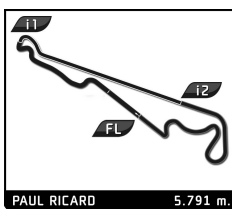


**CLASSIC ENDURANCE RACING 2**  
**DIX MILLE TOURS**  
**QUALIFYING 1**

**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
<b>1</b> 1.Tony SINCLAIR LOLA T292 BDG 1973 P-2L								4	1	2:21.695	41.565	36.272	1:03.858	147.1	11:00.986
1	1	2:44.728	1:10.130	33.748	1:00.850	126.6	2:44.728	5	1	2:23.018	43.169	35.721	1:04.128	145.8	13:24.004
2	1	2:09.179	38.490	32.223	58.466	161.4	4:53.907	6	1	7:35.974 B	48.261	43.697	6:04.016	45.7	20:59.978
3	1	2:08.717	38.164	32.108	58.445	162.0	7:02.624	7	1	2:40.986	1:07.301	34.243	59.442	129.5	23:40.964
4	1	2:11.598	39.553	32.871	59.174	158.4	9:14.222	8	1	2:11.820	40.500	33.653	57.667	158.2	25:52.784
5	1	4:41.478 B	38.656	32.256	3:30.566	74.1	13:55.700	9	1	2:08.489	37.771	<b>33.112</b>	57.606	162.3	28:01.273
6	1	2:35.625	1:02.736	33.751	59.138	134.0	16:31.325	10	1	<b>2:06.566</b>	<b>37.258</b>	33.376	<b>55.932</b>	164.7	30:07.839
7	1	2:09.365	38.356	32.188	58.821	161.2	18:40.690	<b>7</b> 1.Jean LEGRAS CHEVRON B21 BDG 1972 P-2L							
8	1	2:09.257	38.996	32.188	58.073	161.3	20:49.947	1	1	3:54.823	1:56.499	41.689	1:16.635	88.8	3:54.823
9	1	2:09.905	38.232	33.392	58.281	160.5	22:59.852	2	1	2:24.326	45.458	34.528	1:04.340	144.4	6:19.149
10	1	2:08.711	38.498	32.241	57.972	162.0	25:08.563	3	1	2:21.644	41.095	34.511	1:06.038	147.2	8:40.793
11	1	2:09.106	38.382	<b>31.759</b>	58.965	161.5	27:17.669	4	1	3:55.305 B	47.043	34.719	2:33.543	88.6	12:36.098
12	1	<b>2:08.125</b>	<b>38.144</b>	<b>32.143</b>	<b>57.838</b>	162.7	29:25.794	5	1	2:37.545	1:01.751	34.226	1:01.568	132.3	15:13.643
13	1	2:09.162	38.502	32.562	58.098	161.4	31:34.956	6	1	2:14.928	40.321	33.990	1:00.617	154.5	17:28.571
<b>2</b> 1.Frédéric DA ROCHA LOLA T298 BMW 1979 P-2L								7	1	2:14.029	39.770	33.825	1:00.434	155.5	19:42.600
1	1	3:12.937	1:34.955	35.341	1:02.641	108.1	3:12.937	8	1	2:12.365	39.719	33.681	58.965	157.5	21:54.965
2	1	8:17.978 B	40.305	33.182	7:04.491	41.9	11:30.915	9	1	2:12.449	39.726	33.544	59.179	157.4	24:07.414
3	1	2:37.824	1:04.407	34.463	58.954	132.1	14:08.739	10	1	2:12.473	<b>39.464</b>	34.206	58.803	157.4	26:19.887
4	1	2:14.348	40.173	35.276	58.899	155.2	16:23.087	11	1	2:12.590	40.255	<b>33.491</b>	58.844	157.2	28:32.477
5	1	2:10.466	39.460	33.019	57.987	159.8	18:33.553	12	1	<b>2:12.098</b>	39.868	33.676	<b>58.554</b>	157.8	30:44.575
6	1	2:08.652	38.708	32.596	57.348	162.0	20:42.205	<b>8</b> 1.Philippe SCEMAMA LOLA T290 DFV 1972 P-2L							
7	1	2:09.225	39.057	32.996	57.172	161.3	22:51.430	1	1	2:26.892	51.556	34.041	1:01.295	141.9	2:26.892
8	1	2:09.726	39.009	32.684	58.033	160.7	25:01.156	2	1	2:07.244	38.776	31.115	57.353	163.8	4:34.136
9	1	<b>2:08.329</b>	38.963	32.663	<b>56.703</b>	162.5	27:09.485	3	1	<b>2:04.422</b>	37.369	<b>30.232</b>	<b>56.821</b>	167.6	6:38.558
