
18	1	2:32.322	43.066	45.050	1:04.206	138.1	47:18.151	12	1	2:49.131	1:05.980	42.511	1:00.640	124.3	30:23.311
19	1	2:32.113	43.604	44.011	1:04.498	138.3	49:50.264	13	1	2:23.611	40.256	41.977	1:01.378	146.4	32:46.922
20	1	2:31.656	43.767	44.583	1:03.306	138.7	52:21.920	14	1	2:22.582	39.701	42.515	1:00.366	147.5	35:09.504
21	1	2:31.438	43.416	43.724	1:04.298	138.9	54:53.358	15	1	2:21.697	39.886	41.478	1:00.333	148.4	37:31.201
22	1	2:35.110	44.607	44.796	1:05.707	135.6	57:28.468	16	1	2:24.120	39.436	43.858	1:00.826	145.9	39:55.321
23	1	2:32.402	43.554	44.257	1:04.591	138.0	1:00:00.870	17	1	2:22.507	40.421	41.351	1:00.735	147.6	42:17.828
24	1	2:33.305	44.503	43.886	1:04.916	137.2	1:02:34.175	18	1	2:22.557	40.233	41.585	1:00.739	147.5	44:40.385
3 1.Christian GARDAVOT 2.Claudio RODDARO Porsche 911 RS 3,0i 1974 GT1								19	1	2:22.479	40.615	41.429	1:00.435	147.6	47:02.864
1	1	3:14.692	1:03.924	54.209	1:16.559	108.0	3:14.692	20	1	2:22.519	40.518	41.196	1:00.805	147.6	49:25.383
2	1	3:00.046	51.952	53.528	1:14.566	116.8	6:14.738	21	1	2:22.574	40.523	41.827	1:00.224	147.5	51:47.957
3	1	2:59.670	50.438	53.615	1:15.617	117.1	9:14.408	22	1	2:22.708	40.273	41.246	1:01.189	147.4	54:10.665
4	1	3:00.254	51.016	53.255	1:15.983	116.7	12:14.662	23	1	2:21.792	40.392	41.386	1:00.014	148.3	56:32.457
5	1	3:01.098	51.716	52.952	1:16.430	116.1	15:15.760	24	1	2:24.926	40.880	43.477	1:00.569	145.1	58:57.383
6	1	3:01.395	52.413	53.677	1:15.305	115.9	18:17.155	25	1	2:25.031	40.919	42.221	1:01.891	145.0	1:01:22.414
7	1	3:24.459 B	51.556	53.597	1:39.306	102.9	21:41.614	8 1.Olivier TANCOGNE 2.Vincent NEURISSE CHEVRON B16 FVC 1970 P-2L							
5 1.Rainer BECKER Porsche 911 RSR 3,0i 1974 GT1								1	1	2:51.841	56.598	49.337	1:05.906	122.4	2:51.841
1	1	2:52.893	56.214	49.640	1:07.039	121.6	2:52.893	2	1	2:34.551	45.120	44.768	1:04.663	136.1	5:26.392
2	1	2:37.190	44.981	46.406	1:05.803	133.8	5:30.083	3	1	2:32.612	42.409	45.064	1:05.139	137.8	7:59.004
3	1	2:36.899	44.810	45.782	1:06.307	134.0	8:06.982	4	1	2:31.141	43.274	45.319	1:02.548	139.1	10:30.145
4	1	2:36.508	44.302	45.586	1:06.620	134.4	10:43.490	5	1	2:30.827	42.704	43.433	1:04.690	139.4	13:00.972
5	1	2:36.337	44.443	45.726	1:06.168	134.5	13:19.827	6	1	2:31.319	43.176	45.093	1:03.505	139.0	15:32.291
6	1	2:37.456	44.343	47.067	1:06.046	133.6	15:57.283	7	1	2:30.038	42.919	44.579	1:02.540	140.2	18:02.329
7	1	2:37.960	44.017	46.606	1:07.337	133.1	18:35.243	8	1	2:34.908	41.982	43.787	1:09.139	135.8	20:37.237
8	1	2:36.169	43.547	45.883	1:06.739	134.7	21:11.412	9	1	2:29.667	42.319	43.887	1:03.461	140.5	23:06.904
9	1	2:38.284	45.555	46.401	1:06.328	132.9	23:49.696	10	1	2:43.787 B	43.261	43.915	1:16.611	128.4	25:50.691
10	1	2:36.245	43.759	45.440	1:07.046	134.6	26:25.941	11	1	3:47.490	1:59.606	44.068	1:03.816	92.4	29:38.181
11	1	3:43.593 B	44.444	46.315	2:12.834	94.1	30:09.534	12	1	2:30.699	42.500	43.370	1:04.829	139.6	32:08.880
12	1	2:56.355	1:03.965	45.779	1:06.611	119.3	33:05.889	13	1	2:28.151	41.849	43.076	1:03.226	142.0	34:37.031
13	1	2:36.208	43.863	45.599	1:06.746	134.6	35:42.097	14	1	2:32.681	43.220	44.965	1:04.496	137.7	37:09.712
14	1	2:36.190	44.088	43.258	1:08.844	134.7	38:18.287	15	1	2:29.944	42.806	43.995	1:03.143	140.3	39:39.656
15	1	2:35.679	43.540	45.805	1:06.334	135.1	40:53.966	16	1	2:29.990	42.751	44.480	1:02.759	140.2	42:09.646
16	1	2:38.157	45.488	45.083	1:07.586	133.0	43:32.123	17	1	2:27.959	42.181	43.080	1:02.698	142.1	44:37.605
17	1	2:35.258	44.691	45.222	1:05.345	135.5	46:07.381	18	1	2:28.779	42.732	43.468	1:02.579	141.4	47:06.384
								19	1	2:28.701	41.974	42.798	1:03.929	141.4	49:35.085
								20	1	2:31.106	42.848	44.556	1:03.702	139.2	52:06.191



CLASSIC ENDURANCE RACING 1

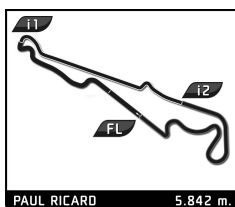
DIX MILLE TOURS

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
21	1	2:31.505	42.449	45.135	1:03.921	138.8	54:37.696	24	1	2:31.819	42.754	44.036	1:05.029	138.5	1:02:03.380
22	1	2:27.873	42.459	42.968	1:02.446	142.2	57:05.569	14 1.Mauro POPONCINI LOLA T212 1971 P-2L							
23	1	2:31.957	41.823	47.440	1:02.694	138.4	59:37.526								
24	1	2:29.380	43.068	43.803	1:02.509	140.8	1:02:06.906								
10 1.Franco MEINERS CHEVRON B16 BMW 1971 P-2L								1	1	2:47.130	54.724	47.396	1:05.010	125.8	2:47.130
1	1	2:32.746	46.225	44.481	1:02.040	137.7	2:32.746	2	1	2:33.521	43.131	44.974	1:05.416	137.0	5:20.651
2	1	2:27.123	41.799	43.582	1:01.742	142.9	4:59.869	3	1	2:32.558	44.307	44.482	1:03.769	137.9	7:53.209
3	1	2:27.349	41.471	42.556	1:03.322	142.7	7:27.218	4	1	2:32.031	42.945	44.431	1:04.655	138.3	10:25.240
4	1	2:26.215	41.362	42.603	1:02.250	143.8	9:53.433	5	1	2:31.475	42.371	44.016	1:05.088	138.8	12:56.715
5	1	2:26.484	41.808	42.812	1:01.864	143.6	12:19.917	6	1	2:31.109	42.784	43.462	1:04.863	139.2	15:27.824
6	1	2:25.889	41.585	42.583	1:01.721	144.2	14:45.806	7	1	2:32.468	43.186	43.929	1:05.353	137.9	18:00.292
7	1	2:26.249	41.896	43.064	1:01.289	143.8	17:12.055	8	1	2:34.049	43.330	45.253	1:05.466	136.5	20:34.341
8	1	2:27.124	41.302	42.629	1:03.193	142.9	19:39.179	9	1	2:30.882	43.168	44.140	1:03.574	139.4	23:05.223
9	1	2:25.150	41.050	42.877	1:01.223	144.9	22:04.329	10	1	2:30.402	42.891	43.806	1:03.705	139.8	25:35.625
10	1	2:27.054	41.691	42.788	1:02.575	143.0	24:31.383	11	1	2:29.572	42.979	44.204	1:02.389	140.6	28:05.197
11	1	2:28.234	42.960	42.661	1:02.613	141.9	26:59.617	12	1	3:53.415 B	42.975	44.852	2:25.588	90.1	31:58.612
12	1	2:38.361 B	41.672	42.849	1:13.840	132.8	29:37.978	13	1	2:51.691	1:02.952	44.319	1:04.420	122.5	34:50.303
13	1	3:45.225	1:58.858	43.485	1:02.882	93.4	33:23.203	14	1	2:32.824	43.380	44.886	1:04.558	137.6	37:23.127
14	1	2:26.275	41.430	42.850	1:01.995	143.8	35:49.478	15	1	2:32.014	43.212	45.121	1:03.681	138.4	39:55.141
15	1	2:26.184	41.081	43.280	1:01.823	143.9	38:15.662	16	1	2:32.073	42.814	45.030	1:04.229	138.3	42:27.214
16	1	2:26.469	41.778	42.313	1:02.378	143.6	40:42.131	17	1	2:32.405	42.899	43.121	1:06.385	138.0	44:59.619
17	1	2:26.759	41.781	43.022	1:01.956	143.3	43:08.890	18	1	2:29.547	42.762	43.283	1:03.502	140.6	47:29.166
18	1	2:28.245	41.900	43.644	1:02.701	141.9	45:37.135	19	1	2:30.027	42.274	43.974	1:03.779	140.2	49:59.193
19	1	2:27.992	43.059	43.014	1:01.919	142.1	48:05.127	20	1	2:31.049	43.432	43.367	1:04.250	139.2	52:30.242
20	1	2:26.367	42.038	43.210	1:01.119	143.7	50:31.494	21	1	2:31.093	42.644	44.520	1:03.929	139.2	55:01.335
21	1	2:27.544	42.818	42.653	1:02.073	142.5	52:59.038	22	1	2:30.229	42.668	43.398	1:04.163	140.0	57:31.564
22	1	2:24.562	40.827	42.558	1:01.177	145.5	55:23.600	23	1	2:31.439	43.527	44.134	1:03.778	138.9	1:00:03.003
23	1	2:26.601	41.948	43.018	1:01.635	143.5	57:50.201	24	1	2:30.913	44.017	43.352	1:03.544	139.4	1:02:33.916
24	1	2:26.593	41.833	42.208	1:02.552	143.5	1:00:16.794	15 1.John EMBERSON 2.Bill WYKEHAM CHEVRON B19 FVC 1971 P-2L							
12 1.Claude NAHUM 2.Bernard THUNER FORD GT 40 1968 GT1								1	1	2:30.757	44.744	43.780	1:02.233	139.5	2:30.757
1	1	2:38.077	50.091	44.757	1:03.229	133.0	2:38.077	2	1	2:26.903	41.425	44.179	1:01.299	143.2	4:57.660
2	1	2:31.346	43.384	44.452	1:03.510	139.0	5:09.423	3	1	2:29.102	42.142	43.491	1:03.469	141.1	7:26.762
3	1	2:29.123	42.478	43.807	1:02.838	141.0	7:38.546	4	1	2:25.837	41.241	42.826	1:01.770	144.2	9:52.599
4	1	2:27.830	41.716	43.145	1:02.969	142.3	10:06.376	5	1	2:25.892	41.089	42.896	1:01.907	144.2	12:18.491
5	1	2:29.437	42.706	43.375	1:03.356	140.7	12:35.813	6	1	2:27.829	42.575	44.537	1:00.717	142.3	14:46.320
6	1	2:28.923	42.503	43.646	1:02.774	141.2	15:04.736	7	1	2:26.672	42.337	43.352	1:00.983	143.4	17:12.992
7	1	2:28.911	42.187	43.595	1:03.129	141.2	17:33.647	8	1	4:34.261 B	41.119	42.760	3:10.382	76.7	21:47.253
8	1	2:28.130	42.523	42.921	1:02.686	142.0	20:01.777	9	1	2:47.807	1:01.731	43.842	1:02.234	125.3	24:35.060
9	1	2:27.817	41.861	43.336	1:02.620	142.3	22:29.594	10	1	2:28.456	42.217	43.288	1:02.951	141.7	27:03.516
10	1	2:30.735	44.220	43.361	1:03.154	139.5	25:00.329	11	1	3:51.786 B	41.367	43.540	2:26.879	90.7	30:55.302
11	1	2:30.140	42.327	44.209	1:03.604	140.1	27:30.469	12	1	7:41.773 B	59.639	42.718	5:59.416	45.5	38:37.075
12	1	3:54.752 B	43.135	43.731	2:27.886	89.6	31:25.221	13	1	4:04.327 B	56.711	43.330	2:24.286	86.1	42:41.402
13	1	2:46.787	58.817	43.801	1:04.169	126.1	34:12.008	14	1	5:11.349 B	57.084	45.622	3:28.643	67.5	47:52.751
14	1	2:29.645	42.445	43.631	1:03.569	140.5	36:41.653	16 1.Christophe VAN RIET LOLA T70 Mk III 1970 P+2L							
15	1	2:35.473	42.615	46.205	1:06.653	135.3	39:17.126								
16	1	2:31.984	44.168	44.508	1:03.308	138.4	41:49.110								
17	1	2:31.196	42.489	43.581	1:05.126	139.1	44:20.306								
18	1	2:30.768	42.769	43.842	1:04.157	139.5	46:51.074	1	1	2:23.321	41.188	41.993	1:00.140	146.7	2:23.321
19	1	2:33.157	43.704	44.707	1:04.746	137.3	49:24.231	2	1	2:22.134	40.217	41.432	1:00.485	148.0	4:45.455
20	1	2:31.505	44.096	43.519	1:03.890	138.8	51:55.736	3	1	2:21.970	40.398	41.457	1:00.115	148.1	7:07.425
21	1	2:29.918	42.650	43.945	1:03.323	140.3	54:25.654	4	1	2:20.438	40.144	40.997	59.297	149.8	9:27.863
22	1	2:33.732	43.125	44.930	1:05.677	136.8	56:59.386	5	1	2:21.696	40.356	41.365	59.975	148.4	11:49.559
23	1	2:32.175	43.309	44.096	1:04.770	138.2	59:31.561	6	1	2:21.087	40.365	40.877	59.845	149.1	14:10.646
								7	1	2:21.664	40.518	40.908	1:00.238	148.5	16:32.310
								8	1	2:31.558 B	40.468	40.719	1:10.371	138.8	19:03.868



