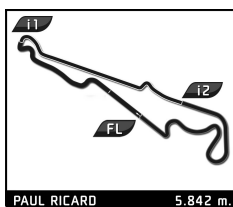


SIXTIES ENDURANCE DIX MILLE TOURS QUALIFYING

Analysis

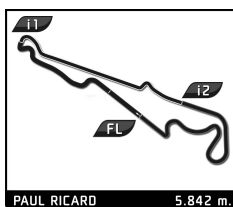
							Personal Best							Session Best		B Crossing the finish line in pit lane			
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed				
1 1.Christian DUMOLIN 2.Christophe VAN RIET							SHELBY Cobra 289 1965 GT5												
1	1	5:57.349	3:55.707	50.808	1:10.834	58.9	5:57.349	11	1	2:39.971	45.251	47.279	1:07.441	131.5	32:30.836				
2	1	2:47.527	48.142	48.467	1:10.918	125.5	8:44.876	12	1	2:42.582	45.341	48.038	1:09.203	129.4	35:13.418				
3	1	2:48.126	47.522	49.020	1:11.584	125.1	11:33.002	13	1	2:43.249	48.035	47.282	1:07.932	128.8	37:56.667				
4	1	2:45.810	46.957	50.077	1:08.776	126.8	14:18.812	14	1	2:40.159	44.963	47.077	1:08.119	131.3	40:36.826				
5	1	2:57.016	B 46.129	47.438	1:23.449	118.8	17:15.828	5 1.Ludovic CHOLLY 2.Urs FURTER							CHEVROLET Corvette C1 1960 GT5				
6	1	5:19.002	3:25.967	46.813	1:06.222	65.9	22:34.830	1	1	6:13.543	3:58.252	54.736	1:20.555	56.3	6:13.543				
7	1	2:31.862	42.293	44.541	1:05.028	138.5	25:06.692	2	1	3:05.581	51.856	54.240	1:19.485	113.3	9:19.124				
8	1	2:32.549	42.809	45.122	1:04.618	137.9	27:39.241	3	1	2:59.183	50.431	52.757	1:15.995	117.4	12:18.307				
9	1	2:59.333	B 45.908	49.099	1:24.326	117.3	30:38.574	4	1	3:00.288	49.744	54.223	1:16.321	116.7	15:18.595				
							JAGUAR Type E 3.8L 1964 GT4												
2 1.Guy Fabrice MESTROT 2.José DA ROCHA																			
1	1	3:40.325	1:39.112	50.697	1:10.516	95.5	3:40.325	5	1	2:55.415	49.327	52.293	1:13.795	119.9	18:14.010				
2	1	2:53.822	46.621	52.526	1:14.675	121.0	6:34.147	6	1	3:23.449	B 51.534	56.630	1:35.285	103.4	21:37.459				
3	1	2:46.032	46.404	48.214	1:11.414	126.7	9:20.179	7	1	4:53.394	2:36.767	56.868	1:19.759	71.7	26:30.853				
4	1	2:43.967	46.126	47.617	1:10.224	128.3	12:04.146	8	1	3:00.614	53.935	52.123	1:14.556	116.4	29:31.467				
5	1	2:45.705	46.152	48.911	1:10.642	126.9	14:49.851	9	1	2:56.341	49.428	52.365	1:14.548	119.3	32:27.808				
6	1	2:46.188	46.299	48.954	1:10.935	126.6	17:36.039	10	1	2:55.086	50.712	50.688	1:13.686	120.1	35:22.894				
7	1	3:07.975	B 48.465	51.221	1:28.289	111.9	20:44.014	11	1	2:54.097	49.506	50.846	1:13.745	120.8	38:16.991				
8	1	4:22.899	2:21.005	49.944	1:11.950	80.0	25:06.913	12	1	2:51.422	48.224	50.757	1:12.441	122.7	41:08.413				
9	1	2:48.138	48.355	49.553	1:10.230	125.1	27:55.051	8 1.Vincent NEURRISSE 2.Xavier GALANT							SHELBY Cobra 289 1964 GT5				
10	1	2:45.676	46.431	48.757	1:10.488	126.9	30:40.727	1	1	4:58.888	2:49.673	54.270	1:14.945	70.4	4:58.888				
11	1	2:47.559	45.560	49.764	1:12.235	125.5	33:28.286	2	1	2:50.634	48.573	49.992	1:12.069	123.3	7:49.522				
12	1	2:48.421			1:10.694	124.9	36:16.707	3	1	2:49.919	49.676	49.233	1:11.010	123.8	10:39.441				
13	1	2:44.998	46.257	48.436	1:10.305	127.5	39:01.705	4	1	2:51.267	48.973	50.152	1:12.142	122.8	13:30.708				
14	1	2:44.831	46.019	49.364	1:09.448	127.6	41:46.536	5	1	2:51.268	47.106	50.973	1:13.189	122.8	16:21.976				
							JAGUAR Type E 3.8L 1963 GT4												
3 1.Armand MILLE 2.Timothée MALACHARD																			
1	1	6:09.954	3:50.617	58.187	1:21.150	56.8	6:09.954	6	1	2:48.048	47.469	49.846	1:10.733	125.1	19:10.024				
2	1	3:07.449	53.130	55.453	1:18.866	112.2	9:17.403	7	1	2:47.336	46.140	48.730	1:12.466	125.7	21:57.360				
3	1	2:59.754	50.292	53.190	1:16.272	117.0	12:17.157	8	1	2:49.247	47.716	50.609	1:10.922	124.3	24:46.607				
4	1	2:57.697	48.927	52.124	1:16.646	118.4	15:14.854	9	1	2:57.733	B 47.042	49.047	1:21.644	118.3	27:44.340				
5	1	2:54.367	48.592	51.455	1:14.320	120.6	18:09.221	10	1	4:38.901	2:41.996	47.876	1:09.029	75.4	32:23.241				
6	1	3:12.013	B 48.501	52.178	1:31.334	109.5	21:21.234	11	1	2:40.296	45.023	47.041	1:08.232	131.2	35:03.537				
7	1	4:38.652	2:38.131	49.654	1:10.867	75.5	25:59.886	12	1	2:38.099	44.250	46.563	1:07.286	133.0	37:41.636				
8	1	2:45.570	46.315	49.378	1:09.877	127.0	28:45.456	13	1	2:42.694	44.953	49.274	1:08.467	129.3	40:24.330				
9	1	2:47.214	46.519	49.907	1:10.788	125.8	31:32.670	9 1.Carlo VÖGELE 2.Yves VÖGELE							SHELBY Cobra 289 1963 GT5				
10	1	2:50.524	49.083	50.809	1:10.632	123.3	34:23.194	1	1	3:06.839	1:08.131	48.792	1:09.916	112.6	3:06.839				
11	1	2:52.135	47.962	49.603	1:14.570	122.2	37:15.329	2	1	2:44.942	48.042	47.862	1:09.038	127.5	5:51.781				
12	1	2:51.289	48.204	51.419	1:11.666	122.8	40:06.618	3	1	2:44.535	45.684	48.110	1:10.741	127.8	8:36.316				
							JAGUAR Type E 3.8L 1963 GT4												
4 1.Alexis de BEAUMONT 2. MAVERICK																			
1	1	3:24.589	1:20.758	53.479	1:10.352	102.8	3:24.589	4	1	2:38.533	44.260	46.707	1:07.566	132.7	11:14.849				
2	1	2:50.704	49.770	50.359	1:10.575	123.2	6:15.293	5	1	2:59.011	B 44.540	51.424	1:23.047	117.5	14:13.860				
3	1	2:47.539	48.143	50.051	1:09.345	125.5	9:02.832	6	1	6:00.595	3:59.997	49.827	1:10.771	58.3	20:14.455				
4	1	2:45.998	46.221	49.379	1:10.398	126.7	11:48.830	7	1	2:46.911	47.442	48.471	1:10.998	126.0	23:01.366				
5	1	4:02.679	B 49.783	48.587	2:24.309	86.7	15:51.509	8	1	2:49.272	49.971	48.406	1:10.895	124.2	25:50.638				
6	1	3:10.470	1:10.470	49.376	1:10.624	110.4	19:01.979	9	1	2:42.013	45.283	47.325	1:09.405	129.8	28:32.651				
7	1	2:44.380	45.249	47.552	1:11.579	127.9	21:46.359	10	1	2:43.697	46.204	47.444	1:10.049	128.5	31:16.348				
8	1	2:42.021	46.746	46.624	1:08.651	129.8	24:28.380	11	1	2:41.197	44.931	46.661	1:09.605	130.5	33:57.545				
9	1	2:42.056	44.513	46.949	1:10.594	129.8	27:10.436	12	1	2:50.362	47.866	52.895	1:09.601	123.5	36:47.907				
10	1	2:40.429	44.277	46.434	1:09.718	131.1	29:50.865	13	1	2:39.985	44.951	47.104	1:07.930	131.5	39:27.892				
							JAGUAR Type E 3.8L 1963 GT4												
5 1.Yvan MAHE														LISTER Jaguar Knobbly 1958 SP4					
1	1	5:34.029	3:31.717	52.325	1:09.987	63.0	5:34.029	11 1.Yvan MAHE											
2	1	2:44.524	45.342	48.394	1:10.788	127.8	8:18.553												