10	1	2:09.930	<b>38.530</b>	32.434	58.966	160.5	29:19.415	4	1	2:05.948	37.265	31.418	57.265	165.5	8:44.506
11	1	2:08.935	38.678	<b>31.934</b>	58.323	161.7	31:28.350	5	1	2:05.028	<b>36.941</b>	30.990	57.097	166.7	10:49.534
<b>3</b> 1.Sandy WATSON CHEVRON B26 1974 P-2L 2.Martin O'CONNELL								6	1	2:05.036	37.439	30.398	57.199	166.7	12:54.570
1	1	2:57.631	1:27.598	33.194	56.839	117.4	2:57.631	7	1	2:33.095 B	38.573	33.685	1:20.837	136.2	15:27.665
2	1	2:05.380	37.680	32.147	55.553	166.3	5:03.011	<b>12</b> 1.Jean-François PIQUET PORSCHE 930 Turbo 1975 GT2 2.Alain TRINIANE							
3	1	2:04.857	36.990	32.103	55.764	167.0	7:07.868	1	1	4:14.116	2:15.805	43.109	1:15.202	82.0	4:14.116
4	1	<b>2:04.117</b>	36.916	31.749	<b>55.452</b>	168.0	9:11.985	2	1	2:40.028	48.210	38.576	1:13.242	130.3	6:54.144
5	1	2:09.905	<b>36.868</b>	32.937	1:00.100	160.5	11:21.890	3	1	2:36.220	46.633	38.222	1:11.365	133.5	9:30.364
<b>4</b> 1.Dominique VERBAERE GRAC MT 16 1972 P-2L								4	1	2:36.178	48.031	38.234	<b>1:09.913</b>	133.5	12:06.542
1	1	3:20.618	1:28.206	39.015	1:13.397	103.9	3:20.618	5	1	<b>2:34.113</b>	46.577	37.601	1:09.935	135.3	14:40.655
2	1	2:37.544	48.491	38.209	1:10.844	132.3	5:58.162	6	1	2:36.474	47.572	37.854	1:11.048	133.2	17:17.129
3	1	2:34.214	46.613	<b>36.889</b>	1:10.712	135.2	8:32.376	7	1	2:36.201	<b>45.250</b>	38.546	1:12.405	133.5	19:53.330
4	1	2:34.819	46.124	38.261	1:10.434	134.7	11:07.195	8	1	2:35.190	45.736	38.792	1:10.662	134.3	22:28.520
5	1	6:11.423 B	47.478	38.411	4:45.534	56.1	17:18.618	9	1	2:56.450 B	45.809	<b>37.516</b>	1:33.125	118.2	25:24.970
6	1	3:07.013	1:17.229	39.281	1:10.503	111.5	20:25.631	<b>14</b> 1.Marc DEVIS TOJ SC 303 1978 P+2L							
7	1	2:35.181	46.318	38.022	1:10.841	134.3	23:00.812	1	1	3:02.924	1:30.482	32.394	1:00.048	114.0	3:02.924
8	1	<b>2:31.365</b>	45.404	37.023	<b>1:08.938</b>	137.7	25:32.177	2	1	2:04.970	37.497	30.424	57.049	166.8	5:07.894
9	1	2:33.416	46.392	37.221	1:09.803	135.9	28:05.593	3	1	2:04.078	37.454	30.087	56.537	168.0	7:11.972
10	1	3:40.900 B	<b>43.612</b>	37.587	2:19.701	94.4	31:46.493	4	1	2:09.605	40.824	31.409	57.372	160.9	9:21.577
<b>6</b> 1.Roberto TURRIZIANI OSELLA PAS 1977 P-2L 2.Stefano DI FULVIO								5	1	2:05.536	38.444	30.565	56.527	166.1	11:27.113
1	1	3:54.434	1:59.396	40.000	1:15.038	88.9	3:54.434	6	1	4:25.673 B	40.296	31.826	3:13.551	78.5	15:52.786
2	1	2:22.532	43.686	35.573	1:03.273	146.3	6:16.966	7	1	2:26.602	57.153	30.631	58.818	142.2	18:19.388
3	1	2:22.325	41.827	34.946	1:05.552	146.5	8:39.291	8	1	<b>2:03.114</b>	<b>37.041</b>	<b>29.824</b>	<b>56.249</b>	169.3	20:22.502
								9	1	2:07.049	37.408	29.969	59.672	164.1	22:29.551
								10	1	8:47.301 B	38.071	31.362	7:37.868	39.5	31:16.852