CLASSIC ENDURANCE RACING 1

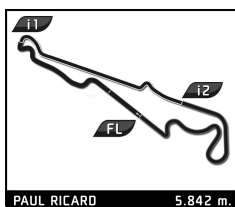
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RACE

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
19 1.Claude NAHUM 2.Bernard THUNER LOLA T70 Mk III 1968 P+2L								23 1.Charles RUPP 2.Philippe PEAUGER CHEVRON B16 BMW 1971 P-2L							
1	1	2:22.004	39.938	41.370	1:00.696	148.1	2:22.004	1	1	2:46.020	54.298	46.562	1:05.160	126.7	2:46.020
2	1	2:20.351	40.503	40.573	59.275	149.8	4:42.355	2	1	2:34.937	43.780	44.936	1:06.221	135.7	5:20.957
3	1	2:20.247	40.018	40.593	59.636	150.0	7:02.602	3	1	2:37.763	44.979	46.484	1:06.300	133.3	7:58.720
4	1	2:19.636	39.863	40.658	59.115	150.6	9:22.238	4	1	2:32.803	43.561	45.557	1:03.685	137.6	10:31.523
5	1	2:21.896	40.724	40.924	1:00.248	148.2	11:44.134	5	1	2:30.181	43.071	44.168	1:02.942	140.0	13:01.704
6	1	2:22.466	40.217	42.312	59.937	147.6	14:06.600	6	1	2:31.975	43.007	45.679	1:03.289	138.4	15:33.679
7	1	2:21.929	40.260	41.483	1:00.186	148.2	16:28.529	7	1	2:33.829	43.223	44.866	1:05.740	136.7	18:07.508
8	1	2:21.146	40.643	40.685	59.818	149.0	18:49.675	8	1	2:30.552	42.599	44.271	1:03.682	139.7	20:38.060
9	1	2:20.900	39.549	40.966	1:00.385	149.3	21:10.575	9	1	2:33.603	43.733	44.619	1:05.251	136.9	23:11.663
10	1	2:20.190	39.666	40.878	59.646	150.0	23:30.765	10	1	2:32.244	43.865	44.065	1:04.314	138.1	25:43.907
11	1	2:21.851	40.324	41.604	59.923	148.3	25:52.616	11	1	2:47.917 B	42.048	44.919	1:20.950	125.2	28:31.824
12	1	3:32.222 B	39.733	41.062	2:11.427	99.1	29:24.838	12	1	4:00.533	2:08.375	45.695	1:06.463	87.4	32:32.357
13	1	2:40.467	59.534	40.966	59.967	131.1	32:05.305	13	1	2:36.277	44.735	46.391	1:05.151	134.6	35:08.634
14	1	2:21.459	39.745	40.869	1:00.845	148.7	34:26.764	14	1	2:37.425	44.851	45.904	1:06.670	133.6	37:46.059
15	1	2:20.459	39.982	40.939	59.538	149.7	36:47.223	15	1	2:36.515	44.762	45.935	1:05.818	134.4	40:22.574
16	1	2:20.481	40.104	40.942	59.435	149.7	39:07.704	16	1	2:37.270	45.185	46.281	1:05.804	133.7	42:59.844
17	1	2:19.104	39.202	40.441	59.461	151.2	41:26.808	17	1	2:38.488	45.122	47.229	1:06.137	132.7	45:38.332
18	1	2:20.124	39.568	40.935	59.621	150.1	43:46.932	18	1	2:34.880	44.278	45.321	1:05.281	135.8	48:13.212
19	1	2:19.257	39.665	40.533	59.059	151.0	46:06.189	19	1	2:35.653	44.605	44.922	1:06.126	135.1	50:48.865
20	1	2:27.112	39.582	41.118	1:06.412	143.0	48:33.301	20	1	2:39.963	46.432	46.500	1:07.031	131.5	53:28.828
21	1	2:19.831	39.545	40.559	59.727	150.4	50:53.132	21	1	2:36.883	44.138	46.409	1:06.336	134.1	56:05.711
22	1	2:19.494	39.803	40.586	59.105	150.8	53:12.626	22	1	2:33.756	43.819	44.569	1:05.368	136.8	58:39.467
23	1	2:20.196	39.964	40.501	59.731	150.0	55:32.822	23	1	2:35.252	44.628	44.932	1:05.692	135.5	1:01:14.719
24	1	2:20.996	39.828	41.713	59.455	149.2	57:53.818	24 1.Uwe BRUSCHNIK PORSCHE 910 1967 P-2L							
25	1	2:20.742	40.429	40.738	59.575	149.4	1:00:14.560	1	1	2:49.503	55.165	48.367	1:05.971	124.1	2:49.503
21 1.Detlef VON DER LIECK 2.Ralf KELLEINERS DE TOMASO Pantera Gr. IV 1974 GT1								2	1	2:34.890	44.069	45.609	1:05.212	135.8	5:24.393
1	1	2:41.764	49.515	45.830	1:06.419	130.0	2:41.764	3	1	2:37.097	43.526	45.603	1:07.968	133.9	8:01.490
2	1	2:34.400	42.836	44.996	1:06.568	136.2	5:16.164	4	1	2:35.410	44.340	46.094	1:04.976	135.3	10:36.900
3	1	2:34.932	44.082	44.651	1:06.199	135.7	7:51.096	5	1	2:35.123	43.508	46.055	1:05.560	135.6	13:12.023
4	1	2:38.541	44.367	46.321	1:07.853	132.7	10:29.637	6	1	2:37.322	43.906	46.213	1:07.203	133.7	15:49.345
5	1	2:40.724	45.265	46.555	1:08.904	130.9	13:10.361	7	1	3:26.352 B	51.390	58.413	1:36.549	101.9	19:15.697
6	1	2:37.050	43.979	45.428	1:07.643	133.9	15:47.411	8	1	4:47.582	2:52.155	48.182	1:07.245	73.1	24:03.279
7	1	2:34.315	43.483	44.863	1:05.969	136.3	18:21.726	9	1	2:37.609	44.403	46.843	1:06.363	133.4	26:40.888
8	1	2:33.839	43.544	44.473	1:05.822	136.7	20:55.565	10	1	2:37.346	44.442	46.440	1:06.464	133.7	29:18.234
9	1	2:33.544	43.246	44.786	1:05.512	137.0	23:29.109	11	1	2:36.002	44.015	46.094	1:05.893	134.8	31:54.236
10	1	2:44.555 B	43.532	46.118	1:14.905	127.8	26:13.664	12	1	2:36.906	44.104	45.924	1:06.878	134.0	34:31.142
11	1	3:48.815	1:59.118	43.862	1:05.835	91.9	30:02.479	13	1	2:37.992	44.084	46.119	1:07.789	133.1	37:09.134
12	1	2:30.030	42.401	43.758	1:03.871	140.2	32:32.509	14	1	2:36.256	43.972	46.754	1:05.530	134.6	39:45.390
13	1	2:28.588	41.755	43.574	1:03.259	141.5	35:01.097	15	1	2:36.741	44.104	46.221	1:06.416	134.2	42:22.131
14	1	2:26.845	41.066	43.289	1:02.490	143.2	37:27.942	16	1	2:35.302	43.340	45.850	1:06.112	135.4	44:57.433
15	1	2:26.272	40.772	43.246	1:02.254	143.8	39:54.214	17	1	2:40.206	45.216	48.368	1:06.622	131.3	47:37.639
16	1	2:27.269	41.091	43.145	1:03.033	142.8	42:21.483	18	1	2:36.973	44.659	45.992	1:06.322	134.0	50:14.612
17	1	2:27.460	41.490	43.197	1:02.773	142.6	44:48.943	19	1	2:50.726 B	47.017	47.286	1:16.423	123.2	53:05.338
18	1	2:27.522	41.069	43.320	1:03.133	142.6	47:16.465	20	1	2:59.887	1:07.054	46.641	1:06.192	116.9	56:05.225
19	1	2:27.398	41.654	43.047	1:02.697	142.7	49:43.863	21	1	2:36.652	44.860	46.063	1:05.729	134.3	58:41.877
20	1	2:26.484	41.197	42.685	1:02.602	143.6	52:10.347	22	1	2:36.349	44.727	45.651	1:05.971	134.5	1:01:18.226
21	1	2:26.498	41.158	42.873	1:02.467	143.6	54:36.845	25 1.Xavier MICHERON HOWMET TX 1968 P+2L							
22	1	2:25.485	41.113	42.351	1:02.021	144.6	57:02.330	1	1	2:51.175	54.909	50.459	1:05.807	122.9	2:51.175
23	1	2:26.665	40.973	43.004	1:02.688	143.4	59:28.995	2	1	2:35.455	44.291	45.830	1:05.334	135.3	5:26.630
24	1	2:28.846	41.954	43.546	1:03.346	141.3	1:01:57.841	3	1	2:33.490	43.260	44.386	1:05.844	137.0	8:00.120