SIXTIES ENDURANCE DIX MILLE TOURS QUALIFYING

Analysis

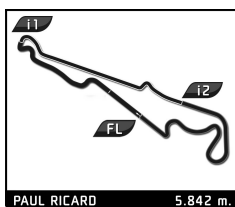
Personal Best							Session Best		Shelling the finish line in pit road								
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed		
3	1	2:40.268	44.870	46.674	1:08.724	131.2	10:58.821	18	1. John EMBERSON 2. Bill WYKEHAM	MORGAN SLR 1963 GT2							
4	1	2:41.533	45.076	47.407	1:09.050	130.2	13:40.354			1	1	2:54.628	53.933	50.319	1:10.376	120.4	2:54.628
5	1	3:02.252 B	44.086	47.964	1:30.202	115.4	16:42.606			2	1	2:50.056	50.178	49.747	1:10.131	123.7	5:44.684
6	1	5:23.679	3:17.859	50.513	1:15.307	65.0	22:06.285			3	1	2:48.247	45.728	51.330	1:11.189	125.0	8:32.931
7	1	2:58.374	52.168	51.540	1:14.666	117.9	25:04.659			4	1	2:46.146	45.580	51.014	1:09.552	126.6	11:19.077
8	1	3:15.988 B	50.241	54.655	1:31.092	107.3	28:20.647			5	1	5:37.379 B	45.846	50.044	4:01.489	62.3	16:56.456
14							1. Jan GIJZEN 2. Anthony SCHRAUWEN			LISTER Knobbly 1958 SP4							
1	1	6:08.963	3:52.283	57.234	1:19.446	57.0	6:08.963	6	1	3:06.438	1:05.964	50.407	1:10.067	112.8	20:02.894		
2	1	2:58.500	51.879	52.784	1:13.837	117.8	9:07.463	7	1	2:44.932	45.440	49.339	1:10.153	127.5	22:47.826		
3	1	2:56.487	48.853	51.984	1:15.650	119.2	12:03.950	8	1	2:44.915	46.451	49.690	1:08.774	127.5	25:32.741		
4	1	2:54.221	49.117	51.244	1:13.860	120.7	14:58.171	9	1	4:52.451 B	45.322	48.979	3:18.150	71.9	30:25.192		
5	1	4:47.464 B	50.663	50.820	3:05.981	73.2	19:45.635	10	1	3:11.691	1:04.458	49.687	1:17.546	109.7	33:36.883		
6	1	3:11.305	1:09.457	49.892	1:11.956	109.9	22:56.940	11	1	2:44.961	46.516	49.137	1:09.308	127.5	36:21.844		
7	1	2:46.620	47.611	48.667	1:10.342	126.2	25:43.560	12	1	2:42.880	45.529	49.067	1:08.284	129.1	39:04.724		
8	1	2:47.097	47.140	49.471	1:10.486	125.9	28:30.657	13	1	2:43.231	45.200	48.920	1:09.111	128.8	41:47.955		
9	1	2:44.200	46.173	48.599	1:09.428	128.1	31:14.857	21	1. Clive JOY	SHELBY Mustang 350 GT 1965 GT5							
10	1	2:46.017	47.305	48.648	1:10.064	126.7	34:00.874			1	1	7:18.424	4:57.751	58.259	1:22.414	48.0	7:18.424
11	1	2:46.679	47.095	49.431	1:10.153	126.2	36:47.553			2	1	3:15.571 B	49.880	55.717	1:29.974	107.5	10:33.995
12	1	2:44.171	46.108	48.563	1:09.500	128.1	39:31.724			3	1	4:05.773	1:50.144	59.241	1:16.388	85.6	14:39.768
13	1	2:45.260	46.385	49.135	1:09.740	127.3	42:16.984			4	1	2:57.799	49.962	52.098	1:15.739	118.3	17:37.567
16							1. Damien KOHLER			Porsche 911 2L 1965 GT2							
1	1	3:02.122	56.201	53.754	1:12.167	115.5	3:02.122			5	1	2:53.029	48.117	51.596	1:13.316	121.5	20:30.596
2	1	2:51.960	48.783	51.675	1:11.502	122.3	5:54.082	6	1	2:48.935	46.582	51.341	1:11.012	124.5	23:19.531		
3	1	2:50.802	47.222	51.860	1:11.720	123.1	8:44.884	7	1	2:48.753	46.824	50.304	1:11.625	124.6	26:08.284		
4	1	2:52.474	48.779	52.153	1:11.542	121.9	11:37.358	8	1	3:03.473 B	47.637	51.522	1:24.314	114.6	29:11.757		
5	1	2:51.849	47.473	52.809	1:11.567	122.4	14:29.207	9	1	4:30.341	2:28.731	49.177	1:12.433	77.8	33:42.098		
6	1	2:50.828	48.347	51.343	1:11.138	123.1	17:20.035	10	1	2:41.159	45.816	47.558	1:07.785	130.5	36:23.257		
7	1	2:50.363	47.675	51.272	1:11.416	123.4	20:10.398	11	1	2:38.770	44.927	46.615	1:07.228	132.5	39:02.027		
8	1	4:19.083 B	47.225	50.843	2:41.015	81.2	24:29.481	12	1	2:37.665	43.901	46.341	1:07.423	133.4	41:39.692		
9	1	3:12.944	1:07.795	52.097	1:13.052	109.0	27:42.425	23	1. Frédéric LEMOS	JAGUAR Type E 3.8L 1964 GT4							
10	1	2:50.973	47.175	51.511	1:12.287	123.0	30:33.398			1	1	5:18.930	3:13.249	53.622	1:12.059	65.9	5:18.930
11	1	2:51.106	47.280	51.281	1:12.545	122.9	33:24.504			2	1	2:45.804	46.238	49.092	1:10.474	126.8	8:04.734
12	1	2:50.050	47.148	51.148	1:11.754	123.7	36:14.554			3	1	2:45.892	46.870	48.500	1:10.522	126.8	10:50.626
13	1	2:50.141	46.873	51.735	1:11.533	123.6	39:04.695			4	1	2:44.652	46.452	48.021	1:10.179	127.7	13:35.278
14	1	2:51.093	47.373	50.896	1:12.824	122.9	41:55.788			5	1	2:46.361	45.763	49.401	1:11.197	126.4	16:21.639
17							1. Paul WHIGHT 2. Ross CURNOW			LOTUS Elan 26R 1965 GT2							
1	1	3:25.849	1:23.905	51.751	1:10.193	102.2	3:25.849	6	1	2:43.896	45.482	47.248	1:11.166	128.3	19:05.535		
2	1	2:48.190	49.612	49.995	1:08.583	125.0	6:14.039	26	1. Gregor FISKEN 2. Robert FELLOWES	JAGUAR Type E 1962 GT4							
3	1	2:45.751	47.460	49.008	1:09.283	126.9	8:59.790			1	1	4:10.811	2:03.232	53.488	1:14.091	83.9	4:10.811
4	1	2:44.842	45.400	50.066	1:09.376	127.6	11:44.632			2	1	2:59.706	51.140	53.181	1:15.385	117.0	7:10.517
5	1	2:45.619	45.911	50.932	1:08.776	127.0	14:30.251			3	1	2:54.133	47.644	51.313	1:15.176	120.8	10:04.650
6	1	2:41.112	45.116	47.557	1:08.439	130.5	17:11.363			4	1	2:54.626	48.157	52.208	1:14.261	120.4	12:59.276
7	1	4:30.089 B	44.854	47.443	2:57.792	77.9	21:41.452			5	1	2:52.344	47.572	51.396	1:13.376	122.0	15:51.620
8	1	3:05.443	1:06.619	48.205	1:10.619	113.4	24:46.895			6	1	3:40.374 B	48.254	50.636	2:01.484	95.4	19:31.994
9	1	2:40.100	45.114	47.466	1:07.520	131.4	27:26.995			7	1	3:09.077	1:07.471	50.820	1:10.786	111.2	22:41.071
10	1	2:39.557	44.250	48.074	1:07.233	131.8	30:06.552	8	1	2:43.673	45.579	48.256	1:09.838	128.5	25:24.744		
11	1	2:41.981	45.642	49.017	1:07.322	129.8	32:48.533	9	1	2:53.762	45.992	49.190	1:18.580	121.0	28:18.506		
12	1	2:38.142	44.298	46.912	1:06.932	133.0	35:26.675	10	1	2:44.146	45.464	49.009	1:09.673	128.1	31:02.652		
13	1	2:39.856	45.800	47.155	1:06.901	131.6	38:06.531	11	1	4:17.393 B	47.998	49.935	2:39.460	81.7	35:20.045		
14	1	2:40.022	44.882	48.048	1:07.092	131.4	40:46.553	31	1. Charles FIRKENICH	SHELBY Cobra 289 1964 GT5							