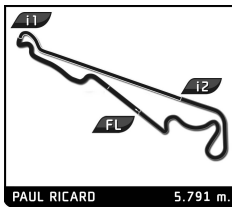


## CLASSIC ENDURANCE RACING 2 DIX MILLE TOURS QUALIFYING 1

### Analysis

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

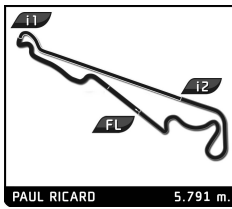
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
CHEVRON B31 BDG 1975															
<b>21</b>	1. Russell BÜSST						P-2L								
1	1	2:48.341	1:11.728	34.886	1:01.727	123.8	2:48.341	11	1	2:09.449	38.220	32.988	58.241	161.0	29:17.697
2	1	2:10.954	39.257	33.566	58.131	159.2	4:59.295	12	1	2:10.051	39.042	33.078	57.931	160.3	31:27.748
3	1	2:09.026	38.607	32.680	57.739	161.6	7:08.321								
4	1	4:02.836	B 39.050	32.745	2:51.041	85.9	11:11.157								
5	1	4:11.712	B 1:01.813	35.807	2:34.092	82.8	15:22.869								
6	1	2:38.195	1:01.194	35.227	1:01.774	131.8	18:01.064								
7	1	2:11.379	38.247	32.864	1:00.268	158.7	20:12.443								
8	1	2:33.082	42.835	43.336	1:06.911	136.2	22:45.525								
9	1	2:09.649	38.155	32.572	58.922	160.8	24:55.174								
10	1	2:08.844	38.102	32.755	57.987	161.8	27:04.018								
11	1	2:10.804	38.454	34.758	57.592	159.4	29:14.822								
12	1	2:07.169	37.598	32.275	57.296	163.9	31:21.991								
CHEVRON B36 BMW 1976															
<b>26</b>	1. Claude LE JEAN 2. Lucien ROSSIAUD						P-2L								
1	1	3:35.233	1:51.650	38.408	1:05.175	96.9	3:35.233								
2	1	2:23.826	43.447	35.569	1:04.810	145.0	5:59.059								
3	1	2:22.175	43.045	35.354	1:03.776	146.6	8:21.234								
4	1	2:44.350	B 41.485	35.407	1:27.458	126.8	11:05.584								
5	1	3:56.346	2:15.189	36.039	1:05.118	88.2	15:01.930								
6	1	2:23.099	43.060	36.174	1:03.865	145.7	17:25.029								
7	1	2:21.427	42.258	35.394	1:03.775	147.4	19:46.456								
8	1	2:21.201	41.902	35.663	1:03.636	147.6	22:07.657								
9	1	2:20.047	41.721	35.636	1:02.690	148.9	24:27.704								
10	1	2:51.065	B 44.363	38.813	1:27.889	121.9	27:18.769								
LOLA T280 DVF 1972															
<b>31</b>	1. Carlos BARBOT						P+2L								
1	1	2:39.882	1:01.318	34.754	1:03.810	130.4	2:39.882								
2	1	2:09.137	37.941	30.575	1:00.621	161.4	4:49.019								
3	1	2:07.389	38.033	31.088	58.268	163.7	6:56.408								
4	1	2:06.506	38.061	31.402	57.043	164.8	9:02.914								
5	1	2:07.557	38.833	31.104	57.620	163.4	11:10.471								
6	1	2:12.927	40.775	34.119	58.033	156.8	13:23.398								
7	1	2:06.304	38.429	30.534	57.341	165.1	15:29.702								
8	1	5:27.051	B 40.591	32.546	4:13.914	63.7	20:56.753								
9	1	2:35.263	1:07.963	30.879	56.421	134.3	23:32.016								
10	1	2:07.245	39.073	31.792	56.380	163.8	25:39.261								
11	1	2:05.086	38.583	30.496	56.007	166.7	27:44.347								
12	1	2:04.986	37.795	30.520	56.671	166.8	29:49.333								
13	1	2:04.685	37.550	30.088	57.047	167.2	31:54.018								
TOJ SC 206 1977															
<b>35</b>	1. Franck MOREL						P-2L								
1	1	2:56.599	1:15.548	38.183	1:02.868	118.1	2:56.599								
2	1	2:13.140	40.711	33.832	58.597	156.6	5:09.739								
3	1	2:10.501	38.898	33.868	57.735	159.8	7:20.240								
4	1	2:09.838	38.594	33.410	57.834	160.6	9:30.078								
5	1	2:09.400	38.237	33.544	57.619	161.1	11:39.478								
6	1	6:02.982	B 38.769	33.103	4:51.110	57.4	17:42.460								