CLASSIC ENDURANCE RACING 1

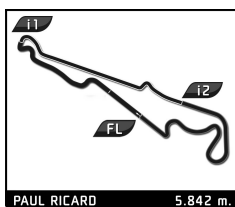
DIX MILLE TOURS

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
4	1	2:32.891	44.038	45.297	1:03.556	137.6	10:33.011								
30 1. Anthony SCHRAUWEN LOTUS 30 1964 P+2L								33 1. Richard MILLE LOLA T70 Mk III B 1969 P+2L 2. Carlos TAVARES							
1	1	2:44.057	52.315	46.465	1:05.277	128.2	2:44.057	1	1	2:27.327	43.582	39.805	1:03.940	142.8	2:27.327
2	1	2:35.770	44.490	44.833	1:06.447	135.0	5:19.827	2	1	2:26.500	42.359	41.950	1:02.191	143.6	4:53.827
3	1	2:34.091	44.554	44.556	1:04.981	136.5	7:53.918	3	1	2:24.259	40.972	41.683	1:01.604	145.8	7:18.086
4	1	2:33.413	43.299	45.168	1:04.946	137.1	10:27.331	4	1	2:23.503	40.662	41.545	1:01.296	146.6	9:41.589
5	1	2:32.759	43.228	44.120	1:05.411	137.7	13:00.090	5	1	2:25.932	41.527	41.905	1:02.500	144.1	12:07.521
6	1	2:31.926	43.490	44.110	1:04.326	138.4	15:32.016	6	1	2:27.587	41.471	42.681	1:03.435	142.5	14:35.108
7	1	2:32.731	43.500	44.553	1:04.678	137.7	18:04.747	7	1	2:24.641	41.327	41.990	1:01.324	145.4	16:59.749
8	1	2:31.385	43.480	43.772	1:04.133	138.9	20:36.132	8	1	2:24.981	41.514	41.875	1:01.592	145.1	19:24.730
9	1	2:29.919	42.433	43.831	1:03.655	140.3	23:06.051	9	1	2:27.322	41.290	43.607	1:02.425	142.8	21:52.052
10	1	2:30.144	42.958	43.605	1:03.581	140.1	25:36.195	10	1	2:27.258	41.667	43.106	1:02.485	142.8	24:19.310
11	1	3:37.851 B	43.159	43.945	2:10.747	96.5	29:14.046	11	1	2:24.650	40.648	42.081	1:01.921	145.4	26:43.960
12	1	2:44.270	56.745	43.971	1:03.554	128.0	31:58.316	12	1	2:44.454 B	43.810	44.487	1:16.157	127.9	29:28.414
13	1	2:31.377	42.522	44.050	1:04.805	138.9	34:29.693	13	1	3:43.806	1:59.551	42.373	1:01.882	94.0	33:12.220
14	1	2:30.911	42.470	44.506	1:03.935	139.4	37:00.604	14	1	2:25.102	41.269	42.249	1:01.584	144.9	35:37.322
15	1	2:31.688	43.116	44.226	1:04.346	138.6	39:32.292	15	1	2:24.861	41.030	42.092	1:01.739	145.2	38:02.183
16	1	2:30.491	43.111	43.762	1:03.618	139.8	42:02.783	16	1	2:26.005	41.809	42.758	1:01.438	144.0	40:28.188
17	1	2:30.426	43.208	43.465	1:03.753	139.8	44:33.209	17	1	2:26.873	41.555	42.913	1:02.405	143.2	42:55.061
18	1	2:29.988	42.372	43.760	1:03.856	140.2	47:03.197	18	1	2:26.172	42.019	42.260	1:01.893	143.9	45:21.233
19	1	2:31.263	43.410	43.718	1:04.135	139.0	49:34.460	19	1	2:25.878	41.384	41.950	1:02.544	144.2	47:47.111
20	1	2:31.080	42.997	43.597	1:04.486	139.2	52:05.540	20	1	2:28.046	42.297	43.352	1:02.397	142.1	50:15.157
21	1	2:32.484	43.124	45.038	1:04.322	137.9	54:38.024	21	1	2:25.138	41.739	41.718	1:01.681	144.9	52:40.295
22	1	2:30.996	42.835	43.972	1:04.189	139.3	57:09.020	22	1	2:25.480	41.738	42.166	1:01.576	144.6	55:05.775
23	1	2:32.699	43.608	44.711	1:04.380	137.7	59:41.719	23	1	2:26.007	41.434	42.105	1:02.468	144.0	57:31.782
24	1	2:31.465	42.956	44.386	1:04.123	138.9	1:02:13.184	24	1	2:25.550	41.252	42.151	1:02.147	144.5	59:57.332
32 1. Henrique GEMPERLE CHEVRON B8 BMW 1969 P-2L 2. Marc de SIEBENTHAL								35 1. Gianluca RATAZZI ALFA ROMEO T33/3 1969 P+2L 2. Emanuele PIRRO							
1	1	2:34.863	46.819	44.860	1:03.184	135.8	2:34.863	1	1	2:28.134	42.279	44.006	1:01.849	142.0	2:28.134
2	1	2:29.205	41.909	44.135	1:03.161	141.0	5:04.068	2	1	2:28.448	42.921	42.766	1:02.761	141.7	4:56.582
3	1	2:28.762	42.143	43.896	1:02.723	141.4	7:32.830	3	1	2:24.477	41.483	42.058	1:00.936	145.6	7:21.059
4	1	2:28.433	41.820	43.749	1:02.864	141.7	10:01.263	4	1	9:45.606 B	41.123	42.250	8:22.233	35.9	17:06.665
5	1	2:29.768	42.754	43.795	1:03.219	140.4	12:31.031	5	1	2:40.894	57.282	42.256	1:01.356	130.7	19:47.559
6	1	2:30.622	42.825	44.782	1:03.015	139.6	15:01.653	6	1	2:24.982	41.183	42.422	1:01.377	145.1	22:12.541
7	1	2:30.215	42.825	43.625	1:03.765	140.0	17:31.868	7	1	2:23.687	40.545	42.037	1:01.105	146.4	24:36.228
8	1	2:29.683	42.702	43.774	1:03.207	140.5	20:01.551	8	1	2:29.205	43.400	42.552	1:03.253	141.0	27:05.433
9	1	2:29.863	42.607	43.938	1:03.318	140.3	22:31.414	9	1	3:53.086 B	41.253	42.981	2:28.852	90.2	30:58.519
10	1	2:30.032	42.918	44.016	1:03.098	140.2	25:01.446	10	1	3:18.644	1:10.362	50.524	1:17.758	105.9	34:17.163
11	1	2:30.037	42.608	43.776	1:03.653	140.2	27:31.483	11	1	2:58.082	50.676	50.883	1:16.523	118.1	37:15.245
12	1	3:52.210 B	43.160	44.814	2:24.236	90.6	31:23.693	12	1	2:51.282	49.180	50.302	1:11.800	122.8	40:06.527
13	1	2:52.443	1:01.189	45.023	1:06.231	122.0	34:16.136	13	1	2:51.131	47.985	49.923	1:13.223	122.9	42:57.658
14	1	2:37.884	44.588	46.786	1:06.510	133.2	36:54.020	14	1	2:49.977	49.064	48.129	1:12.784	123.7	45:47.635
15	1	2:34.809	44.551	45.588	1:04.670	135.9	39:28.829	15	1	2:50.489	49.402	48.172	1:12.915	123.4	48:38.124
16	1	2:36.280	44.777	45.289	1:06.214	134.6	42:05.109	16	1	2:51.040	51.674	47.743	1:11.623	123.0	51:29.164
17	1	2:33.487	43.643	44.312	1:05.532	137.0	44:38.596	17	1	2:44.702	48.364	46.255	1:10.083	127.7	54:13.866
18	1	2:35.401	44.004	44.724	1:06.673	135.3	47:13.997	18	1	2:44.814	47.263	47.144	1:10.407	127.6	56:58.680
19	1	2:34.999	44.748	44.810	1:05.441	135.7	49:48.996	19	1	2:47.490	48.384	48.330	1:10.776	125.6	59:46.170
20	1	2:34.982	44.441	45.108	1:05.433	135.7	52:23.978	20	1	2:46.083	47.669	47.886	1:10.528	126.6	1:02:32.253
39 1. Alfred STREBEL CHEVROLET Corvette 1969 GT1								39 1. Alfred STREBEL							
1	1	2:50.705	55.892	48.202	1:06.611	123.2	2:50.705	1	1	2:50.705	55.892	48.202	1:06.611	123.2	2:50.705
2	1	2:42.434	47.008	48.544	1:06.882	129.5	5:33.139	2	1	2:42.434	47.008	48.544	1:06.882	129.5	5:33.139
3	1	2:37.689	44.873	47.007	1:05.809	133.4	8:10.828	3	1	2:37.689	44.873	47.007	1:05.809	133.4	8:10.828



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

RACE

Analysis

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

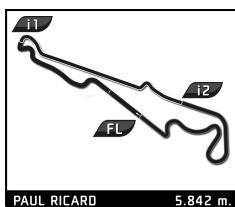
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
4	1	2:36.199	44.395	45.754	1:06.050	134.6	10:47.027	9	1	2:37.178	45.007	45.947	1:06.224	133.8	23:33.773
5	1	2:36.713	44.345	45.801	1:06.567	134.2	13:23.740	10	1	3:46.396 B	44.470	45.806	2:16.120	92.9	27:20.169
6	1	2:34.662	44.212	45.033	1:05.417	136.0	15:58.402	11	1	2:56.404	1:02.948	46.144	1:07.312	119.2	30:16.573
7	1	2:35.525	44.145	45.430	1:05.950	135.2	18:33.927	12	1	2:37.618	44.757	46.606	1:06.255	133.4	32:54.191
8	1	2:37.803	43.926	45.928	1:07.949	133.3	21:11.730	13	1	2:36.880	44.565	46.264	1:06.051	134.1	35:31.071
9	1	2:37.081	44.773	45.717	1:06.591	133.9	23:48.811	14	1	2:37.246	43.886	47.402	1:05.958	133.7	38:08.317
10	1	2:35.409	43.796	44.859	1:06.754	135.3	26:24.220	15	1	2:36.048	44.002	45.867	1:06.179	134.8	40:44.365
11	1	3:48.463 B	44.145	45.959	2:18.359	92.1	30:12.683	16	1	2:36.360	43.925	46.035	1:06.400	134.5	43:20.725
12	1	2:54.965	1:02.344	46.167	1:06.454	120.2	33:07.648	17	1	2:37.912	45.443	45.855	1:06.614	133.2	45:58.637
13	1	2:37.722	44.248	46.807	1:06.667	133.3	35:45.370	18	1	2:38.476	44.038	46.866	1:07.572	132.7	48:37.113
14	1	2:34.898	43.367	45.391	1:06.140	135.8	38:20.268	19	1	2:35.642	43.995	45.925	1:05.722	135.1	51:12.755
15	1	2:37.717	43.893	48.186	1:05.638	133.3	40:57.985	20	1	2:34.743	43.640	45.948	1:05.155	135.9	53:47.498
16	1	2:35.335	44.016	45.257	1:06.062	135.4	43:33.320	21	1	2:35.937	44.038	46.508	1:05.391	134.9	56:23.435
17	1	2:35.688	44.583	45.224	1:05.881	135.1	46:09.008	22	1	2:36.658	44.059	45.905	1:06.694	134.2	59:00.093
18	1	2:36.026	44.377	45.536	1:06.113	134.8	48:45.034	23	1	2:36.486	44.407	46.027	1:06.052	134.4	1:01:36.579
19	1	2:41.203	45.878	46.940	1:08.385	130.5	51:26.237								
20	1	2:37.080	44.531	45.738	1:06.811	133.9	54:03.317								
21	1	2:36.990	45.161	45.578	1:06.251	134.0	56:40.307								
22	1	2:35.729	43.354	45.827	1:06.548	135.0	59:16.036								
23	1	2:35.581	44.024	45.480	1:06.077	135.2	1:01:51.617								

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
1	1	2:53.712	56.871	49.748	1:07.093	121.1	2:53.712
2	1	2:38.128	44.574	46.768	1:06.786	133.0	5:31.840
3	1	2:36.772	44.821	46.167	1:05.784	134.2	8:08.612
4	1	2:38.088	44.663	46.235	1:07.190	133.0	10:46.700
5	1	2:38.111	45.122	46.643	1:06.346	133.0	13:24.811
6	1	2:34.537	43.756	45.514	1:05.267	136.1	15:59.348
7	1	2:36.792	43.638	47.376	1:05.778	134.1	18:36.140
8	1	2:36.240	43.956	45.722	1:06.562	134.6	21:12.380
9	1	2:37.415	44.848	46.380	1:06.187	133.6	23:49.795
10	1	2:35.734	44.138	45.178	1:06.418	135.0	26:25.529
11	1	2:36.372	43.517	45.951	1:06.904	134.5	29:01.901
12	1	3:51.130 B	43.846	45.698	2:21.586	91.0	32:53.031
13	1	2:53.125	1:02.246	45.946	1:04.933	121.5	35:46.156
14	1	2:34.599	43.904	44.930	1:05.765	136.0	38:20.755
15	1	2:33.234	43.653	45.278	1:04.303	137.2	40:53.989
16	1	2:36.214	44.342	46.312	1:05.560	134.6	43:30.203
17	1	2:35.447	44.207	45.135	1:06.105	135.3	46:05.650
18	1	2:36.100	44.253	45.958	1:05.889	134.7	48:41.750
19	1	2:36.842	45.342	45.306	1:06.194	134.1	51:18.592
20	1	2:36.954	44.243	46.915	1:05.796	134.0	53:55.546
21	1	2:35.600	44.497	45.802	1:05.301	135.2	56:31.146
22	1	2:39.907	45.643	48.093	1:06.171	131.5	59:11.053
23	1	2:37.572	45.231	45.481	1:06.860	133.5	1:01:48.625