SIXTIES ENDURANCE DIX MILLE TOURS QUALIFYING

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
1	1	3:21.204	1:19.640	51.790	1:09.774	104.5	3:21.204	1	1	5:37.871	3:24.204	56.674	1:16.993	62.2	5:37.871
2	1	2:48.108	47.919	48.339	1:11.850	125.1	6:09.312	2	1	2:59.312	49.475	55.310	1:14.527	117.3	8:37.183
3	1	2:42.007	45.910	49.041	1:07.056	129.8	8:51.319	3	1	2:58.126	49.699	53.181	1:15.246	118.1	11:35.309
4	1	3:00.648	B 46.383	50.159	1:24.106	116.4	11:51.967	4	1	2:59.567	49.149	55.911	1:14.507	117.1	14:34.876
5	1	12:22.642	...	49.016	1:09.210	28.3	24:14.609	5	1	2:55.182	48.701	53.200	1:13.281	120.1	17:30.058
6	1	2:40.268	44.794	48.199	1:07.275	131.2	26:54.877	6	1	2:54.879	48.820	52.780	1:13.279	120.3	20:24.937
7	1	2:44.381	45.157	48.799	1:10.425	127.9	29:39.258	7	1	2:54.922	48.107	53.582	1:13.233	120.2	23:19.859
8	1	2:39.390	44.917	46.854	1:07.619	131.9	32:18.648	8	1	3:15.330	B 48.796	55.257	1:31.277	107.7	26:35.189
9	1	2:39.750	44.147	47.616	1:07.987	131.7	34:58.398	9	1	5:42.349	3:26.773	56.990	1:18.586	61.4	32:17.538
10	1	2:41.620	45.040	48.213	1:08.367	130.1	37:40.018	10	1	3:07.152	52.545	55.234	1:19.373	112.4	35:24.690
11	1	2:59.784	B 44.890	49.288	1:25.606	117.0	40:39.802	11	1	3:04.754	51.421	55.199	1:18.134	113.8	38:29.444
								12	1	3:05.832	52.369	55.317	1:18.146	113.2	41:35.276

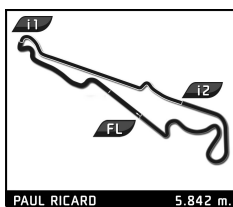


SIXTIES ENDURANCE DIX MILLE TOURS QUALIFYING

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
49 1. Bill STEPHENS 2. Will STEPHENS Porsche 356 SC 1965 GT2								63 1. Lukas HALUSA 2. Martin HALUSA JAGUAR Type E 3.8L 1965 GT4							
1	1	5:49.181	3:35.924	55.946	1:17.311	60.2	5:49.181	1	1	3:30.769	1:27.906	53.462	1:09.401	99.8	3:30.769
2	1	3:00.697	51.463	53.895	1:15.339	116.4	8:49.878	2	1	2:45.954	48.328	49.357	1:08.269	126.7	6:16.723
3	1	3:05.054	51.467	55.931	1:17.656	113.6	11:54.932	3	1	2:42.379	46.656	48.628	1:07.095	129.5	8:59.102
4	1	3:06.097	51.660	57.312	1:17.125	113.0	15:01.029	4	1	2:40.363	44.788	48.418	1:07.157	131.1	11:39.465
5	1	3:17.482	50.111	54.565	1:32.806	106.5	18:18.511	5	1	2:41.917	45.958	49.083	1:06.876	129.9	14:21.382
6	1	4:48.166	2:40.533	54.441	1:13.192	73.0	23:06.677	6	1	2:38.759	44.166	47.136	1:07.457	132.5	17:00.141
7	1	2:55.918	48.277	53.461	1:14.180	119.6	26:02.595	7	1	2:39.636	44.586	46.717	1:08.333	131.7	19:39.777
8	1	2:53.299	48.413	52.025	1:12.861	121.4	28:55.894	8	1	3:32.534	44.379	1:13.617	1:34.538	99.0	23:12.311
9	1	2:53.181	47.959	52.250	1:12.972	121.4	31:49.075	9	1	4:14.660	1:59.301	1:01.599	1:13.760	82.6	27:26.971
10	1	2:54.563	47.768	52.349	1:14.446	120.5	34:43.638	10	1	2:59.605	48.521	51.824	1:19.260	117.1	30:26.576
11	1	2:54.397			1:13.582	120.6	37:38.035	11	1	2:45.166	46.982	50.236	1:07.948	127.3	33:11.742
12	1	2:54.729	49.636	51.988	1:13.105	120.4	40:32.764	12	1	2:40.104	44.691	46.609	1:08.804	131.4	35:51.846
50 1. Ben GILL SHELBY Cobra 289 1964 GT5								64 1. Andrew SMITH 2. Oily BRYANT Porsche 911 2L 1964 GT2							
1	1	3:50.361	1:38.121	57.166	1:15.074	91.3	3:50.361	1	1	4:14.958	1:39.724	53.007	1:42.227	82.5	4:14.958
2	1	2:45.389	46.163	48.562	1:10.664	127.2	6:35.750	2	1	3:12.526	1:07.525	52.573	1:12.428	109.2	7:27.484
3	1	2:41.625	46.263	46.497	1:08.865	130.1	9:17.375	3	1	2:49.142	46.222	51.592	1:11.328	124.3	10:16.626
4	1	2:36.865	43.523	46.751	1:06.591	134.1	11:54.240	4	1	2:50.101	48.262	51.443	1:10.396	123.6	13:06.727
5	1	2:39.376	45.057	45.838	1:08.481	132.0	14:33.616	5	1	2:46.826	46.010	50.094	1:10.722	126.1	15:53.553
6	1	2:37.865	44.302	46.005	1:07.558	133.2	17:11.481	6	1	2:55.403	50.441	52.012	1:12.950	119.9	18:48.956
7	1	2:36.631	44.217	45.007	1:07.407	134.3	19:48.112	7	1	4:16.915	46.413	52.449	2:38.053	81.9	23:05.871
8	1	2:44.995	45.617	50.864	1:08.514	127.5	22:33.107	8	1	3:14.870	1:10.060	51.735	1:13.075	107.9	26:20.741
9	1	2:34.848	43.440	45.769	1:05.639	135.8	25:07.955	9	1	2:49.579	47.571	50.519	1:11.489	124.0	29:10.320
10	1	12:34.109	51.522	55.652	...	27.9	37:42.064	10	1	2:48.035	46.956	50.176	1:10.903	125.2	31:58.355
51 1. Dominique GUENAT 2. Maxime GUENAT JAGUAR Type E 3.8L 1965 GT4								66 1. Richard HYWEL EVANS 2. Christian COLL Porsche 911 2L 1965 GT2							
1	1	5:08.369	3:01.380	55.205	1:11.784	68.2	5:08.369	1	1	4:01.978	1:51.546	53.965	1:16.467	86.9	4:01.978
2	1	2:45.942	47.544	48.373	1:10.025	126.7	7:54.311	2	1	5:34.081	48.925	51.934	3:53.222	63.0	9:36.059
3	1	2:43.892	47.274	48.017	1:08.601	128.3	10:38.203	3	1	3:10.518	1:06.264	52.239	1:12.015	110.4	12:46.577
4	1	2:43.857	46.422	49.243	1:08.192	128.4	13:22.060	4	1	2:52.864	48.935	51.857	1:12.072	121.7	15:39.441
5	1	3:03.503	48.145	53.154	1:22.204	114.6	16:25.563	5	1	2:51.590	47.664	51.441	1:12.485	122.6	18:31.031
6	1	5:09.115	3:09.254	50.561	1:09.300	68.0	21:34.678	6	1	24:32.697	50.135	52.209	...	14.3	43:03.728
7	1	2:46.829	46.351	46.852	1:13.626	126.1	24:21.507								
8	1	2:42.427	44.771	48.737	1:08.919	129.5	27:03.934								
9	1	2:44.041	44.811	46.491	1:12.739	128.2	29:47.975								
10	1	2:53.973	44.803	49.821	1:19.349	120.9	32:41.948								
11	1	4:43.309	2:44.024	49.411	1:09.874	74.2	37:25.257								
12	1	2:45.855	45.221	47.405	1:13.229	126.8	40:11.112								
60 1. MOZ 2. YAN LE CALVEZ MG B 1963 GT2								68 1. Michiel VAN DUJVENDIJK 2. Pascal PANDELAAR Porsche 911 2L 1965 GT2							
1	1	4:16.648	1:58.952	56.889	1:20.807	81.9	4:16.648	1	1	4:14.673	2:05.502	54.140	1:15.031	82.6	4:14.673
2	1	3:03.885	50.174	54.823	1:18.888	114.4	7:20.533	2	1	2:53.872	47.453	52.779	1:13.640	121.0	7:08.545
3	1	3:00.496	50.361	55.345	1:14.790	116.5	10:21.029	3	1	2:55.687	47.861	50.692	1:17.134	119.7	10:04.232
4	1	2:58.406	49.286	54.142	1:14.978	117.9	13:19.435	4	1	2:54.207	47.036	52.849	1:14.322	120.7	12:58.439
5	1	3:01.074	49.083	54.388	1:17.603	116.1	16:20.509	5	1	2:51.359	47.027	51.314	1:13.018	122.7	15:49.798
6	1	3:03.292	52.393	56.404	1:14.495	114.7	19:23.801	6	1	2:53.319	47.542	50.874	1:14.903	121.3	18:43.117
7	1	2:56.315	48.872	53.446	1:13.997	119.3	22:20.116	7	1	2:51.760	47.692	51.327	1:12.741	122.4	21:34.877
8	1	2:55.881	48.983	53.036	1:13.862	119.6	25:15.997	8	1	3:03.043	47.929	51.057	1:24.057	114.9	24:37.920
9	1	2:57.316	49.594	53.460	1:14.262	118.6	28:13.313	9	1	5:58.762	3:43.814	55.991	1:18.957	58.6	30:36.682
10	1	3:11.664	48.864	54.239	1:28.561	109.7	31:24.977	10	1	2:47.851	46.387	49.957	1:11.507	125.3	33:24.533
11	1	5:55.677	3:33.669	59.750	1:22.258	59.1	37:20.654	11	1	4:00.022	1:05.874	1:18.208	1:35.940	87.6	37:24.555