7	1	2:36.455	1:02.405	34.304	59.746	133.2	20:18.915								
8	1	2:12.015	37.961	32.955	1:01.099	157.9	22:30.930								
9	1	2:14.034	40.116	33.235	1:00.683	155.5	24:44.964								
10	1	2:23.284	46.123	37.043	1:00.118	145.5	27:08.248								
LOLA T286 DVF 1976															
<b>50</b>	1. Dominique GUENAT						P+2L								
1	1	2:59.655	B 1:00.764	42.200	1:16.691	116.0	2:59.655								
2	1	6:19.621	4:50.864	31.870	56.887	54.9	9:19.276								
3	1	2:21.598	37.663	30.877	1:13.058	147.2	11:40.874								
4	1	2:05.549	38.436	31.239	55.874	166.1	13:46.423								
5	1	2:03.880	37.273	31.106	55.501	168.3	15:50.303								
6	1	2:12.706	B 37.364	30.380	1:04.962	157.1	18:03.009								
7	1	5:00.621	3:32.850	31.694	56.077	69.3	23:03.630								
8	1	2:05.229	38.787	30.633	55.809	166.5	25:08.859								
9	1	2:03.054	37.281	30.679	55.094	169.4	27:11.913								
10	1	2:06.584	37.232	30.764	58.588	164.7	29:18.497								
11	1	2:04.821	37.650	30.921	56.250	167.0	31:23.318								
LOLA T290 1972															
<b>51</b>	1. Gianluca RATTAZZI 2. Emanuele PIRRO						P-2L								
1	1	2:47.715	1:09.365	35.568	1:02.782	124.3	2:47.715								
2	1	2:14.168	39.571	34.208	1:00.389	155.4	5:01.883								
3	1	2:10.209	39.164	32.732	58.313	160.1	7:12.092								
4	1	3:49.734	B 41.366	35.227	2:33.141	90.7	11:01.826								
5	1	2:59.303	1:10.710	37.800	1:10.793	116.3	14:01.129								
6	1	2:33.357	46.820	36.922	1:09.615	135.9	16:34.486								
7	1	2:30.873	46.676	35.998	1:08.199	138.2	19:05.359								
8	1	2:28.106	44.823	35.680	1:07.603	140.8	21:33.465								
9	1	2:28.506	45.288	35.363	1:07.855	140.4	24:01.971								
10	1	2:28.457	44.490	37.387	1:06.580	140.4	26:30.428								
11	1	2:28.792	45.245	35.904	1:07.643	140.1	28:59.220								
12	1	2:28.288	44.315	35.798	1:08.175	140.6	31:27.508								
TOJ SC304 1976															
<b>52</b>	1. Yves SCEMAMA						P+2L								
1	1	2:49.729	1:12.822	34.056	1:02.851	122.8	2:49.729								
2	1	2:08.447	38.523	31.784	58.140	162.3	4:58.176								
3	1	2:04.995	37.497	30.774	56.724	166.8	7:03.171								
4	1	2:06.350	38.500	31.151	56.699	165.0	9:09.521								
5	1	2:06.062	38.091	30.954	57.017	165.4	11:15.583								
6	1	2:05.430	38.135	30.545	56.750	166.2	13:21.013								
7	1	2:03.572	37.144	30.347	56.081	168.7	15:24.585								
8	1	2:23.145	B 38.699	30.498	1:13.948	145.6	17:47.730								
9	1	3:57.793	2:30.371	30.657	56.765	87.7	21:45.523								
10	1	2:03.625	36.894	30.526	56.205	168.6	23:49.148								
11	1	2:04.598	38.214	30.415	55.969	167.3	25:53.746								
12	1	2:05.842	38.262	30.360	57.220	165.7	27:59.588								
13	1	2:03.099	37.071	30.150	55.878	169.4	30:02.687								
CHEVROLET Monza 1975															
<b>55</b>	1. Gilles CERON						GT2								
1	1	2:37.434	1:02.684	33.000	1:01.750	132.4	2:37.434								
2	1	2:10.026	38.518	30.653	1:00.855	160.3	4:47.460								
3	1	2:10.989	39.407	31.146	1:00.436	159.2	6:58.449								
4	1	2:10.074	38.840	30.804	1:00.430	160.3	9:08.523								
5	1	2:34.009	B 39.931	31.076	1:23.002	135.4	11:42.532								
6	1	3:12.522	1:38.926	31.251	1:02.345	108.3	14:55.054								
7	1	2:09.621	38.558	30.824	1:00.239	160.8	17:04.675								