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
1	1	2:46.681	53.426	46.217	1:07.038	126.2	2:46.681
2	1	2:36.899	44.632	46.481	1:05.786	134.0	5:23.580
3	1	2:35.903	43.709	45.614	1:06.580	134.9	7:59.483
4	1	2:35.166	43.841	45.685	1:05.640	135.5	10:34.649
5	1	2:36.692	44.077	45.792	1:06.823	134.2	13:11.341
6	1	2:35.364	44.063	45.803	1:05.498	135.4	15:46.705
7	1	2:35.650	44.512	45.464	1:05.674	135.1	18:22.355
8	1	2:34.240	43.700	45.341	1:05.199	136.4	20:56.595

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
1	1	2:28.202	43.960	42.940	1:01.302	141.9	2:28.202
2	1	2:24.443	42.645	41.978	59.820	145.6	4:52.645
3	1	2:23.965	40.561	42.361	1:01.043	146.1	7:16.610
4	1	2:22.420	40.000	42.341	1:00.079	147.7	9:39.030
5	1	2:22.427	40.671	42.647	59.109	147.7	12:01.457
6	1	2:21.885	39.640	43.979	58.266	148.2	14:23.342
7	1	2:16.583	39.650	38.340	58.593	154.0	16:39.925
8	1	2:20.618	40.266	40.811	59.541	149.6	19:00.543
9	1	2:18.629	39.089	41.283	58.257	151.7	21:19.172
10	1	2:23.053	39.759	43.810	59.484	147.0	23:42.225
11	1	3:29.930 B	38.757	40.595	2:10.578	100.2	27:12.155
12	1	2:36.518	55.725	40.721	1:00.072	134.4	29:48.673
13	1	2:19.208	38.956	40.830	59.422	151.1	32:07.881
14	1	2:19.628	39.391	40.593	59.644	150.6	34:27.509
15	1	2:20.690	40.174	40.956	59.560	149.5	36:48.199
16	1	2:21.391	39.602	42.849	58.940	148.7	39:09.590
17	1	2:19.860	39.828	41.735	58.297	150.4	41:29.450
18	1	2:19.665	39.429	40.943	59.293	150.6	43:49.115
19	1	2:19.892	40.111	41.021	58.760	150.3	46:09.007
20	1	2:26.251	41.030	41.240	1:03.981	143.8	48:35.258
21	1	2:21.958	39.671	42.095	1:00.192	148.2	50:57.216
22	1	2:20.910	39.543	41.887	59.480	149.3	53:18.126
23	1	2:20.676	39.765	42.052	58.859	149.5	55:38.802
24	1	2:20.518	39.711	41.311	59.496	149.7	57:59.320
25	1	2:20.010	39.979	40.953	59.078	150.2	1:00:19.330

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
1	1	3:00.069	1:00.089	49.980	1:10.000	116.8	3:00.069
2	1	2:40.567	45.429	46.410	1:08.728	131.0	5:40.636
3	1	2:40.154	46.217	46.457	1:07.480	131.3	8:20.790
4	1	2:39.437	45.660	46.556	1:07.221	131.9	11:00.227
5	1	2:40.911	46.068	46.912	1:07.931	130.7	13:41.138
6	1	2:42.723	46.007	47.784	1:08.932	129.2	16:23.861
7	1	2:40.369	45.189	46.896	1:08.284	131.1	19:04.230
8	1	2:37.696	45.313	46.415	1:05.968	133.4	21:41.926
9	1	2:40.188	46.263	46.426	1:07.499	131.3	24:22.114
10	1	2:41.722	44.675	46.711	1:10.336	130.0	27:03.836
11	1	4:00.831 B	46.770	47.075	2:26.986	87.3	31:04.667

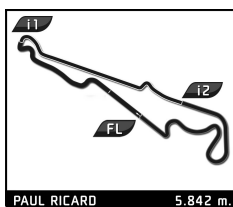


CLASSIC ENDURANCE RACING 1 DIX MILLE TOURS RACE

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	2:58.392	1:03.414	46.537	1:08.441	117.9	34:03.059	18	1	2:42.594	47.118	47.850	1:07.626	129.3	48:26.959
13	1	2:41.316	46.027	47.889	1:07.400	130.4	36:44.375	19	1	2:42.093	46.576	47.356	1:08.161	129.7	51:09.052
14	1	2:38.134	45.689	46.699	1:05.746	133.0	39:22.509	20	1	2:40.184	46.033	47.101	1:07.050	131.3	53:49.236
15	1	2:39.525	45.768	46.554	1:07.203	131.8	42:02.034	21	1	2:40.110	45.821	47.077	1:07.212	131.4	56:29.346
16	1	2:39.171	46.277	45.361	1:07.533	132.1	44:41.205	22	1	2:48.323	46.281	53.141	1:08.901	124.9	59:17.669
17	1	2:39.250	45.965	46.685	1:06.600	132.1	47:20.455	23	1	3:34.714 B	51.737	56.658	1:46.319	97.9	1:02:52.383
18	1	2:39.260	45.945	46.472	1:06.843	132.1	49:59.715	54 1. Alexis de BEAUMONT PORSCHE 911 RS 3,0i 1974 GT1							
19	1	2:38.862	45.416	45.993	1:07.453	132.4	52:38.577								
20	1	2:40.613	46.382	46.727	1:07.504	130.9	55:19.190	1	1	3:00.851	1:00.372	50.391	1:10.088	116.3	3:00.851
21	1	2:39.238	46.013	46.017	1:07.208	132.1	57:58.428	2	1	2:41.709	45.601	47.732	1:08.376	130.1	5:42.560
22	1	2:40.974	47.652	46.409	1:06.913	130.6	1:00:39.402	3	1	2:42.925	46.356	47.300	1:09.269	129.1	8:25.485
47 1. Jacques ROUCOLLE 2. Joseph ZAGO CHEVRON B 16 FVC 1970 P-2L								4	1	2:42.121	46.516	47.520	1:08.085	129.7	11:07.606
								5	1	2:42.420	46.453	48.046	1:07.921	129.5	13:50.026
1	1	2:51.666	56.247	48.265	1:07.154	122.5	2:51.666	6	1	2:39.855	45.521	47.303	1:07.031	131.6	16:29.881
2	1	2:35.546	44.757	45.139	1:05.650	135.2	5:27.212	7	1	2:41.065	45.903	47.545	1:07.617	130.6	19:10.946
3	1	2:34.510	44.164	45.193	1:05.153	136.1	8:01.722	8	1	2:41.401	46.160	47.268	1:07.973	130.3	21:52.347
4	1	2:33.081	43.734	45.074	1:04.273	137.4	10:34.803	9	1	2:40.065	45.685	47.077	1:07.303	131.4	24:32.412
5	1	2:35.769	43.097	45.976	1:06.696	135.0	13:10.572	10	1	2:40.394	45.470	47.047	1:07.877	131.1	27:12.806
6	1	2:34.001	44.147	45.410	1:04.444	136.6	15:44.573	11	1	2:51.128 B	44.664	47.394	1:19.070	122.9	30:03.934
7	1	2:33.077	43.569	45.120	1:04.388	137.4	18:17.650	12	1	4:05.723	2:06.567	49.633	1:09.523	85.6	34:09.657
8	1	2:32.525	43.727	44.261	1:04.537	137.9	20:50.175	13	1	2:42.670	45.830	48.072	1:08.768	129.3	36:52.327
9	1	2:33.814	44.461	45.004	1:04.349	136.7	23:23.989	14	1	2:42.851	44.827	49.336	1:08.688	129.1	39:35.178
10	1	2:34.606	44.485	44.859	1:05.262	136.0	25:58.595	15	1	2:41.898	45.897	48.012	1:07.989	129.9	42:17.076
11	1	3:49.406 B	44.375	45.212	2:19.819	91.7	29:48.001	16	1	2:42.882	45.703	47.846	1:09.333	129.1	44:59.958
12	1	2:51.988	59.553	46.230	1:06.205	122.3	32:39.989	17	1	2:41.673	46.120	47.390	1:08.163	130.1	47:41.631
13	1	2:34.529	43.960	45.664	1:04.905	136.1	35:14.518	18	1	2:45.648	46.958	49.527	1:09.163	127.0	50:27.279
14	1	2:32.292	43.366	44.078	1:04.848	138.1	37:46.810	19	1	2:45.651	47.084	49.730	1:08.837	127.0	53:12.930
15	1	2:31.688	43.106	44.645	1:03.937	138.6	40:18.498	20	1	2:43.921	47.120	48.474	1:08.327	128.3	55:56.851
16	1	2:34.716	43.884	44.649	1:06.183	135.9	42:53.214	21	1	2:42.598	46.668	47.345	1:08.585	129.3	58:39.449
17	1	2:34.020	44.553	43.851	1:05.616	136.5	45:27.234	22	1	2:44.743	48.430	47.050	1:09.263	127.7	1:01:24.192
18	1	2:34.645	43.842	44.676	1:06.127	136.0	48:01.879	55 1. Francois HEBRARD DE TOMASO Pantera 1972 GT1							
19	1	2:33.959	44.270	44.371	1:05.318	136.6	50:35.838								
20	1	2:36.743	45.492	45.536	1:05.715	134.2	53:12.581	1	1	2:56.700	57.797	50.067	1:08.836	119.0	2:56.700
21	1	2:35.872	44.582	44.761	1:06.529	134.9	55:48.453	2	1	2:43.314	46.479	47.813	1:09.022	128.8	5:40.014
22	1	2:36.646	45.229	45.996	1:05.421	134.3	58:25.099	3	1	2:44.925	47.197	48.771	1:08.957	127.5	8:24.939
23	1	11:42.185 B	45.560	52.493	...	30.0	1:10:07.284	4	1	2:45.540	47.905	49.183	1:08.452	127.0	11:10.479
51 1. Peter MUELDER 2. Patrick SIMON PORSCHE 911 RSR 3,0i 1974 GT1								5	1	2:42.455	45.732	47.711	1:09.012	129.5	13:52.934
								6	1	2:41.814	45.456	46.999	1:09.359	130.0	16:34.748
1	1	2:35.612	46.517	45.081	1:04.014	135.2	2:35.612	7	1	2:40.656	45.867	46.962	1:07.827	130.9	19:15.404
2	1	2:30.377	42.343	44.560	1:03.474	139.9	5:05.989	8	1	2:41.011	44.896	47.389	1:08.726	130.6	21:56.415
3	1	2:31.238	42.783	44.844	1:03.611	139.1	7:37.227	9	1	2:38.703	44.566	46.491	1:07.646	132.5	24:35.118
4	1	2:30.776	42.212	44.911	1:03.653	139.5	10:08.003	10	1	2:41.380	46.162	47.019	1:08.199	130.3	27:16.498
5	1	2:31.086	42.512	44.450	1:04.124	139.2	12:39.089	11	1	2:39.551	44.902	46.853	1:07.796	131.8	29:56.049
6	1	2:30.713	42.194	44.584	1:03.935	139.5	15:09.802	12	1	2:40.330	45.364	46.705	1:08.261	131.2	32:36.379
7	1	2:31.032	42.398	44.833	1:03.801	139.2	17:40.834	13	1	2:41.628	46.280	47.867	1:07.481	130.1	35:18.007
8	1	2:31.488	42.801	45.119	1:03.568	138.8	20:12.322	14	1	2:49.069 B	45.262	46.338	1:17.469	124.4	38:07.076
9	1	2:30.825	42.343	44.618	1:03.864	139.4	22:43.147	15	1	4:17.668	2:20.850	47.106	1:09.712	81.6	42:24.744
10	1	2:40.286 B	42.899	44.658	1:12.729	131.2	25:23.433	16	1	2:40.217	45.933	46.821	1:07.463	131.3	45:04.961
11	1	4:02.523	2:04.149	49.131	1:09.243	86.7	29:25.956	17	1	2:38.341	45.283	46.190	1:06.868	132.8	47:43.302
12	1	2:45.191	47.048	48.408	1:09.735	127.3	32:11.147	18	1	2:38.309	46.509	46.365	1:05.435	132.8	50:21.611
13	1	2:43.454	46.539	48.391	1:08.524	128.7	34:54.601	19	1	2:37.605	44.269	45.672	1:07.664	133.4	52:59.216
14	1	2:41.805	46.029	48.670	1:07.106	130.0	37:36.406	20	1	2:38.408	45.316	46.344	1:06.748	132.8	55:37.624
15	1	2:41.899	46.090	47.589	1:08.220	129.9	40:18.305	21	1	2:44.379	46.431	48.167	1:09.781	127.9	58:22.003
16	1	2:43.574	46.490	48.220	1:08.864	128.6	43:01.879	22	1	3:04.174	48.054	54.262	1:21.858	114.2	1:01:26.177
17	1	2:42.486	46.542	47.442	1:08.502	129.4	45:44.365								