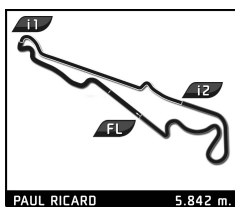


SIXTIES ENDURANCE DIX MILLE TOURS QUALIFYING

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
69 1.Sanjay TALWAR 2.Adam DAWSON Porsche 911 2L 1965 GT2								7	1	5:20.523	3:00.157	59.490	1:20.876	65.6	28:24.625
1	1	3:48.071	1:40.369	54.033	1:13.669	92.2	3:48.071	8	1	3:15.559	53.917	58.624	1:23.018	107.5	31:40.184
2	1	2:56.351	48.244	52.252	1:15.855	119.3	6:44.422	9	1	3:08.874	52.304	58.777	1:17.793	111.4	34:49.058
3	1	2:53.718	48.864	52.147	1:12.707	121.1	9:38.140	10	1	3:08.221	53.190	57.082	1:17.949	111.7	37:57.279
4	1	2:53.684	49.059	51.673	1:12.952	121.1	12:31.824	11	1	3:07.349	51.997	57.980	1:17.372	112.3	41:04.628
5	1	2:57.301	48.952	52.316	1:16.033	118.6	15:29.125	75 1.Marc-Antoine de LONGEV JAGUAR Type E 3.8L 1963 GT4							
6	1	2:51.966	47.651	51.513	1:12.802	122.3	18:21.091	1	1	4:20.456	2:12.764	53.657	1:14.035	80.7	4:20.456
7	1	4:23.363 B	48.243	52.094	2:43.026	79.9	22:44.454	2	1	2:51.914	48.944	49.813	1:13.157	122.3	7:12.370
8	1	3:15.700	1:05.296	54.232	1:16.172	107.5	26:00.154	3	1	2:53.437	47.298	50.107	1:16.032	121.3	10:05.807
9	1	2:54.165	48.492	52.686	1:12.987	120.8	28:54.319	4	1	2:50.777	47.608	50.700	1:12.469	123.2	12:56.584
10	1	2:52.814	48.038	51.703	1:13.073	121.7	31:47.133	5	1	2:45.753	46.375	49.293	1:10.085	126.9	15:42.337
11	1	2:52.119	47.724	51.923	1:12.472	122.2	34:39.252	6	1	2:49.538	47.025	50.312	1:12.201	124.1	18:31.875
12	1	2:51.329	46.341	51.727	1:13.261	122.8	37:30.581	7	1	2:49.350	47.829	49.480	1:12.041	124.2	21:21.225
13	1	2:57.537	49.618	53.796	1:14.123	118.5	40:28.118	8	1	2:46.049	45.996	48.504	1:11.549	126.7	24:07.274
70 1.Pierre-Alain FRANCE 2.Erwin FRANCE SHELBY Cobra 289 1963 GT5								9	1	2:49.178	49.064	49.616	1:10.498	124.3	26:56.452
1	1	3:27.137	1:23.251	53.388	1:10.498	101.5	3:27.137	10	1	2:54.829	46.203	49.949	1:18.677	120.3	29:51.281
2	1	2:44.333	47.495	48.826	1:08.012	128.0	6:11.470	11	1	2:45.645	46.740	48.821	1:10.084	127.0	32:36.926
3	1	2:38.566	45.185	46.811	1:06.570	132.6	8:50.036	12	1	2:46.006	46.140	48.555	1:11.311	126.7	35:22.932
4	1	2:53.032 B	45.231	46.935	1:20.866	121.5	11:43.068	13	1	2:46.545	46.375	49.521	1:10.649	126.3	38:09.477
5	1	4:47.762	2:55.854	45.960	1:05.948	73.1	16:30.830	14	1	2:46.292	46.837	49.618	1:09.837	126.5	40:55.769
6	1	2:35.156	42.676	47.452	1:05.028	135.5	19:05.986	76 1.Gilles RIVOALLON Porsche 356 C 1964 GT2							
7	1	2:38.448	42.603	45.107	1:10.738	132.7	21:44.434	1	1	6:34.350	4:09.117	1:01.812	1:23.421	53.3	6:34.350
8	1	2:34.526	42.808	45.775	1:05.943	136.1	24:18.960	2	1	3:16.346	55.590	59.822	1:20.934	107.1	9:50.696
9	1	2:36.187	43.630	46.113	1:06.444	134.7	26:55.147	3	1	3:17.445	54.948	1:00.307	1:22.190	106.5	13:08.141
10	1	2:51.373 B	43.707	45.924	1:21.742	122.7	29:46.520	4	1	3:30.038 B	54.397	1:01.295	1:34.346	100.1	16:38.179
11	1	4:51.895	2:57.602	46.231	1:08.062	72.1	34:38.415	77 1.Alain RUEDE SHELBY Shelby Cobra 427 Comp. 1965 GT5							
12	1	2:40.073	44.582	46.245	1:09.246	131.4	37:18.488	1	1	5:01.953	2:51.714	55.229	1:15.010	69.7	5:01.953
13	1	2:38.146	44.241	46.906	1:06.999	133.0	39:56.634	2	1	2:47.367	47.417	48.897	1:11.053	125.7	7:49.320
14	1	2:38.794	43.698	47.941	1:07.155	132.4	42:35.428	3	1	3:00.386 B	48.691	47.728	1:23.967	116.6	10:49.706
72 1.Claude NAHUM 2.Bernard THUNER SHELBY Cobra Daytona 1963 GT5								4	1	3:38.670	1:40.098	50.895	1:07.677	96.2	14:28.376
1	1	3:14.858	1:14.826	52.095	1:07.937	107.9	3:14.858	5	1	2:38.953	43.787	45.963	1:09.203	132.3	17:07.329
2	1	2:39.204	44.930	48.228	1:06.046	132.1	5:54.062	6	1	2:37.260	44.177	46.580	1:06.503	133.7	19:44.589
3	1	2:37.710	43.868	46.740	1:07.102	133.4	8:31.772	7	1	2:37.963	44.391	46.955	1:06.617	133.1	22:22.552
4	1	2:37.589	44.488	46.904	1:06.197	133.5	11:09.361	8	1	2:40.406	43.452	46.056	1:10.898	131.1	25:02.958
5	1	2:50.546 B	44.496	46.616	1:19.434	123.3	13:59.907	9	1	2:39.617	45.924	47.040	1:06.653	131.8	27:42.575
6	1	8:12.404	6:19.913	46.674	1:05.817	42.7	22:12.311	10	1	2:35.564	43.428	45.645	1:06.491	135.2	30:18.139
7	1	2:52.829 B	44.167	46.517	1:22.145	121.7	25:05.140	11	1	2:38.533	45.251	45.896	1:07.386	132.7	32:56.672
8	1	4:50.543	2:48.473	48.874	1:13.196	72.4	29:55.683	12	1	2:58.926 B	43.638	47.720	1:27.568	117.5	35:55.598
9	1	2:45.049	47.395	48.717	1:08.937	127.4	32:40.732	78 1.Stephan KOENIG 2.Philipp KOENIG Porsche 911 2L 1965 GT2							
10	1	2:43.237	44.890	48.258	1:10.089	128.8	35:23.969	1	1	4:00.051	1:42.705	57.208	1:20.138	87.6	4:00.051
11	1	2:42.447	45.821	47.796	1:08.830	129.5	38:06.416	2	1	3:02.783	51.416	53.561	1:17.806	115.1	7:02.834
12	1	2:59.582 B	45.942	49.088	1:24.552	117.1	41:05.998	3	1	2:58.869	49.399	52.930	1:16.540	117.6	10:01.703
74 1.Nicolas DOQUIN 2.Michel PLAISANT ALFA ROMEO Giulietta Sprint 1961 GT1								4	1	2:55.361	48.705	52.828	1:13.828	119.9	12:57.064
1	1	6:51.318	4:27.415	1:00.949	1:22.954	51.1	6:51.318	5	1	2:55.947	48.004	52.943	1:15.000	119.5	15:53.011
2	1	3:15.945	54.844	58.326	1:22.775	107.3	10:07.263	6	1	4:56.097 B	1:19.367	57.165	2:39.565	71.0	20:49.108
3	1	3:12.325	54.150	58.812	1:19.363	109.4	13:19.588	7	1	3:15.983	1:06.216	53.399	1:16.368	107.3	24:05.091
4	1	3:11.876	53.980	58.945	1:18.951	109.6	16:31.464	8	1	2:57.756	50.377	52.672	1:14.707	118.3	27:02.847
5	1	3:08.775	52.377	57.540	1:18.858	111.4	19:40.239	9	1	2:59.169	49.831	52.243	1:17.095	117.4	30:02.016
6	1	3:23.863 B	52.776	59.408	1:31.679	103.2	23:04.102	10	1	2:59.265	49.794	53.987	1:15.484	117.3	33:01.281