**CLASSIC ENDURANCE RACING 2**  
**DIX MILLE TOURS**  
**QUALIFYING 1**

Analysis

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
8	1	2:18.524	38.966	30.817	1:08.741	150.5	19:23.199	7	1	4:34.621	2:59.702	34.340	1:00.579	75.9	21:00.208
9	1	2:12.094	39.695	31.022	1:01.377	157.8	21:35.293	8	1	2:14.432	40.463	33.796	1:00.173	155.1	23:14.640
10	1	2:27.312 <b>B</b>	39.548	30.955	1:16.809	141.5	24:02.605	9	1	<b>2:13.126</b>	<b>40.009</b>	<b>33.595</b>	<b>59.522</b>	156.6	25:27.766
<b>57</b> 1.Alexander RITTWEGER 2.Sam HANCOCK BMW M1 1980 GT2								<b>63</b> 1.Wolf ZWEIFLER 2.Michael FÖVENY OSELLA PA 6 1978 P-2L							
1	1	3:22.972	1:36.633	38.284	1:08.055	102.7	3:22.972	1	1	4:13.479	2:11.559	46.492	1:15.428	82.2	4:13.479
2	1	2:22.827	44.063	34.612	1:04.152	146.0	5:45.799	2	1	11:18.874 <b>B</b>	47.560	39.567	9:51.747	30.7	15:32.353
3	1	2:22.574	42.639	34.671	1:05.264	146.2	8:08.373	3	1	3:06.127	1:11.427	41.442	1:13.258	112.0	18:38.480
4	1	2:19.869	41.659	34.532	1:03.678	149.1	10:28.242	4	1	2:36.826	49.203	38.200	1:09.423	132.9	21:15.306
5	1	2:18.775	42.157	34.285	1:02.333	150.2	12:47.017	5	1	<b>2:31.127</b>	45.195	<b>38.063</b>	<b>1:07.869</b>	137.9	23:46.433
6	1	2:18.875	42.031	34.340	1:02.504	150.1	15:05.892	6	1	2:31.825	44.867	38.694	1:08.264	137.3	26:18.258
7	1	2:33.238 <b>B</b>	41.665	34.277	1:17.296	136.0	17:39.130	<b>67</b> 1.Michele LIGUORI LOLA T292 DFV 1973 P+2L							
8	1	3:30.009	1:53.255	34.243	1:02.511	99.3	21:09.139	1	1	2:42.557	1:04.538	35.857	1:02.162	128.2	2:42.557
9	1	<b>2:18.347</b>	<b>41.418</b>	34.149	1:02.780	150.7	23:27.486	2	1	2:07.732	38.816	30.672	58.244	163.2	4:50.289
10	1	2:19.484	43.149	34.412	<b>1:01.923</b>	149.5	25:46.970	3	1	2:08.315	38.871	30.238	59.206	162.5	6:58.604
11	1	2:33.534 <b>B</b>	41.651	<b>34.093</b>	1:17.790	135.8	28:20.504	4	1	3:58.322 <b>B</b>	42.464	31.878	2:43.980	87.5	10:56.926
<b>58</b> 1.Urs BECK 2.Patrick SIMON PORSCHE 935 K3 1980 GT2								5 1 2:32.243 1:03.269 30.800 58.174 136.9 13:29.169							
1	1	3:06.819	1:21.459	40.032	1:05.328	111.6	3:06.819	6	1	2:09.724	39.906	30.572	59.246	160.7	15:38.893
2	1	2:13.261	42.332	32.013	58.916	156.4	5:20.080	7	1	2:09.576	39.227	30.349	1:00.000	160.9	17:48.469
3	1	2:06.675	38.211	<b>30.470</b>	<b>57.994</b>	164.6	7:26.755	8	1	2:11.056	40.879	31.035	59.142	159.1	19:59.525
4	1	<b>2:06.673</b>	<b>38.081</b>	30.524	58.068	164.6	9:33.428	9	1	2:22.898	41.820	35.615	1:05.463	145.9	22:22.423
5	1	4:12.900 <b>B</b>	44.254	33.509	2:55.137	82.4	13:46.328	10	1	<b>2:06.134</b>	<b>38.220</b>	<b>30.196</b>	<b>57.718</b>	165.3	24:28.557
6	1	2:39.645	1:02.237	34.674	1:02.734	130.6	16:25.973	<b>71</b> 1.Fabio SPIRGI PORSCHE 930 Turbo 1978 GT2							