CLASSIC ENDURANCE RACING 1

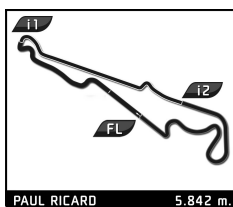
DIX MILLE TOURS

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
57 1.Christophe GADAIS 2.Romain BELLETESTE LOLA T70 Mk III Spyder 1968 P+2L								62 1.Ghislain GAUBERT Porsche 911 RSR 2,8i 1973 GT1							
1	1	2:29.450	45.187	42.016	1:02.247	140.7	2:29.450	1	1	3:02.506	59.287	51.286	1:11.933	115.2	3:02.506
2	1	2:27.372	42.085	43.170	1:02.117	142.7	4:56.822	2	1	2:42.681	46.425	47.281	1:08.975	129.3	5:45.187
3	1	2:23.412	40.622	41.812	1:00.978	146.6	7:20.234	3	1	2:41.480	45.764	47.271	1:08.445	130.2	8:26.667
4	1	2:24.594	41.480	41.365	1:01.749	145.5	9:44.828	4	1	2:47.247	46.638	49.467	1:11.142	125.7	11:13.914
5	1	2:23.936	40.545	41.573	1:01.818	146.1	12:08.764	5	1	2:43.954	46.296	49.132	1:08.526	128.3	13:57.868
6	1	2:25.094	40.850	42.289	1:01.955	144.9	14:33.858	6	1	2:42.407	45.533	48.127	1:08.747	129.5	16:40.275
7	1	2:23.851	40.706	41.531	1:01.614	146.2	16:57.709	7	1	2:42.763	45.228	47.634	1:09.901	129.2	19:23.038
8	1	2:23.665	40.720	41.262	1:01.683	146.4	19:21.374	8	1	2:41.330	45.903	47.591	1:07.836	130.4	22:04.368
9	1	2:24.212	41.103	41.735	1:01.374	145.8	21:45.586	9	1	2:43.402	46.265	47.934	1:09.203	128.7	24:47.770
10	1	2:22.866	40.916	41.609	1:00.341	147.2	24:08.452	10	1	3:57.634 B	46.593	47.579	2:23.462	88.5	28:45.404
11	1	2:22.860	40.308	41.697	1:00.855	147.2	26:31.312	11	1	3:01.043	1:04.579	48.005	1:08.459	116.2	31:46.447
12	1	2:25.998	40.672	42.819	1:02.507	144.1	28:57.310	12	1	2:43.387	45.753	47.777	1:09.857	128.7	34:29.834
13	1	3:41.682 B	41.215	41.444	2:19.023	94.9	32:38.992	13	1	2:44.871	46.633	49.074	1:09.164	127.6	37:14.705
14	1	2:40.105	55.606	42.435	1:02.064	131.4	35:19.097	14	1	2:41.378	44.912	47.408	1:09.058	130.3	39:56.083
15	1	2:24.800	40.453	42.446	1:01.901	145.2	37:43.897	15	1	2:42.398	45.921	47.795	1:08.682	129.5	42:38.481
16	1	2:24.031	40.688	41.407	1:01.936	146.0	40:07.928	16	1	2:41.790	45.757	47.219	1:08.814	130.0	45:20.271
17	1	2:26.737	42.971	41.873	1:01.893	143.3	42:34.665	17	1	2:41.402	45.658	46.673	1:09.071	130.3	48:01.673
18	1	2:48.011 B	41.053	42.506	1:24.452	125.2	45:22.676	18	1	2:44.485	46.664	47.502	1:10.319	127.9	50:46.158
19	1	2:41.435	57.201	42.255	1:01.979	130.3	48:04.111	19	1	2:40.530	45.202	46.928	1:08.400	131.0	53:26.688
20	1	2:26.700	42.638	42.255	1:01.807	143.4	50:30.811	20	1	2:42.138	44.990	47.134	1:10.014	129.7	56:08.826
21	1	2:26.267	41.340	42.093	1:02.834	143.8	52:57.078	21	1	2:42.507	45.197	48.047	1:09.263	129.4	58:51.333
22	1	2:25.107	41.279	42.106	1:01.722	144.9	55:22.185	22	1	2:42.682	45.934	47.578	1:09.170	129.3	1:01:34.015
23	1	2:24.570	41.046	41.998	1:01.526	145.5	57:46.755	63 1.Didier DENAT Porsche 911 RSR 2,8i 1973 GT1							
24	1	2:24.648	40.874	41.754	1:02.020	145.4	1:00:11.403	1	1	2:48.496	54.636	47.678	1:06.182	124.8	2:48.496
25	1	3:18.901 B	51.378	53.294	1:34.229	105.7	1:03:30.304	2	1	2:37.415	44.582	46.184	1:06.649	133.6	5:25.911
58 1.Urs BECK 2.Patrick SIMON Porsche 911 RSR 3,0i 1974 GT1								3	1	2:38.052	44.922	46.578	1:06.552	133.1	8:03.963
1	1	2:41.305	48.837	45.965	1:06.503	130.4	2:41.305	4	1	2:37.580	44.918	46.341	1:06.321	133.5	10:41.543
2	1	2:37.531	44.425	46.342	1:06.764	133.5	5:18.836	5	1	2:37.409	44.715	46.074	1:06.620	133.6	13:18.952
3	1	2:41.099	46.450	46.639	1:08.010	130.5	7:59.935	6	1	2:37.468	44.602	46.583	1:06.283	133.6	15:56.420
4	1	2:36.726	45.038	45.477	1:06.211	134.2	10:36.661	7	1	2:38.505	44.291	46.857	1:07.357	132.7	18:34.925
5	1	2:37.519	44.460	45.990	1:07.069	133.5	13:14.180	8	1	2:37.798	44.756	46.134	1:06.908	133.3	21:12.723
6	1	2:35.214	43.248	45.232	1:06.734	135.5	15:49.394	9	1	2:37.686	45.311	46.453	1:05.922	133.4	23:50.409
7	1	2:33.445	43.458	44.894	1:05.093	137.1	18:22.839	10	1	2:37.807	44.516	45.882	1:07.409	133.3	26:28.216
8	1	2:34.297	43.973	45.206	1:05.118	136.3	20:57.136	11	1	3:39.385 B	44.747	46.364	2:08.274	95.9	30:07.601
9	1	2:34.192	43.743	45.169	1:05.280	136.4	23:31.328	12	1	2:57.208	1:04.624	46.195	1:06.389	118.7	33:04.809
10	1	2:35.505	44.452	45.046	1:06.007	135.2	26:06.833	13	1	2:37.713	44.103	46.320	1:07.290	133.4	35:42.522
11	1	3:40.387 B	43.713	45.899	2:10.775	95.4	29:47.220	14	1	2:36.277	44.058	45.984	1:06.235	134.6	38:18.799
12	1	2:49.396	1:02.606	43.746	1:03.044	124.2	32:36.616	15	1	2:37.818	44.399	46.563	1:06.856	133.3	40:56.617
13	1	2:27.796	41.811	43.678	1:02.307	142.3	35:04.412	16	1	2:37.889	44.416	45.989	1:07.484	133.2	43:34.506
14	1	2:26.541	41.278	43.241	1:02.022	143.5	37:30.953	17	1	2:38.444	45.723	46.325	1:06.396	132.7	46:12.950
15	1	2:28.115	41.470	43.624	1:03.021	142.0	39:59.068	18	1	2:37.650	45.361	46.135	1:06.154	133.4	48:50.600
16	1	2:28.499	42.256	43.210	1:03.033	141.6	42:27.567	19	1	2:38.062	44.756	46.038	1:07.268	133.1	51:28.662
17	1	2:30.996	42.763	43.695	1:04.538	139.3	44:58.563	20	1	2:35.682	44.162	45.613	1:05.907	135.1	54:04.344
18	1	2:27.702	42.196	43.260	1:02.246	142.4	47:26.265	21	1	2:38.259	44.974	46.308	1:06.977	132.9	56:42.603
19	1	2:27.617	41.930	43.286	1:02.401	142.5	49:53.882	22	1	2:36.407	44.378	46.036	1:05.993	134.5	59:19.010
20	1	2:28.491	41.616	43.592	1:03.283	141.6	52:22.373	23	1	2:36.817	45.227	45.695	1:05.895	134.1	1:01:55.827
21	1	2:27.975	42.054	43.350	1:02.571	142.1	54:50.348	65 1. MAVERICK Chevrolet Corvette 1971 GT1							
22	1	2:28.249	42.011	43.499	1:02.739	141.9	57:18.597	1	1	2:44.813	53.749	46.186	1:04.878	127.6	2:44.813
23	1	2:27.946	41.633	43.127	1:03.186	142.2	59:46.543	2	1	2:34.603	44.475	44.346	1:05.782	136.0	5:19.416
24	1	2:29.962	42.404	43.816	1:03.742	140.2	1:02:16.505	3	1	2:32.787	43.394	44.458	1:04.935	137.7	7:52.203



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	
4	1	2:33.609	43.881	44.063	1:05.665	136.9	10:25.812	12	1	3:57.403	2:04.397	46.027	1:06.979	88.6	32:47.914	
5	1	2:33.595	43.559	44.659	1:05.377	136.9	12:59.407	13	1	2:35.870	43.853	45.639	1:06.378	134.9	35:23.784	
6	1	2:32.564	43.733	43.477	1:05.354	137.9	15:31.971	14	1	2:35.724	44.255	45.075	1:06.394	135.1	37:59.508	
7	1	2:33.785	44.609	44.419	1:04.757	136.8	18:05.756	15	1	2:37.391	44.140	46.077	1:07.174	133.6	40:36.899	
8	1	2:32.106	43.507	43.866	1:04.733	138.3	20:37.862	16	1	2:36.305	44.983	44.960	1:06.362	134.6	43:13.204	
9	1	2:33.150	43.401	43.637	1:06.112	137.3	23:11.012	17	1	2:36.344	43.996	44.962	1:07.386	134.5	45:49.548	
10	1	2:34.044	42.808	44.073	1:07.163	136.5	25:45.056	18	1	2:37.426	45.398	45.355	1:06.673	133.6	48:26.974	
11	1	2:32.350	42.722	43.956	1:05.672	138.0	28:17.406	19	1	2:36.069	44.215	45.407	1:06.447	134.8	51:03.043	
12	1	4:06.986 B	43.335	44.676	2:38.975	85.2	32:24.392	20	1	2:36.013	43.992	45.144	1:06.877	134.8	53:39.056	
13	1	2:51.928	1:00.545	45.561	1:05.822	122.3	35:16.320	21	1	2:35.664	44.173	45.235	1:06.256	135.1	56:14.720	
14	1	2:32.443	42.753	44.489	1:05.201	138.0	37:48.763	22	1	2:36.407	43.703	45.654	1:07.050	134.5	58:51.127	
15	1	2:31.231	42.942	43.790	1:04.499	139.1	40:19.994	23	1	2:35.220	43.850	44.926	1:06.444	135.5	1:01:26.347	
16	1	2:32.589	43.269	43.862	1:05.458	137.8	42:52.583	70 1.Pierre-Alain FRANCE							LOLA T70 Mk III B 1969	
17	1	2:34.940	43.684	44.229	1:07.027	135.7	45:27.523								P+2L	
18	1	2:34.635	45.036	44.035	1:05.564	136.0	48:02.158									