SIXTIES ENDURANCE DIX MILLE TOURS QUALIFYING

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
11	1	2:56.662	49.750	52.670	1:14.242	119.0	35:57.943
12	1	3:34.864 B	54.822	58.391	1:41.651	97.9	39:32.807

79

1. Adrien VAN DER KROFT

MORGAN +4 1959
GT3

1	1	3:17.606	1:03.457	56.764	1:17.385	106.4	3:17.606
2	1	3:03.105	52.271	55.738	1:15.096	114.9	6:20.711
3	1	3:00.388	50.258	54.723	1:15.407	116.6	9:21.099
4	1	3:12.916 B	49.675	54.514	1:28.727	109.0	12:34.015
5	1	5:00.586	2:54.269	52.883	1:13.434	70.0	17:34.601
6	1	2:57.321	49.359	54.321	1:13.641	118.6	20:31.922
7	1	2:55.760	48.652	52.634	1:14.474	119.7	23:27.682
8	1	2:56.120	49.501	53.261	1:13.358	119.4	26:23.802
9	1	2:56.708	49.082	54.050	1:13.576	119.0	29:20.510
10	1	2:56.775	49.830	52.592	1:14.353	119.0	32:17.285
11	1	2:53.370	48.046	52.317	1:13.007	121.3	35:10.655
12	1	2:53.097	48.474	52.077	1:12.546	121.5	38:03.752
13	1	2:55.646	48.940	54.543	1:12.163	119.7	40:59.398

80

1. Dominique VANANTY
2. Claudio RODDARO

PORSCHE 911 2L 1965
GT2

1	1	5:19.364	3:03.021	56.937	1:19.406	65.9	5:19.364
2	1	3:04.622	50.634	55.488	1:18.500	113.9	8:23.986
3	1	3:04.879	51.919	56.547	1:16.413	113.8	11:28.865
4	1	3:04.932	50.080	56.163	1:18.689	113.7	14:33.797
5	1	3:04.130	50.595	55.763	1:17.772	114.2	17:37.927
6	1	3:00.781	50.467	53.817	1:16.497	116.3	20:38.708
7	1	2:58.649	50.230	52.547	1:15.872	117.7	23:37.357
8	1	3:00.887	49.831	54.829	1:16.227	116.3	26:38.244
9	1	3:02.093	49.616	53.353	1:19.124	115.5	29:40.337
10	1	3:14.553 B	49.548	55.081	1:29.924	108.1	32:54.890

81

1. Patrick BIEHLER
2. Marc de SIEBENTHAL

PORSCHE 911 2L 1965
GT2

1	1	3:00.839	58.213	51.534	1:11.092	116.3	3:00.839
2	1	2:47.911	47.586	50.167	1:10.158	125.3	5:48.750
3	1	2:49.498	46.082	49.725	1:13.691	124.1	8:38.248
4	1	2:46.457	46.071	50.103	1:10.283	126.3	11:24.705
5	1	2:45.842	46.347	49.338	1:10.157	126.8	14:10.547
6	1	2:49.744	45.785	49.094	1:14.865	123.9	17:00.291
7	1	10:36.172 B	55.308	1:01.000	8:39.864	33.1	27:36.463
8	1	3:24.095	1:11.545	55.578	1:16.972	103.0	31:00.558
9	1	3:06.840	49.541	53.610	1:23.689	112.6	34:07.398
10	1	2:58.812	49.694	53.599	1:15.519	117.6	37:06.210
11	1	2:56.720	49.352	52.310	1:15.058	119.0	40:02.930

82

1. Marc JULLY
2. Edouard DEGUEMP

LOTUS Elite 1961
GT1

1	1	6:49.953	4:22.952	1:01.510	1:25.491	51.3	6:49.953
2	1	3:17.914	53.638	59.303	1:24.973	106.3	10:07.867
3	1	3:14.144	53.138	58.458	1:22.548	108.3	13:22.011
4	1	3:13.347	52.768	58.533	1:22.046	108.8	16:35.358
5	1	3:10.831	52.151	57.593	1:21.087	110.2	19:46.189
6	1	3:12.739	52.213	58.916	1:21.610	109.1	22:58.928
7	1	3:15.617	52.711	56.646	1:26.260	107.5	26:14.545
8	1	3:29.847 B	54.574	58.722	1:36.551	100.2	29:44.392
9	1	4:44.917	2:30.594	56.463	1:17.860	73.8	34:29.309

10	1	3:04.788	51.177	55.292	1:18.319	113.8	37:34.097
11	1	3:05.131	51.506	56.375	1:17.250	113.6	40:39.228