7	1	2:11.997	40.270	31.721	1:00.006	157.9	18:37.970	1	1	3:45.244	1:58.052	38.665	1:08.527	92.6	3:45.244
8	1	2:10.791	39.334	31.373	1:00.084	159.4	20:48.761	2	1	2:23.284	43.641	34.979	1:04.664	145.5	6:08.528
9	1	2:12.407	39.100	31.869	1:01.438	157.5	23:01.168	3	1	2:23.195	42.910	34.877	1:05.408	145.6	8:31.723
10	1	2:11.850	39.730	31.382	1:00.738	158.1	25:13.018	4	1	<b>2:21.812</b>	<b>42.799</b>	<b>34.797</b>	<b>1:04.216</b>	147.0	10:53.535
11	1	2:10.551	39.100	31.171	1:00.280	159.7	27:23.569	5	1	2:39.217 <b>B</b>	43.361	35.722	1:20.134	130.9	13:32.752
12	1	2:10.819	39.596	31.871	59.352	159.4	29:34.388	6	1	4:15.813	2:36.717	34.829	1:04.267	81.5	17:48.565
<b>59</b> 1.Beate EGGIMANN CHEETAH G601 1976 P-2L								7 1 2:22.067 42.917 34.923 1:04.227 146.7 20:10.632							
1	1	2:46.014	1:06.263	35.826	1:03.925	125.6	2:46.014	8 1 2:24.310 43.704 34.860 1:05.746 144.5 22:34.942							
2	1	2:13.979	40.175	33.207	1:00.597	155.6	4:59.993	9 1 2:44.680 <b>B</b> 44.855 35.747 1:24.078 126.6 25:19.622							
3	1	2:10.806	39.470	32.772	58.564	159.4	7:10.799	<b>76</b> 1.Dereck BELL 2.Sam HANCOCK ALFA ROMEO T33/TT12 1974 P+2L							
4	1	2:14.626	41.564	33.601	59.461	154.9	9:25.425	1	1	3:52.671				89.6	3:52.671
5	1	2:12.997	39.523	32.704	1:00.770	156.8	11:38.422	2	1	2:22.684				146.1	6:15.355
6	1	2:11.412	39.359	32.727	59.326	158.6	13:49.834	3	1	6:17.716 <b>B</b>				55.2	12:33.071
7	1	3:37.638 <b>B</b>	39.503	32.655	2:25.480	95.8	17:27.472	4	1	2:35.866				133.8	15:08.937
8	1	2:33.125	59.700	33.256	1:00.169	136.1	20:00.597	5	1	2:08.937				161.7	17:17.874
9	1	2:12.064	39.986	32.836	59.242	157.9	22:12.661	6	1	2:09.926				160.5	19:27.800
10	1	2:10.835	39.465	32.513	58.857	159.3	24:23.496	7	1	6:23.383 <b>B</b>				54.4	25:51.183
11	1	2:10.069	38.934	32.595	58.540	160.3	26:33.565	8	1	2:21.113				147.7	28:12.296
12	1	2:09.831	38.643	<b>32.358</b>	58.830	160.6	28:43.396	9	1	<b>2:04.433</b>				167.5	30:16.729
13	1	<b>2:08.842</b>	<b>38.479</b>	32.545	<b>57.818</b>	161.8	30:52.238	<b>81</b> 1.Paul SINGER PORSCHE 924 GTR 1981 GT2							
<b>60</b> 1.Peter MUELDER 2.Christian TRABER BMW M1 1979 GT2								1	1	4:16.662 <b>B</b>	1:17.690	1:09.670	1:49.302	81.2	4:16.662
1	1	4:08.964	2:13.510	43.796	1:11.658	83.7	4:08.964	2	1	8:16.942	6:29.859	39.425	1:07.658	42.0	12:33.604
2	1	2:30.668	46.210	37.840	1:06.618	138.4	6:39.632	3	1	2:46.791	43.384	35.105	1:28.302	125.0	15:20.395
3	1	2:23.841	43.449	35.180	1:05.212	144.9	9:03.473	4	1	2:25.003	45.272	34.709	1:05.022	143.8	17:45.398
4	1	2:22.788	42.641	35.242	1:04.905	146.0	11:26.261								
5	1	2:22.721	43.756	34.661	1:04.304	146.1	13:48.982								
6	1	2:36.605 <b>B</b>	43.303	34.823	1:18.479	133.1	16:25.587								