67

1.Maurizio BIANCO

CHEVRON B19 FVC 1971
P-2L

1	1	2:24.671	41.251	42.871	1:00.549	145.4	2:24.671
2	1	2:21.975	40.758	41.275	59.942	148.1	4:46.646
3	1	2:22.448	40.518	41.152	1:00.778	147.6	7:09.094
4	1	2:19.676	39.544	40.717	59.415	150.6	9:28.770
5	1	2:21.717	40.302	41.605	59.810	148.4	11:50.487
6	1	2:21.147	40.097	41.373	59.677	149.0	14:11.634
7	1	2:21.305	40.074	41.612	59.619	148.8	16:32.939
8	1	2:21.342	40.449	41.494	59.399	148.8	18:54.281
9	1	2:19.205	39.443	40.515	59.247	151.1	21:13.486
10	1	2:20.618	40.418	41.139	59.061	149.6	23:34.104
11	1	2:24.987	40.875	41.850	1:02.262	145.1	25:59.091
12	1	2:19.963	39.456	41.233	59.274	150.3	28:19.054
13	1	2:22.662	40.802	41.883	59.977	147.4	30:41.716
14	1	2:36.076 B	40.224	42.034	1:13.818	134.7	33:17.792
15	1	3:44.573	1:59.666	43.121	1:01.786	93.6	37:02.365
16	1	2:21.260	40.817	41.359	59.084	148.9	39:23.625
17	1	2:18.811	39.357	40.966	58.488	151.5	41:42.436
18	1	2:20.464	39.499	40.815	1:00.150	149.7	44:02.900
19	1	2:19.452	39.768	40.830	58.854	150.8	46:22.352
20	1	2:20.767	40.333	40.956	59.478	149.4	48:43.119
21	1	2:21.504	40.812	40.812	59.880	148.6	51:04.623
22	1	2:19.696	39.568	40.644	59.484	150.5	53:24.319
23	1	2:19.846	39.499	40.543	59.804	150.4	55:44.165
24	1	2:20.581	40.872	40.646	59.063	149.6	58:04.746
25	1	2:19.106	40.079	40.345	58.682	151.2	1:00:23.852

68

1.Marc GODFROY

CHEVROLET Corvette 1971
GT1

1	1	2:47.633	55.038	46.004	1:06.591	125.5	2:47.633
2	1	2:35.041	44.253	45.110	1:05.678	135.6	5:22.674
3	1	2:35.385	43.525	45.811	1:06.049	135.3	7:58.059
4	1	2:34.591	43.647	44.643	1:06.301	136.0	10:32.650
5	1	2:38.080	44.677	45.822	1:07.581	133.0	13:10.730
6	1	2:35.062	44.253	45.487	1:05.322	135.6	15:45.792
7	1	2:33.755	43.353	44.846	1:05.556	136.8	18:19.547
8	1	2:34.676	43.984	44.716	1:05.976	136.0	20:54.223
9	1	2:34.418	43.503	44.998	1:05.917	136.2	23:28.641
10	1	2:37.646	44.715	45.894	1:07.037	133.4	26:06.287
11	1	2:44.224 B	43.697	45.150	1:15.377	128.1	28:50.511

70

1.Pierre-Alain FRANCE

LOLA T70 Mk III B 1969
P+2L

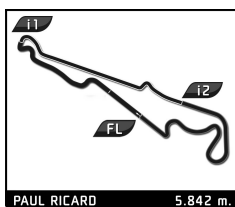
1	1	2:27.131	42.244	42.809	1:02.078	142.9	2:27.131
2	1	2:24.946	41.655	41.452	1:01.839	145.1	4:52.077
3	1	2:24.126	40.806	42.090	1:01.230	145.9	7:16.203
4	1	2:22.253	40.093	41.624	1:00.536	147.8	9:38.456
5	1	2:24.729	41.002	42.301	1:01.426	145.3	12:03.185
6	1	2:23.821	40.569	42.347	1:00.905	146.2	14:27.006
7	1	2:23.110	40.560	41.564	1:00.986	147.0	16:50.116
8	1	2:25.245	40.912	41.881	1:02.452	144.8	19:15.361
9	1	2:23.315	40.897	41.641	1:00.777	146.7	21:38.676
10	1	2:23.190	40.747	41.780	1:00.663	146.9	24:01.866
11	1	2:23.975	40.583	40.830	1:02.562	146.1	26:25.841
12	1	2:33.105 B	40.653	41.368	1:11.084	137.4	28:58.946
13	1	3:39.123	1:56.798	41.429	1:00.896	96.0	32:38.069
14	1	2:23.179	41.928	40.843	1:00.408	146.9	35:01.248
15	1	2:21.790	40.025	41.146	1:00.619	148.3	37:23.038
16	1	2:25.607	41.851	42.034	1:01.722	144.4	39:48.645
17	1	2:33.890	41.668	51.192	1:01.030	136.7	42:22.535
18	1	2:23.361	40.938	41.423	1:01.000	146.7	44:45.896
19	1	2:32.752	41.746	41.496	1:09.510	137.7	47:18.648
20	1	2:22.811	40.559	41.866	1:00.386	147.3	49:41.459
21	1	2:22.935	40.603	41.654	1:00.678	147.1	52:04.394
22	1	2:22.352	40.241	41.569	1:00.542	147.7	54:26.746
23	1	2:31.447	40.960	48.628	1:01.859	138.9	56:58.193
24	1	2:37.414	40.222	56.054	1:01.138	133.6	59:35.607
25	1	2:25.387	40.745	42.286	1:02.356	144.7	1:02:00.994

72

1.Mark PIERCY

LOLA T212 FVC 1970
P-2L

1	1	2:26.590	41.586	43.163	1:01.841	143.5	2:26.590
2	1	2:20.589	40.074	41.508	59.007	149.6	4:47.179
3	1	2:21.644	40.234	41.384	1:00.026	148.5	7:08.823
4	1	2:20.184	40.098	40.914	59.172	150.0	9:29.007
5	1	2:21.558	40.393	41.614	59.551	148.6	11:50.565
6	1	2:21.244	40.748	41.408	59.088	148.9	14:11.809
7	1	2:21.603	40.295	41.261	1:00.047	148.5	16:33.412
8	1	2:20.623	40.196	41.454	58.973	149.6	18:54.035
9	1	2:19.999	40.240	40.996	58.763	150.2	21:14.034
10	1	2:20.761	41.542	41.153	58.066	149.4	23:34.795
11	1	2:23.719	40.571	41.723	1:01.425	146.3	25:58.514
12	1	2:20.992	40.340	41.473	59.179	149.2	28:19.506
13	1	2:22.751	40.624	42.087	1:00.040	147.3	30:42.257
14	1	3:36.284 B	39.948	42.188	2:14.148	97.2	34:18.541



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

RACE

Analysis

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

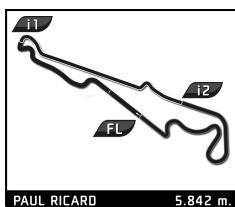
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
15	1	2:38.492	58.035	41.926	58.531	132.7	36:57.033	20	1	2:35.172	44.985	45.273	1:04.914	135.5	56:29.810
16	1	2:20.231	40.271	41.466	58.494	150.0	39:17.264	21	1	2:36.933	45.011	45.792	1:06.130	134.0	59:06.743
17	1	2:18.210	39.835	40.784	57.591	152.2	41:35.474	22	1	2:38.707	45.882	46.286	1:06.539	132.5	1:01:45.450
18	1	2:18.650	39.672	40.870	58.108	151.7	43:54.124	77 1.Martin WACHTER LOLA T70 MkII Spyder 1967 P+2L							
19	1	2:19.937	40.320	41.483	58.134	150.3	46:14.061								
20	1	2:21.351	39.624	41.709	1:00.018	148.8	48:35.412	1	1	2:37.456	48.322	45.243	1:03.891	133.6	2:37.456
21	1	2:18.731	39.897	41.251	57.583	151.6	50:54.143	2	1	2:29.460	43.299	43.435	1:02.726	140.7	5:06.916
22	1	2:20.645	40.499	40.862	59.284	149.5	53:14.788	3	1	2:29.115	43.483	43.313	1:02.319	141.0	7:36.031
23	1	2:18.969	39.903	40.534	58.532	151.3	55:33.757	4	1	2:26.188	41.832	42.521	1:01.835	143.9	10:02.219
24	1	2:19.538	39.347	42.038	58.153	150.7	57:53.295	5	1	2:29.118	43.268	42.973	1:02.877	141.0	12:31.337
25	1	2:18.384	39.250	41.093	58.041	152.0	1:00:11.679	6	1	2:29.320	42.026	44.246	1:03.048	140.8	15:00.657
73 1.Gilles RIVOALLON 2.Marc JULLY CHEVROLET Corvette C3 1971 GT1								7	1	2:30.115	41.967	42.660	1:05.488	140.1	17:30.772
								8	1	2:29.614	43.104	43.220	1:03.290	140.6	20:00.386
1	1	3:03.625	1:01.569	49.957	1:12.099	114.5	3:03.625	9	1	2:28.578	42.093	43.166	1:03.319	141.5	22:28.964
2	1	2:44.341	47.085	48.447	1:08.809	128.0	5:47.966	10	1	2:28.427	42.614	43.492	1:02.321	141.7	24:57.391
3	1	2:41.967	45.701	47.196	1:09.070	129.8	8:29.933	11	1	2:29.876	42.353	43.115	1:04.408	140.3	27:27.267
4	1	3:06.192	46.107	47.396	1:32.689	113.0	11:36.125	12	1	3:42.488	42.419	43.059	2:17.010	94.5	31:09.755
5	1	3:36.053	1:40.682	47.201	1:08.170	97.3	15:12.178	13	1	2:49.786	59.715	45.820	1:04.251	123.9	33:59.541
6	1	2:39.972	45.162	46.754	1:08.056	131.5	17:52.150	14	1	2:27.556	42.051	42.858	1:02.647	142.5	36:27.097
7	1	2:31.979	45.146	47.120	1:09.713	129.8	20:34.129	15	1	2:27.421	42.272	42.791	1:02.358	142.7	38:54.518
8	1	2:43.418	47.920	47.665	1:07.833	128.7	23:17.547	16	1	2:28.127	41.988	42.636	1:03.503	142.0	41:22.645
9	1	2:51.814	45.472	47.124	1:19.218	122.4	26:09.361	17	1	2:29.235	42.351	43.756	1:03.128	140.9	43:51.880
10	1	5:20.887	3:13.828	52.470	1:14.589	65.5	31:30.248	18	1	2:28.376	43.003	42.497	1:02.876	141.7	46:20.256
11	1	2:49.805	47.990	49.367	1:12.448	123.9	34:20.053	19	1	2:29.777	43.601	42.691	1:03.485	140.4	48:50.033
12	1	2:56.467	48.833	50.257	1:17.377	119.2	37:16.520	20	1	2:31.548	42.653	45.464	1:03.431	138.8	51:21.581
13	1	2:51.960	49.698	49.846	1:12.416	122.3	40:08.480	21	1	2:29.584	42.791	44.109	1:02.684	140.6	53:51.165
14	1	2:50.318	47.416	49.117	1:13.785	123.5	42:58.798	22	1	2:26.818	42.417	42.426	1:01.975	143.2	56:17.983
15	1	2:51.055	49.054	49.938	1:12.063	122.9	45:49.853	23	1	2:31.271	42.258	43.595	1:05.418	139.0	58:49.254
16	1	2:50.113	47.840	48.822	1:13.451	123.6	48:39.966	24	1	2:29.103	42.079	42.944	1:04.080	141.1	1:01:18.357
17	1	2:51.930	51.498	48.853	1:11.579	122.3	51:31.896	82 1.Michel LECOURT 2.Raymond NARAC PORSCHE 911 RSR 3,0i 1974 GT1							
18	1	2:46.035	46.945	47.934	1:11.156	126.7	54:17.931								
19	1	2:47.438	46.267	49.906	1:11.265	125.6	57:05.369	1	1	2:59.269	1:04.126	47.633	1:07.510	117.3	2:59.269
20	1	2:44.572	47.184	44.987	1:12.401	127.8	59:49.941	2	1	2:32.682	43.950	44.528	1:04.204	137.7	5:31.951
21	1	2:46.999	47.175	47.725	1:12.099	125.9	1:02:36.940	3	1	2:29.162	42.173	43.664	1:03.325	141.0	8:01.113
74 1.Pierre MELLINGER 2.Tommaso GELMINI FERRARI 512 S 1970 P+2L								4	1	2:31.003	43.094	44.274	1:03.635	139.3	10:32.116
								5	1	2:31.237	43.647	45.316	1:02.274	139.1	13:03.353
1	1	3:07.930	54.285	55.652	1:17.993	111.9	3:07.930	6	1	2:29.300	41.597	44.667	1:03.036	140.9	15:32.653
2	1	2:50.353	50.570	49.241	1:10.542	123.5	5:58.283	7	1	2:31.978	43.184	45.004	1:03.790	138.4	18:04.631
3	1	2:46.531	48.868	47.972	1:09.691	126.3	8:44.814	8	1	2:29.426	42.324	43.692	1:03.410	140.7	20:34.057
4	1	2:45.744	47.397	48.255	1:10.092	126.9	11:30.558	9	1	2:28.708	42.017	43.870	1:02.821	141.4	23:02.765
5	1	2:46.173	47.463	49.303	1:09.407	126.6	14:16.731	10	1	2:29.782	42.186	44.645	1:02.951	140.4	25:32.547
6	1	2:42.820	47.003	47.370	1:08.447	129.2	16:59.551	11	1	2:29.041	42.216	43.726	1:03.099	141.1	28:01.588
7	1	2:44.215	47.619	47.516	1:09.080	128.1	19:43.766	12	1	2:30.462	42.722	43.851	1:03.889	139.8	30:32.050
8	1	2:42.021	47.139	47.740	1:07.142	129.8	22:25.787	13	1	2:44.099	42.785	44.604	1:16.710	128.2	33:16.149
9	1	2:47.070	48.775	50.139	1:08.156	125.9	25:12.857	14	1	3:55.926	2:00.939	47.347	1:07.640	89.1	37:12.075
10	1	2:44.865	47.111	48.553	1:09.201	127.6	27:57.722	15	1	2:34.274	43.393	45.880	1:05.001	136.3	39:46.349
11	1	2:44.301	47.622	47.656	1:09.023	128.0	30:42.023	16	1	2:36.850	44.531	45.466	1:06.853	134.1	42:23.199
12	1	2:45.494	47.425	48.387	1:09.682	127.1	33:27.517	17	1	2:35.104	43.284	45.980	1:05.840	135.6	44:58.303
13	1	3:01.465	48.272	48.786	1:24.407	115.9	36:28.982	18	1	2:44.329	44.647	45.796	1:13.886	128.0	47:42.632
14	1	4:06.683	2:12.176	47.554	1:06.953	85.3	40:35.665	19	1	2:34.693	44.079	45.463	1:05.151	136.0	50:17.325
15	1	2:40.339	45.414	48.375	1:06.550	131.2	43:16.004	20	1	2:36.007	45.015	45.778	1:05.214	134.8	52:53.332
16	1	2:40.236	46.824	47.000	1:06.412	131.3	45:56.240	21	1	2:33.890	43.750	45.750	1:04.390	136.7	55:27.222
17	1	2:41.502	45.134	46.182	1:10.186	130.2	48:37.742	22	1	2:37.053	43.657	47.993	1:05.403	133.9	58:04.275
18	1	2:38.529	45.894	46.397	1:06.238	132.7	51:16.271	23	1	2:35.206	43.902	45.316	1:05.988	135.5	1:00:39.481
19	1	2:38.367	45.675	46.441	1:06.251	132.8	53:54.638								