83

1. Thomas KERN
2. Stephan PEYER

JAGUAR Type E 3.8L 1963
GT4

1	1	6:08.505	4:05.316	50.952	1:12.237	57.1	6:08.505
2	1	2:41.424	45.118	47.214	1:09.092	130.3	8:49.929
3	1	2:42.143	46.431	47.417	1:08.295	129.7	11:32.072
4	1	2:40.144	45.037	47.127	1:07.980	131.3	14:12.216
5	1	3:07.805 B	50.267	53.284	1:24.254	112.0	17:20.021
6	1	4:19.443	2:21.618	47.469	1:10.356	81.1	21:39.464
7	1	2:38.660	44.004	47.376	1:07.280	132.6	24:18.124
8	1	2:39.385	45.220	46.913	1:07.252	132.0	26:57.509
9	1	3:17.554 B	44.800	48.442	1:44.312	106.5	30:15.063
10	1	4:18.257	2:22.236	49.046	1:06.975	81.4	34:33.320
11	1	2:38.107	44.157	46.103	1:07.847	133.0	37:11.427
12	1	2:39.062	44.588	46.909	1:07.565	132.2	39:50.489
13	1	2:38.216	44.634	46.748	1:06.834	132.9	42:28.705

84

1. Marc JULLY
2. Eric GOERTZ

PORSCHE 356 B5 K-Hardtop 1961
GT2

1	1	4:29.826 B	4:21.972			77.9	4:29.826
2	1	2:17.327			1:24.054	153.1	6:47.153
3	1	3:18.165	54.808	58.737	1:24.620	106.1	10:05.318
4	1	3:13.876	54.502	57.246	1:22.128	108.5	13:19.194
5	1	3:13.628	53.796	57.912	1:21.920	108.6	16:32.822
6	1	3:11.723	53.752	56.599	1:21.372	109.7	19:44.545
7	1	3:11.002	52.472	57.029	1:21.501	110.1	22:55.547
8	1	3:11.719	53.406	58.199	1:20.114	109.7	26:07.266
9	1	3:08.847	53.400	56.538	1:18.909	111.4	29:16.113
10	1	3:10.560	54.229	56.406	1:19.925	110.4	32:26.673
11	1	3:08.961	52.824	55.983	1:20.154	111.3	35:35.634
12	1	3:09.444	52.122	56.712	1:20.610	111.0	38:45.078
13	1	3:45.366 B	52.282	55.662	1:57.422	93.3	42:30.444

85

1. Grant TROMANS
2. Marek REICHMAN

LOTUS Elan 26R 1963
GT2

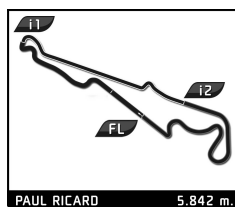
1	1	4:23.220	2:10.776	57.010	1:15.434	79.9	4:23.220
2	1	2:59.308	50.134	54.220	1:14.954	117.3	7:22.528
3	1	2:55.773	49.457	52.684	1:13.632	119.6	10:18.301
4	1	2:54.830	49.312	52.055	1:13.463	120.3	13:13.131
5	1	2:56.628	50.538	52.756	1:13.334	119.1	16:09.759
6	1	2:53.518	47.768	52.858	1:12.892	121.2	19:03.277
7	1	4:21.005 B	47.878	51.920	2:41.207	80.6	23:24.282
8	1	3:12.460	1:08.319	51.318	1:12.823	109.3	26:36.742
9	1	2:46.294	46.506	49.520	1:10.268	126.5	29:23.036
10	1	2:45.528	46.340	49.447	1:09.741	127.1	32:08.564
11	1	2:47.089	47.893	49.620	1:09.576	125.9	34:55.653
12	1	2:43.964	45.984	48.728	1:09.252	128.3	37:39.617
13	1	2:46.198	46.428	50.195	1:09.575	126.5	40:25.815

86

1. Andrew BEVERLEY

SHELBY Cobra 289 1963
GT5

1	1	3:35.238	1:35.835	48.725	1:10.678	97.7	3:35.238
2	1	2:55.670	49.423	51.975	1:14.272	119.7	6:30.908
3	1	2:39.774	44.195	46.589	1:08.990	131.6	9:10.682
4	1	2:54.069 B	46.211	48.623	1:19.235	120.8	12:04.751



SIXTIES ENDURANCE DIX MILLE TOURS QUALIFYING

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
5	1	8:44.463	6:47.543	47.790	1:09.130	40.1	20:49.214	2	1	3:00.072	50.258	53.241	1:16.573	116.8	12:04.358
6	1	2:40.424	44.728	48.094	1:07.602	131.1	23:29.638	3	1	2:54.072	48.992	52.310	1:12.770	120.8	14:58.430
7	1	3:10.909	45.444	47.293	1:38.172	110.2	26:40.547	4	1	2:54.265	50.289	51.833	1:12.143	120.7	17:52.695
8	1	4:58.919	2:57.043	50.483	1:11.393	70.4	31:39.466	5	1	2:52.307	48.162	51.968	1:12.177	122.1	20:45.002
9	1	2:39.032	44.191	47.693	1:07.148	132.2	34:18.498	6	1	3:11.656	48.410	52.587	1:30.659	109.7	23:56.658
10	1	2:41.486	46.795	46.054	1:08.637	130.2	36:59.984								
11	1	2:38.035	44.177	46.658	1:07.200	133.1	39:38.019								
12	1	3:07.688	47.386	52.932	1:27.370	112.1	42:45.707								

87

1.Serge COZZOLINO

JAGUAR Type E 3.8L 1961

GT4

1	1	5:02.259	2:47.073	58.667	1:16.519	69.6	5:02.259
2	1	2:58.342	50.028	51.231	1:17.083	117.9	8:00.601
3	1	2:57.077	48.958	53.507	1:14.612	118.8	10:57.678
4	1	2:57.604	49.175	53.158	1:15.271	118.4	13:55.282
5	1	2:55.344	48.602	52.128	1:14.614	119.9	16:50.626
6	1	2:54.794	49.226	51.098	1:14.470	120.3	19:45.420
7	1	2:57.001	48.733	53.615	1:14.653	118.8	22:42.421
8	1	2:55.983	49.780	52.352	1:13.851	119.5	25:38.404
9	1	2:57.944	49.104	51.350	1:17.490	118.2	28:36.348
10	1	2:55.533	48.904	52.724	1:13.905	119.8	31:31.881
11	1	3:11.625	49.577	53.360	1:28.688	109.8	34:43.506
12	1	3:53.352	1:42.254	55.437	1:15.661	90.1	38:36.858
13	1	2:54.752	48.863	50.961	1:14.928	120.3	41:31.610

88		1.Philipp OETTLI					SHELBY Cobra 289 1963		GT5	
1	1	3:32.266	1:37.504	48.441	1:06.321	99.1	3:32.266			
2	1	2:39.091	44.380	48.345	1:06.366	132.2	6:11.357			
3	1	2:36.702	44.616	45.865	1:06.221	134.2	8:48.059			
4	1	2:42.195	45.972	47.946	1:08.277	129.7	11:30.254			
5	1	2:36.073	44.496	45.503	1:06.074	134.8	14:06.327			
6	1	2:35.152	43.426	45.875	1:05.851	135.6	16:41.479			
7	1	2:34.366	43.151	45.175	1:06.040	136.2	19:15.845			
8	1	2:37.929	43.283	45.605	1:09.041	133.2	21:53.774			
9	1	3:10.183	48.058	53.242	1:28.883	110.6	25:03.957			

90		JAGUAR Type E 3.8L 1962						
		GT4						
		1.Carlos CRUZ						
		2.Miguel AMARAL						
1	1	3:15.703	1:15.527	52.146	1:08.030	107.5	3:15.703	
2	1	2:41.953	44.811	48.575	1:08.567	129.9	5:57.656	
3	1	2:40.356	44.025	48.011	1:08.320	131.2	8:38.012	
4	1	2:37.358	43.505	46.664	1:07.189	133.7	11:15.370	
5	1	2:38.362	44.145	47.244	1:06.973	132.8	13:53.732	
6	1	2:36.611	44.085	46.454	1:06.072	134.3	16:30.343	
7	1	2:38.571	44.152	47.474	1:06.945	132.6	19:08.914	
8	1	2:51.837	44.782	46.746	1:20.309	122.4	22:00.751	
9	1	4:31.311	2:27.032	51.682	1:12.597	77.5	26:32.062	
10	1	2:49.318	48.463	49.833	1:11.022	124.2	29:21.380	
11	1	2:47.403	46.950	49.794	1:10.659	125.6	32:08.783	
12	1	2:45.505	47.240	48.254	1:10.011	127.1	34:54.288	
13	1	3:00.635	46.837	47.786	1:26.012	116.4	37:54.923	
14	1	2:43.379	45.856	48.154	1:09.369	128.7	40:38.302	