# CLASSIC ENDURANCE RACING 2

## DIX MILLE TOURS

### QUALIFYING 1

#### Analysis

■ Personal Best   
 ■ Session Best   
 ■ 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
5	1	<span style="background-color: #d9ead3;">2:23.261</span>	44.926	<span style="background-color: #d9ead3;">34.221</span>	<span style="background-color: #d9ead3;">1:04.114</span>	145.5	20:08.659	8	1	2:17.901	41.578	34.674	1:01.649	151.2	22:28.741
6	1	2:25.544	43.315	37.319	1:04.910	143.2	22:34.203	9	1	2:15.561	40.620	<span style="background-color: #d9ead3;">33.220</span>	1:01.721	153.8	24:44.302
7	1	2:24.070	43.935	34.684	1:05.451	144.7	24:58.273	10	1	2:15.965	40.565	33.693	1:01.707	153.3	27:00.267
8	1	2:35.295 <b>B</b>	<span style="background-color: #d9ead3;">42.995</span>	36.411	1:15.889	134.2	27:33.568	11	1	<span style="background-color: #d9ead3;">2:14.471</span>	40.469	33.465	<span style="background-color: #d9ead3;">1:00.537</span>	155.0	29:14.738
								12	1	2:15.119	<span style="background-color: #d9ead3;">39.929</span>	33.269	1:01.921	154.3	31:29.857

82		1. Maxime GUENAT					Porsche 935 GT2	
1	1	3:49.439	2:06.291	35.085	1:08.063	90.9	3:49.439	
2	1	2:17.817	42.062	32.887	1:02.868	151.3	6:07.256	
3	1	2:15.643	40.674	32.885	1:02.084	153.7	8:22.899	
4	1	2:13.214	40.416	32.305	1:00.493	156.5	10:36.113	
5	1	2:12.943	40.195	32.016	1:00.732	156.8	12:49.056	
6	1	2:13.928	40.637	<span style="background-color: #d9ead3;">32.000</span>	1:01.291	155.7	15:02.984	
7	1	2:27.263 <b>B</b>	41.241	33.521	1:12.501	141.6	17:30.247	
8	1	4:54.750	3:20.226	33.170	1:01.354	70.7	22:24.997	
9	1	2:14.184	40.301	32.102	1:01.781	155.4	24:39.181	
10	1	2:17.006	<span style="background-color: #d9ead3;">40.027</span>	32.324	1:04.655	152.2	26:56.187	
11	1	<span style="background-color: #d9ead3;">2:12.599</span>	40.291	32.139	<span style="background-color: #d9ead3;">1:00.169</span>	157.2	29:08.786	
12	1	2:14.184	40.188	32.452	1:01.544	155.4	31:22.970	

84		1. Sebastian GLASER					BMW M1 Procar 1979 GT2	
1	1	3:40.669	1:50.844	44.118	1:05.707	94.5	3:40.669	
2	1	2:33.990 <b>B</b>	41.233	38.908	1:13.849	135.4	6:14.659	
3	1	3:20.535	1:37.390	37.967	1:05.178	104.0	9:35.194	
4	1	2:15.439	41.156	33.644	1:00.639	153.9	11:50.633	
5	1	<span style="background-color: #d9ead3;">2:13.879</span>	<span style="background-color: #d9ead3;">40.126</span>	<span style="background-color: #d9ead3;">33.201</span>	<span style="background-color: #d9ead3;">1:00.552</span>	155.7	14:04.512	
6	1	2:26.390 <b>B</b>	40.528	33.506	1:12.356	142.4	16:30.902	
7	1	4:10.654	2:33.143	33.688	1:03.823	83.2	20:41.556	
8	1	2:16.475	40.577	33.763	1:02.135	152.8	22:58.031	
9	1	2:17.790	41.346	33.825	1:02.619	151.3	25:15.821	
10	1	2:33.240 <b>B</b>	40.450	33.353	1:19.437	136.0	27:49.061	