73

1. Gilles RIVOALLON
2. Marc JULLY

CHEVROLET Corvette C3 1971
GT1

1	1	3:03.625	1:01.569	49.957	1:12.099	114.5	3:03.625
2	1	2:44.341	47.085	48.447	1:08.809	128.0	5:47.966
3	1	2:41.967	45.701	47.196	1:09.070	129.8	8:29.933
4	1	3:06.192 B	46.107	47.396	1:32.689	113.0	11:36.125
5	1	3:36.053	1:40.682	47.201	1:08.170	97.3	15:12.178
6	1	2:39.972	45.162	46.754	1:08.056	131.5	17:52.150
7	1	2:41.979	45.146	47.120	1:09.713	129.8	20:34.129
8	1	2:43.418	47.920	47.665	1:07.833	128.7	23:17.547
9	1	2:51.814 B	45.472	47.124	1:19.218	122.4	26:09.361
10	1	5:20.887	3:13.828	52.470	1:14.589	65.5	31:30.248
11	1	2:49.805	47.990	49.367	1:12.448	123.9	34:20.053
12	1	2:56.467	48.833	50.257	1:17.377	119.2	37:16.520
13	1	2:51.960	49.698	49.846	1:12.416	122.3	40:08.480
14	1	2:50.318	47.416	49.117	1:13.785	123.5	42:58.798
15	1	2:51.055	49.054	49.938	1:12.063	122.9	45:49.853
16	1	2:50.113	47.840	48.822	1:13.451	123.6	48:39.966
17	1	2:51.930	51.498	48.853	1:11.579	122.3	51:31.896
18	1	2:46.035	46.945	47.934	1:11.156	126.7	54:17.931
19	1	2:47.438	46.267	49.906	1:11.265	125.6	57:05.369
20	1	2:44.572	47.184	44.987	1:12.401	127.8	59:49.391
21	1	2:46.999	47.175	47.725	1:12.099	125.9	1:02:36.940



CLASSIC ENDURANCE RACING 1

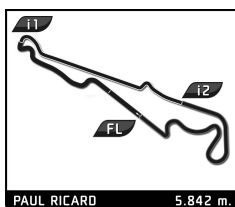
DIX MILLE TOURS

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
83 1.Dion KREMER 2.Benjamin NITCHELL ELVA MK VIII 1965 P-2L								88 1.Marc DONCIEUX 2.Luc CHEMINOT FORD GT 40 1966 GT1							
1	1	2:33.465	46.396	44.106	1:02.963	137.0	2:33.465	1	1	3:00.255	57.779	50.657	1:11.819	116.7	3:00.255
2	1	2:27.116	41.878	43.370	1:01.868	143.0	5:00.581	2	1	2:52.215	53.812	48.952	1:09.451	122.1	5:52.470
3	1	2:27.241	41.569	42.710	1:02.962	142.8	7:27.822	3	1	2:40.023	45.746	44.950	1:09.327	131.4	8:32.493
4	1	2:27.989	41.311	42.740	1:03.938	142.1	9:55.811	4	1	2:42.591	45.111	46.778	1:10.702	129.4	11:15.084
5	1	2:27.906	42.026	43.109	1:02.771	142.2	12:23.717	5	1	2:41.447	45.956	47.238	1:08.253	130.3	13:56.531
6	1	2:26.982	41.949	43.284	1:01.749	143.1	14:50.699	6	1	2:42.734	44.736	48.691	1:09.307	129.2	16:39.265
7	1	2:26.706	41.998	42.845	1:01.863	143.4	17:17.405	7	1	2:40.952	45.181	47.058	1:08.713	130.7	19:20.217
8	1	2:26.768	41.389	42.618	1:02.761	143.3	19:44.173	8	1	2:41.879	45.315	47.690	1:08.874	129.9	22:02.096
9	1	2:28.621	42.130	43.078	1:03.413	141.5	22:12.794	9	1	50:44.540 B			...	6.9	1:12:46.636
10	1	2:26.834	41.819	43.231	1:01.784	143.2	24:39.628	89 1.Grant TROMANS 2.Richard MEADEN FORD GT 40 1965 GT1							
11	1	2:27.545	41.791	43.453	1:02.301	142.5	27:07.173	1	1	2:43.637	51.577	45.725	1:06.335	128.5	2:43.637
12	1	2:26.555	41.255	43.093	1:02.207	143.5	29:33.728	2	1	2:35.431	44.007	45.130	1:06.294	135.3	5:19.068
13	1	2:35.576 B	41.749	42.621	1:11.206	135.2	32:09.304	3	1	2:32.650	43.165	44.897	1:04.588	137.8	7:51.718
14	1	3:47.090	2:01.272	43.524	1:02.294	92.6	35:56.394	4	1	2:31.787	42.787	44.150	1:04.850	138.6	10:23.505
15	1	2:28.308	42.410	43.053	1:02.845	141.8	38:24.702	5	1	2:36.318	43.170	47.550	1:05.598	134.5	12:59.823
16	1	2:27.502	41.636	43.545	1:02.321	142.6	40:52.204	6	1	2:35.322	44.653	45.241	1:05.428	135.4	15:35.145
17	1	2:26.827	41.818	42.763	1:02.246	143.2	43:19.031	7	1	2:31.801	42.708	44.691	1:04.402	138.5	18:06.946
18	1	2:28.574	42.471	43.092	1:03.011	141.6	45:47.605	8	1	2:32.008	43.319	44.909	1:03.780	138.4	20:38.954
19	1	2:27.378	42.483	42.883	1:02.012	142.7	48:14.983	9	1	2:33.028	44.104	44.761	1:04.163	137.4	23:11.982
20	1	2:31.594	41.726	42.739	1:07.129	138.7	50:46.577	10	1	2:31.212	42.865	43.861	1:04.486	139.1	25:43.194
21	1	2:26.263	41.520	43.012	1:01.731	143.8	53:12.840	11	1	2:31.072	42.316	44.159	1:04.597	139.2	28:14.266
22	1	2:28.519	42.290	43.290	1:02.939	141.6	55:41.359	12	1	2:33.212	43.463	45.535	1:04.214	137.3	30:47.478
23	1	2:32.045	43.765	45.190	1:03.090	138.3	58:13.404	13	1	4:51.748 B	43.136	45.042	3:23.570	72.1	35:39.226
24	1	2:31.028	42.823	44.373	1:03.832	139.3	1:00:44.432	14	1	2:47.065	58.421	43.430	1:05.214	125.9	38:26.291
84 1.Uwe KOLB 2.Patrick KOLB PORSCHE 911 S 2,4i 1972 GT1								15	1	2:28.908	41.702	44.110	1:03.096	141.2	40:55.199
1	1	3:04.073	1:00.984	51.331	1:11.758	114.3	3:04.073	16	1	2:31.769	42.626	44.731	1:04.412	138.6	43:26.968
2	1	2:47.402	48.717	49.281	1:09.404	125.6	5:51.475	17	1	2:29.790	42.164	44.058	1:03.568	140.4	45:56.758
3	1	2:45.427	46.990	48.605	1:09.832	127.1	8:36.902	18	1	2:30.331	41.830	44.072	1:04.429	139.9	48:27.089
4	1	5:09.499 B	46.754	49.082	3:33.663	68.0	13:46.401	19	1	2:31.595	42.671	43.940	1:04.984	138.7	50:58.684
87 1.Patrick HAUTOT 2.Christophe VAN RIET FORD GT 40 1968 GT1								20	1	2:33.330	43.076	45.469	1:04.785	137.2	53:32.014
1	1	2:42.816	50.585	45.791	1:06.440	129.2	2:42.816	90 1.Roald GOETHE 2.Stuart HALL LOLA T70 Mk III B 1969 P+2L							
2	1	2:34.849	43.689	45.739	1:05.421	135.8	5:17.665	1	1	2:26.419	40.785	42.443	1:03.191	143.6	2:26.419
3	1	2:36.401	43.447	45.855	1:07.099	134.5	7:54.066	2	1	2:30.265	42.011	45.081	1:03.173	140.0	4:56.684
4	1	2:37.336	44.468	46.172	1:06.696	133.7	10:31.402	3	1	2:29.417	42.180	43.705	1:03.532	140.8	7:26.101
5	1	2:38.177	43.991	47.522	1:06.664	133.0	13:09.579	4	1	2:29.099	40.875	43.111	1:05.113	141.1	9:55.200
6	1	2:34.243	43.197	46.428	1:04.618	136.4	15:43.822	5	1	2:27.019	41.374	43.097	1:02.548	143.1	12:22.219
7	1	2:35.003	43.112	46.072	1:05.819	135.7	18:18.825	6	1	2:26.018	40.976	43.031	1:02.011	144.0	14:48.237
8	1	2:33.567	42.991	45.400	1:05.176	137.0	20:52.392	7	1	2:28.467	41.669	43.567	1:03.231	141.7	17:16.704
9	1	2:34.276	43.446	45.844	1:04.986	136.3	23:26.668	8	1	2:28.438	40.940	43.333	1:04.165	141.7	19:45.142
10	1	2:38.119	43.712	46.467	1:07.940	133.0	26:04.787	9	1	2:29.143	42.264	43.541	1:03.338	141.0	22:14.285
11	1	2:35.196	44.029	45.905	1:05.262	135.5	28:39.983	10	1	2:28.382	41.681	43.630	1:03.071	141.7	24:42.667
12	1	2:50.437 B	44.397	46.609	1:19.431	123.4	31:30.420	11	1	2:44.100 B	41.984	45.103	1:17.013	128.2	27:26.767
13	1	4:03.912	2:14.672	44.733	1:04.507	86.2	35:34.332	12	1	3:55.800	2:12.528	41.740	1:01.532	89.2	31:22.567
14	1	2:32.367	43.553	44.457	1:04.357	138.0	38:06.699	13	1	2:21.306	40.298	41.148	59.860	148.8	33:43.873
15	1	2:32.718	43.730	44.807	1:04.181	137.7	40:39.417	14	1	2:19.998	39.181	41.396	59.421	150.2	36:03.871
16	1	2:33.330	43.762	45.124	1:04.444	137.2	43:12.747	15	1	2:20.435	39.147	40.822	1:00.466	149.8	38:24.306
17	1	2:34.172	43.353	44.499	1:06.320	136.4	45:46.919	16	1	2:22.547	40.454	42.850	59.243	147.5	40:46.853
18	1	2:32.301	44.084	44.437	1:03.780	138.1	48:19.220								
19	1	2:32.940	43.921	44.517	1:04.502	137.5	50:52.160								
20	1	2:34.252	44.124	44.923	1:05.205	136.3	53:26.412								