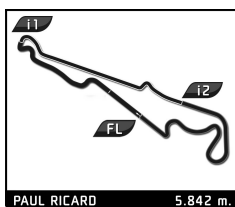
								ALFA ROMEO Giulia Sprint GTA 1965	
99		1.Olivier TANCOGNE						GT2	
		2.Xavier GALANT							
1	1	9:04.286	6:48.561	59.075	1:16.650	38.6	9:04.286		

100		1.Sébastien BERCHON						AUSTIN HEALEY 100/4 1956	GT3
1	1	4:01.858	1:53.288	53.129	1:15.441	87.0	4:01.858		
2	1	3:02.000	49.828	54.082	1:18.090	115.6	7:03.858		
3	1	2:58.790	48.929	53.374	1:16.487	117.6	10:02.648		
4	1	3:00.298	49.311	54.683	1:16.304	116.6	13:02.946		
5	1	2:55.383	48.778	52.896	1:13.709	119.9	15:58.329		
6	1	2:56.924	48.718	53.582	1:14.624	118.9	18:55.253		
7	1	3:01.000	48.690	53.043	1:19.267	116.2	21:56.253		
8	1	2:57.076	49.822	53.386	1:13.868	118.8	24:53.329		
9	1	2:55.761	48.434	53.468	1:13.859	119.7	27:49.090		
10	1	2:56.428	48.494	53.354	1:14.580	119.2	30:45.518		
11	1	3:00.604	49.457	55.377	1:15.770	116.4	33:46.122		
12	1	2:58.295	49.629	53.462	1:15.204	118.0	36:44.417		
13	1	2:57.763	49.721	53.911	1:14.131	118.3	39:42.180		
14	1	3:10.345	48.930	53.504	1:27.911	110.5	42:52.525		

107		1.Carlos MONTEVERDE		SHELBY Cobra 289 1964			
		2.Gary PEARSON		GT5			
1	1	3:26.087	1:32.355	47.658	1:06.074	102.1	3:26.087
2	1	2:39.194	44.958	46.229	1:08.007	132.1	6:05.281
3	1	2:35.000	43.315	45.493	1:06.192	135.7	8:40.281
4	1	3:00.953B	45.125	50.901	1:24.927	116.2	11:41.234
5	1	4:34.245	2:37.292	47.662	1:09.291	76.7	16:15.479
6	1	2:39.338	44.944	47.030	1:07.364	132.0	18:54.817
7	1	2:39.063	44.114	46.663	1:08.286	132.2	21:33.880
8	1	3:01.769B	44.718	46.998	1:30.053	115.7	24:35.649
9	1	4:12.194	2:15.977	47.294	1:08.923	83.4	28:47.843
10	1	2:43.507	45.413	47.119	1:10.975	128.6	31:31.350
11	1	3:39.412B	54.060	1:01.283	1:44.069	95.9	35:10.762

JAGUAR Type E 3.8L 1962 GT4							
108		1.Pierre BESSE 2.Jeremy GARAMOND					
1	1	4:32.823	2:20.155	55.331	1:17.337	77.1	4:32.823
2	1	3:03.985	49.442	55.202	1:19.341	114.3	7:36.808
3	1	3:01.370	50.236	53.878	1:17.256	116.0	10:38.178
4	1	3:01.460	49.742	54.408	1:17.310	115.9	13:39.638
5	1	3:01.826	50.754	55.124	1:15.948	115.7	16:41.464
6	1	2:58.839	49.405	53.476	1:15.958	117.6	19:40.303
7	1	3:17.589	51.163	54.453	1:31.973	106.4	22:57.892
8	1	4:18.897	2:18.449	50.708	1:09.740	81.2	27:16.789
9	1	2:45.973	47.232	48.661	1:10.080	126.7	30:02.762
10	1	2:45.805	45.979	49.596	1:10.230	126.8	32:48.567
11	1	2:42.791	46.540	47.894	1:08.357	129.2	35:31.358
12	1	2:42.656	45.389	47.972	1:09.295	129.3	38:14.014
13	1	2:45.138	45.843	48.202	1:11.093	127.4	40:59.152

109	1.Jean Marc RIVET FUSIL						JAGUAR Type E 3.8L 1963	
							GT4	
	1	1	3:31.923	1:27.459	52.371	1:12.093	99.2	3:31.923
	2	1	3:01.255	51.779	52.337	1:17.139	116.0	6:33.178



SIXTIES ENDURANCE DIX MILLE TOURS QUALIFYING

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
3	1	2:50.303	48.695	50.951	1:10.657	123.5	9:23.481	3	1	3:07.304	51.528	56.615	1:19.161	112.3	10:53.260
4	1	2:51.776	48.074	51.529	1:12.173	122.4	12:15.257	4	1	3:04.121	49.769	57.766	1:16.586	114.2	13:57.381
5	1	2:49.626	47.163	50.978	1:11.485	124.0	15:04.883	5	1	3:04.754	51.161	56.265	1:17.328	113.8	17:02.135
6	1	2:49.536	47.775	50.854	1:10.907	124.1	17:54.419	6	1	3:02.129	50.542	54.583	1:17.004	115.5	20:04.264
7	1	2:46.559	46.969	49.171	1:10.419	126.3	20:40.978	7	1	3:03.622	51.777	54.348	1:17.497	114.5	23:07.886
8	1	2:46.071	46.946	47.790	1:11.335	126.6	23:27.049	8	1	3:04.240	52.225	55.219	1:16.796	114.2	26:12.126
9	1	3:04.026 B	47.374	49.935	1:26.717	114.3	26:31.075	9	1	3:00.455	50.333	54.872	1:15.250	116.5	29:12.581
10	1	10:18.093	8:16.048	51.061	1:10.984	34.0	36:49.168	10	1	3:05.821	50.063	56.765	1:18.993	113.2	32:18.402
11	1	2:48.290	46.418	50.780	1:11.092	125.0	39:37.458	11	1	3:04.797	52.063	55.395	1:17.339	113.8	35:23.199
12	1	2:44.940	45.225	50.715	1:09.000	127.5	42:22.398	12	1	3:00.004	50.617	53.834	1:15.553	116.8	38:23.203
								13	1	3:02.875	50.590	55.305	1:16.980	115.0	41:26.078

110		1. Samuel LECOMTE		JAGUAR Type E 3.8L 1962			
		2. Richard DOUX		GT4			
1	1	3:53.169	1:48.932	52.098	1:12.139	90.2	3:53.169
2	1	2:49.685	47.192	50.805	1:11.688	123.9	6:42.854
3	1	2:52.484	49.176	52.104	1:11.204	121.9	9:35.338
4	1	2:47.716	46.806	49.956	1:10.954	125.4	12:23.054
5	1	2:47.352	46.429	49.807	1:11.116	125.7	15:10.406
6	1	10:08.349 B	45.929	50.522	8:31.898	34.6	25:18.755
7	1	3:18.235	1:12.407	52.246	1:13.582	106.1	28:36.990
8	1	2:55.503	49.071	53.255	1:13.177	119.8	31:32.493
9	1	2:56.574	49.794	53.539	1:13.241	119.1	34:29.067
10	1	2:51.743	47.864	51.797	1:12.082	122.5	37:20.810
11	1	2:51.452	48.312	51.055	1:12.085	122.7	40:12.262

111		1. Charlie REMNANT 2. Didier DENAT		JAGUAR Type E 3.8L 1961 GT4			
1	1	6:25.143	4:13.920	56.398	1:14.825	54.6	6:25.143
2	1	2:49.244	46.490	49.753	1:13.001	124.3	9:14.387
3	1	2:45.192	45.884	48.487	1:10.821	127.3	11:59.579
4	1	2:49.841	47.445	49.411	1:12.985	123.8	14:49.420
5	1	2:49.033	46.378	48.927	1:13.728	124.4	17:38.453
6	1	2:49.745	48.140	49.522	1:12.083	123.9	20:28.198
7	1	3:02.508 B	46.744	49.536	1:26.228	115.2	23:30.706
8	1	9:01.005	7:04.325	48.580	1:08.100	38.9	32:31.711
9	1	2:40.010	46.002	47.156	1:06.852	131.4	35:11.721
10	1	2:37.833	43.805	46.431	1:07.597	133.2	37:49.554
11	1	3:12.803 B	44.035	57.221	1:31.547	109.1	41:02.357