85		1. Roald GOETHE					MIRAGE GR7 1973 P+2L	
		2. Stuart HALL						
1	1	3:30.712	1:53.814	36.384	1:00.514	98.9	3:30.712	
2	1	2:09.177	37.336	32.358	59.483	161.4	5:39.889	
3	1	2:01.005	36.179	31.246	53.580	172.3	7:40.894	
4	1	<span style="background-color: #d9ead3;">1:59.984</span>	<span style="background-color: #d9ead3;">35.708</span>	<span style="background-color: #d9ead3;">31.233</span>	<span style="background-color: #d9ead3;">53.043</span>	173.8	9:40.878	
5	1	2:18.472 <b>B</b>	38.230	32.484	1:07.758	150.6	11:59.350	
6	1	5:34.234	3:44.669	40.606	1:08.959	62.4	17:33.584	
7	1	2:26.329	44.506	35.957	1:05.866	142.5	19:59.913	
8	1	2:24.503	43.932	35.002	1:05.569	144.3	22:24.416	
9	1	2:19.842	41.713	34.627	1:03.502	149.1	24:44.258	
10	1	2:19.864	42.049	34.762	1:03.053	149.1	27:04.122	
11	1	2:16.770	40.392	33.917	1:02.461	152.4	29:20.892	
12	1	2:13.696	39.330	33.729	1:00.637	155.9	31:34.588	

86		1. Romain BELLETESTE					TOJ SC204 BMW 1976 P-2L	
		2. Christophe GADAIS						
1	1	3:20.983	1:31.851	37.377	1:11.755	103.7	3:20.983	
2	1	2:20.291	42.153	34.533	1:03.605	148.6	5:41.274	
3	1	2:17.152	41.444	34.208	1:01.500	152.0	7:58.426	
4	1	2:15.362	40.771	33.813	1:00.778	154.0	10:13.788	
5	1	4:49.926 <b>B</b>	39.938	33.361	3:36.627	71.9	15:03.714	
6	1	2:48.602	1:08.156	35.690	1:04.756	123.6	17:52.316	
7	1	2:18.524	42.516	34.068	1:01.940	150.5	20:10.840	

88		1. Louis KOLLY					LOLA T292 1973 P-2L	
1	1	3:33.016	1:51.983	37.490	1:03.543	97.9	3:33.016	
2	1	2:15.351	41.170	33.466	1:00.715	154.0	5:48.367	
3	1	2:14.682	41.120	33.459	1:00.103	154.8	8:03.049	
4	1	2:14.504	40.642	33.207	1:00.655	155.0	10:17.553	
5	1	2:14.744	40.565	33.372	1:00.807	154.7	12:32.297	
6	1	2:15.000	40.642	33.269	1:01.089	154.4	14:47.297	
7	1	2:13.108	40.144	33.329	59.635	156.6	17:00.405	
8	1	2:13.247	40.043	33.276	59.928	156.5	19:13.652	
9	1	2:12.456	39.826	<span style="background-color: #d9ead3;">32.771</span>	59.859	157.4	21:26.108	
10	1	2:14.502	40.144	33.734	1:00.624	155.0	23:40.610	
11	1	<span style="background-color: #d9ead3;">2:11.574</span>	<span style="background-color: #d9ead3;">39.580</span>	33.146	<span style="background-color: #d9ead3;">58.848</span>	158.4	25:52.184	
12	1	3:01.298 <b>B</b>	46.745	44.279	1:30.274	115.0	28:53.482	

90		1. Guenther SCHINDLER					BMW M1 Procar 1979 GT2	
1	1	3:44.501	1:53.400	42.466	1:08.635	92.9	3:44.501	
2	1	2:19.427	42.277	34.728	1:02.422	149.5	6:03.928	
3	1	2:19.743	41.958	34.305	1:03.480	149.2	8:23.671	
4	1	2:18.761	41.684	33.995	1:03.082	150.2	10:42.432	
5	1	2:17.832	41.799	34.347	1:01.686	151.3	13:00.264	
6	1	2:33.447 <b>B</b>	41.738	34.060	1:17.649	135.9	15:33.711	
7	1	3:10.143	1:32.949	34.213	1:02.981	109.6	18:43.854	
8	1	2:17.450	41.979	34.060	1:01.411	151.7	21:01.304	
9	1	<span style="background-color: #d9ead3;">2:14.836</span>	<span style="background-color: #d9ead3;">40.525</span>	<span style="background-color: #d9ead3;">33.692</span>	<span style="background-color: #d9ead3;">1:00.619</span>	154.6	23:16.140	
10	1	2:16.056	41.338	33.835	1:00.883	153.2	25:32.196	
11	1	2:35.028 <b>B</b>	42.759	37.130	1:15.139	134.5	28:07.224	