CLASSIC ENDURANCE RACING 1

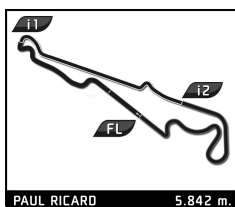
DIX MILLE TOURS

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	
17	1	2:22.122	39.723	41.952	1:00.447	148.0	43:08.975	12	1	2:41.920	45.401	49.193	1:07.326	129.9	35:53.733	
18	1	2:21.418	39.629	42.488	59.301	148.7	45:30.393	13	1	2:38.403	45.590	44.847	1:07.966	132.8	38:32.136	
19	1	2:19.652	39.362	41.432	58.858	150.6	47:50.045	14	1	29:24.853 B	45.342	46.865	...	11.9	1:07:56.989	
20	1	2:22.671	39.789	42.658	1:00.224	147.4	50:12.716	96 1.Alain CREFCOEUR							CHEVRON B16 1970 P-2L	
21	1	2:20.441	39.658	41.213	59.570	149.8	52:33.157	1	1	8:06.465 B	57.115	50.093	6:19.257	43.2	8:06.465	
22	1	2:21.754	39.918	41.554	1:00.282	148.4	54:54.911	99 1.Frazer GIBNEY							CHEVRON B8 1968 P-2L	
23	1	2:20.716	39.899	40.979	59.838	149.5	57:15.627	1	1	3:01.894	58.568	50.725	1:12.601	115.6	3:01.894	
24	1	2:22.707	39.886	41.939	1:00.882	147.4	59:38.334	2	1	2:43.971	49.047	47.722	1:07.202	128.3	5:45.865	
25	1	2:21.541	39.512	41.130	1:00.899	148.6	1:01:59.875	3	1	2:41.175	45.706	47.103	1:08.366	130.5	8:27.040	
92 1.Frank JACOB								LOLA T212 FVC 1971 P-2L								
1	1	2:31.391	45.379	43.737	1:02.275	138.9	2:31.391	4	1	2:40.584	46.632	47.327	1:06.625	131.0	11:07.624	
2	1	2:28.123	41.795	43.855	1:02.473	142.0	4:59.514	5	1	2:39.885	45.347	47.940	1:06.598	131.5	13:47.509	
3	1	2:26.933	41.389	43.094	1:02.450	143.1	7:26.447	6	1	2:37.520	45.059	46.570	1:05.891	133.5	16:25.029	
4	1	2:25.265	41.103	42.867	1:01.295	144.8	9:51.712	7	1	2:40.338	45.266	46.787	1:08.285	131.2	19:05.367	
5	1	2:24.480	40.739	41.901	1:01.840	145.6	12:16.192	8	1	2:39.582	45.486	47.749	1:06.347	131.8	21:44.949	
6	1	2:25.211	41.194	42.436	1:01.581	144.8	14:41.403	9	1	2:43.224	46.147	49.132	1:07.945	128.8	24:28.173	
7	1	2:24.063	40.966	42.234	1:00.863	146.0	17:05.466	10	1	2:41.468	46.589	46.022	1:08.857	130.2	27:09.641	
8	1	2:23.977	40.804	42.022	1:01.151	146.1	19:29.443	11	1	2:40.133	45.674	46.564	1:07.895	131.3	29:49.774	
9	1	2:25.789	40.985	43.222	1:01.582	144.3	21:55.232	12	1	4:58.127 B	45.919	47.871	3:24.337	70.5	34:47.901	
10	1	2:25.435	40.728	43.356	1:01.351	144.6	24:20.667	13	1	3:04.324	1:08.629	47.427	1:08.268	114.1	37:52.225	
11	1	3:38.267 B	40.837	42.732	2:14.698	96.4	27:58.934	14	1	2:42.840	47.191	46.968	1:08.681	129.2	40:35.065	
12	1	2:44.346	59.159	43.497	1:01.690	128.0	30:43.280	15	1	2:44.702	47.694	47.850	1:09.158	127.7	43:19.767	
13	1	2:25.559	40.866	42.997	1:01.696	144.5	33:08.839	16	1	2:41.053	47.235	46.485	1:07.333	130.6	46:00.820	
14	1	2:26.143	41.623	43.559	1:00.961	143.9	35:34.982	17	1	2:39.241	46.395	45.817	1:07.029	132.1	48:40.061	
15	1	2:23.979	40.530	41.979	1:01.470	146.1	37:58.961	18	1	2:43.509	46.630	46.381	1:10.498	128.6	51:23.570	
16	1	2:26.270	41.293	43.581	1:01.396	143.8	40:25.231	19	1	2:38.626	45.261	46.715	1:06.650	132.6	54:02.196	
17	1	2:28.037	41.462	42.479	1:04.096	142.1	42:53.268	20	1	2:39.898	46.701	46.533	1:06.664	131.5	56:42.094	
18	1	2:25.799	41.482	42.859	1:01.458	144.2	45:19.067	21	1	2:38.758	45.769	46.365	1:06.624	132.5	59:20.852	
19	1	2:24.577	41.509	42.271	1:00.797	145.5	47:43.644	22	1	2:37.389	45.816	45.581	1:05.992	133.6	1:01:58.241	
20	1	2:26.283	42.104	42.798	1:01.381	143.8	50:09.927	117 1.Carlos MONTEVERDE							FERRARI 512 M 1970 P+2L	
21	1	2:24.988	41.255	42.090	1:01.643	145.1	52:34.915	2.Gary PEARSON								
22	1	2:26.972	40.649	42.187	1:04.136	143.1	55:01.887	1	1	2:21.666	39.499	42.139	1:00.028	148.5	2:21.666	
23	1	2:25.608	40.629	42.978	1:02.001	144.4	57:27.495	2	1	2:23.463	41.129	41.187	1:01.147	146.6	4:45.129	
24	1	2:24.637	40.868	42.147	1:01.622	145.4	59:52.132	3	1	2:21.311	40.388	40.957	59.966	148.8	7:06.440	
25	1	2:26.716	41.987	43.036	1:01.693	143.3	1:02:18.848	4	1	2:20.408	40.084	40.628	59.696	149.8	9:26.848	
93 1.Dirk PETERS								LOLA T210 FVC 1970 P-2L								
1	1	3:04.189	59.887	51.005	1:13.297	114.2	3:04.189	5	1	2:30.358	50.310	40.846	59.202	139.9	11:57.206	
2	1	2:44.154	47.158	48.210	1:08.786	128.1	5:48.343	6	1	2:21.352	39.792	41.789	59.771	148.8	14:18.558	
3	1	2:39.835	46.401	46.091	1:07.343	131.6	8:28.178	7	1	2:19.556	39.344	40.369	59.843	150.7	16:38.114	
94 1.Stephan KOENIG								CHEVRON B6 1967 P-2L								
1	1	3:10.532	1:02.309	50.972	1:17.251	110.4	3:10.532	8	1	2:21.716	39.345	41.319	1:01.052	148.4	18:59.830	
2	1	2:53.153	49.614	50.087	1:13.452	121.5	6:03.685	9	1	2:18.416	39.195	40.471	58.750	151.9	21:18.246	
3	1	2:52.075	48.463	50.903	1:12.709	122.2	8:55.760	10	1	2:22.238	40.232	42.841	59.165	147.9	23:40.484	
4	1	2:51.287	47.784	50.341	1:13.162	122.8	11:47.047	11	1	2:30.213 B	38.796	40.924	1:10.493	140.0	26:10.697	
5	1	2:53.289	49.100	49.333	1:14.856	121.4	14:40.336	12	1	3:49.079	2:03.414	41.716	1:03.949	91.8	29:59.776	
6	1	2:52.380	50.324	49.155	1:12.901	122.0	17:32.716	13	1	2:21.058	39.937	41.729	59.392	149.1	32:20.834	
7	1	2:48.677	48.245	48.895	1:11.537	124.7	20:21.393	14	1	2:19.327	39.904	40.552	58.871	150.9	34:40.161	
8	1	2:52.218	48.583	49.856	1:13.779	122.1	23:13.611	15	1	2:21.466	39.661	40.982	1:00.823	148.7	37:01.627	
9	1	4:09.398 B	48.719	50.018	2:30.661	84.3	27:23.009	16	1	2:20.742	39.737	42.268	58.737	149.4	39:22.369	
10	1	3:05.557	1:04.099	48.337	1:13.121	113.3	30:28.566	17	1	2:19.243	39.604	40.124	59.515	151.0	41:41.612	
11	1	2:43.247	47.566	46.498	1:09.183	128.8	33:11.813	18	1	2:19.611	39.707	40.748	59.156	150.6	44:01.223	
								19	1	2:19.656	39.996	40.548	59.112	150.6	46:20.879	
								20	1	2:20.593	40.521	40.199	59.873	149.6	48:41.472	
								21	1	2:22.150	41.610	40.769	59.771	148.0	51:03.622	
								22	1	2:19.936	39.686	40.246	1:00.004	150.3	53:23.558	



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
23	1	2:20.462	39.744	40.563	1:00.155	149.7	55:44.020								
24	1	2:19.876	40.383	40.673	58.820	150.4	58:03.896								
25	1	2:18.813	39.529	40.535	58.749	151.5	1:00:22.709								

185

1. Gérard LOPEZ
2. Richard MEADEN

LOLA T70 Mk III B 1969

P+2L

1	1	2:17.833	38.063	40.739	59.031	152.6	2:17.833
2	1	2:17.333	38.585	39.920	58.828	153.1	4:35.166
3	1	2:17.919	38.918	40.351	58.650	152.5	6:53.085
4	1	2:17.190	38.462	40.009	58.719	153.3	9:10.275
5	1	2:17.589	38.407	40.467	58.715	152.9	11:27.864
6	1	2:19.142	38.717	41.485	58.940	151.1	13:47.006
7	1	2:17.170	38.554	39.700	58.916	153.3	16:04.176
8	1	2:18.878	39.129	41.418	58.331	151.4	18:23.054
9	1	2:18.863	40.000	40.214	58.649	151.5	20:41.917
10	1	2:20.114	40.238	40.629	59.247	150.1	23:02.031
11	1	2:17.034	38.513	40.205	58.316	153.5	25:19.065
12	1	2:17.248	38.507	40.118	58.623	153.2	27:36.313
13	1	2:21.953	38.783	41.519	1:01.651	148.2	29:58.266
14	1	2:18.100	39.660	39.862	58.578	152.3	32:16.366
15	1	3:34.296 B	38.765	39.985	2:15.546	98.1	35:50.662
16	1	2:50.539	1:04.424	43.746	1:02.369	123.3	38:41.201
17	1	2:25.387	41.518	41.860	1:02.009	144.7	41:06.588
18	1	2:31.358	41.662	48.136	1:01.560	139.0	43:37.946
19	1	2:24.510	41.303	41.845	1:01.362	145.5	46:02.456
20	1	2:25.127	41.023	42.094	1:02.010	144.9	48:27.583
21	1	2:25.398	41.120	42.558	1:01.720	144.6	50:52.981
22	1	2:26.526	42.292	42.334	1:01.900	143.5	53:19.507
23	1	2:23.745	40.945	41.796	1:01.004	146.3	55:43.252