114		1. Bart BLOMMAERT 2. Rikert LEEMAN		LOTUS Elite 1958 GT1			
1	1	5:22.953	2:56.001	1:01.839	1:25.113	65.1	5:22.953
2	1	3:18.943	54.318	58.682	1:25.943	105.7	8:41.896
3	1	3:18.838	55.216	1:00.041	1:23.581	105.8	12:00.734
4	1	3:19.709	54.877	59.535	1:25.297	105.3	15:20.443
5	1	3:16.466	54.552	58.598	1:23.316	107.0	18:36.909
6	1	4:56.850 B	54.859	1:00.950	3:01.041	70.8	23:33.759
7	1	3:38.240	1:14.904	58.663	1:24.673	96.4	27:11.999
8	1	3:16.940	54.726	58.217	1:23.997	106.8	30:28.939
9	1	3:20.981	56.381	59.259	1:25.341	104.6	33:49.920
10	1	3:16.078	54.745	59.051	1:22.282	107.3	37:05.998
11	1	3:18.362	55.515	59.385	1:23.462	106.0	40:24.360

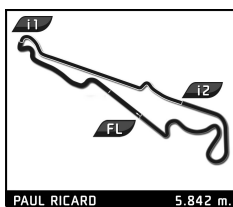
117		1. Malik KINDE					MG B 1963 GT2	
1	1	4:40.362	2:19.053	1:00.564	1:20.745	75.0	4:40.362	
2	1	3:05.594	51.743	55.427	1:18.424	113.3	7:45.956	

119		1. Daniel SPADINI				JAGUAR Type E 3.8L 1964 GT4	
1	1	5:28.061				64.1	5:28.061
2	1	3:15.203				107.7	8:43.264
3	1	3:38.756 B				96.1	12:22.020
4	1	11:08.947	8:50.670	57.541	1:20.736	31.4	23:30.967
5	1	3:09.462	53.275	57.468	1:18.719	111.0	26:40.429
6	1	3:49.820 B	53.919	55.048	2:00.853	91.5	30:30.249

121	1. Gaël REGENT						MORGAN +4 Super Sport 1962
	2. Guillaume GOUBLE						GT2
1	1	5:00.656	2:45.311	57.056	1:18.289	70.0	5:00.656
2	1	3:00.692	50.620	53.986	1:16.086	116.4	8:01.348
3	1	2:59.673	49.512	54.031	1:16.130	117.1	11:01.021
4	1	2:57.466	49.536	54.314	1:13.616	118.5	13:58.487
5	1	2:56.631	49.271	52.648	1:14.712	119.1	16:55.118
6	1	3:01.302	49.565	54.841	1:16.896	116.0	19:56.420
7	1	3:20.637 B	49.416	54.730	1:36.491	104.8	23:17.057
8	1	4:40.697	2:31.518	53.975	1:15.204	74.9	27:57.754
9	1	2:59.735	50.351	54.224	1:15.160	117.0	30:57.489
10	1	3:00.195	50.373	55.343	1:14.479	116.7	33:57.684
11	1	2:59.990	50.924	55.414	1:13.652	116.8	36:57.674
12	1	2:56.603	48.615	54.348	1:13.640	119.1	39:54.277
13	1	2:54.852	47.978	52.534	1:14.340	120.3	42:49.129

123	1.Serge DELPLA		JAGUAR Type E 3.8L 1963 GT					
	1	1	4:20.226	2:09.916	55.939	1:14.371	80.8	4:20.226
	2	1	2:58.768	50.722	52.306	1:15.740	117.6	7:18.994
	3	1	2:57.725	49.883	53.047	1:14.795	118.3	10:16.719
	4	1	2:55.812	50.056	52.058	1:13.698	119.6	13:12.531
	5	1	2:55.585	50.462	52.235	1:12.888	119.8	16:08.116
	6	1	2:54.621	49.021	51.974	1:13.626	120.4	19:02.737
	7	1	3:13.212 B	47.916	52.094	1:33.202	108.9	22:15.949
	8	1	8:02.084 B	4:49.086	1:09.522	2:03.476	43.6	30:18.033

124		1. Dion KREMER		MORGAN +4 1963			
		2. Gabriel KREMER		GT2			
1	1	3:14.180	1:02.777	54.852	1:16.551	108.3	3:14.180
2	1	2:52.602	47.863	51.329	1:13.410	121.8	6:06.782
3	1	2:50.423	47.681	51.990	1:10.752	123.4	8:57.205
4	1	2:51.507	47.678	52.601	1:11.228	122.6	11:48.712
5	1	3:09.461 B	54.169	52.433	1:22.859	111.0	14:58.173
6	1	7:59.748	5:19.185	1:04.468	1:36.095	43.8	22:57.921
7	1	3:40.281	1:02.459	1:03.521	1:34.301	95.5	26:38.202

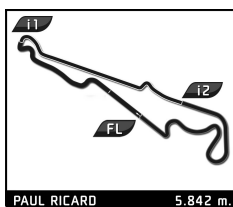


SIXTIES ENDURANCE DIX MILLE TOURS QUALIFYING

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	3:35.720	1:00.531	1:03.819	1:31.370	97.5	30:13.922								
9	1	3:40.232	57.925	1:05.402	1:36.905	95.5	33:54.154								
10	1	3:56.267 B	58.599	1:05.537	1:52.131	89.0	37:50.421								
125 1.Martin HALUSA 2.Andreas HALUSA ALFA ROMEO Giulio Sprint GTA 1965 GT2								136 1.Moritz WERNER ALFA ROMEO 1600 GTA 1965 GT2							
1	1	4:15.949	1:47.756	1:04.319	1:23.874	82.2	4:15.949	1	1	6:11.066	3:54.708	57.774	1:18.584	56.7	6:11.066
2	1	3:23.959	58.165	1:01.777	1:24.017	103.1	7:39.908	2	1	3:14.151 B	53.284	53.257	1:27.610	108.3	9:25.217
3	1	3:13.370	54.792	58.701	1:19.877	108.8	10:53.278	3	1	4:37.003	2:30.196	53.378	1:13.429	75.9	14:02.220
4	1	3:15.227	56.261	58.449	1:20.517	107.7	14:08.505	4	1	2:54.873	49.143	51.958	1:13.772	120.3	16:57.093
5	1	3:08.807	52.846	57.193	1:18.768	111.4	17:17.312	5	1	2:55.517	49.123	52.926	1:13.468	119.8	19:52.610
6	1	3:24.777 B	55.277	57.197	1:32.303	102.7	20:42.089	6	1	2:55.974	49.382	51.807	1:14.785	119.5	22:48.584
7	1	4:21.708	2:07.054	58.571	1:16.083	80.4	25:03.797	7	1	2:52.625	48.793	51.096	1:12.736	121.8	25:41.209
8	1	3:05.884	53.389	55.842	1:16.653	113.1	28:09.681	8	1	2:53.750	47.719	52.335	1:13.696	121.0	28:34.959
9	1	3:02.303	51.407	54.774	1:16.122	115.4	31:11.984	9	1	2:50.189	47.960	50.501	1:11.728	123.6	31:25.148
10	1	3:02.033	51.647	54.979	1:15.407	115.5	34:14.017	10	1	2:49.518	47.248	50.805	1:11.465	124.1	34:14.666
11	1	3:01.183	50.833	54.445	1:15.905	116.1	37:15.200	11	1	2:55.352	47.178	54.054	1:14.120	119.9	37:10.018
12	1	2:56.873	49.896	53.133	1:13.844	118.9	40:12.073	12	1	2:51.907	47.910	51.480	1:12.517	122.3	40:01.925
127 1.Charles DE VILLACOURT 2.Ghislain BORRELLY JAGUAR Type E 3.8L 1963 GT4								137 1.Pierre MELLINGER 2.Tommaso GELMINI ALFA ROMEO 1600 GTA 1965 GT2							
1	1	6:33.992	4:25.187	54.133	1:14.672	53.4	6:33.992	1	1	5:26.025	3:05.476	59.222	1:21.327	64.5	5:26.025
2	1	2:45.441	45.803	48.130	1:11.508	127.1	9:19.433	2	1	3:15.333	52.853	58.607	1:23.873	107.7	8:41.358
3	1	2:42.668	45.577	47.506	1:09.585	129.3	12:02.101	3	1	3:11.394	53.524	58.445	1:19.425	109.9	11:52.752
4	1	2:46.197	45.553	50.655	1:09.989	126.5	14:48.298	4	1	3:09.808	53.080	57.138	1:19.590	110.8	15:02.560
5	1	2:41.939	44.506	48.540	1:08.893	129.9	17:30.237	5	1	3:09.091	52.434	57.779	1:18.878	111.2	18:11.651
6	1	2:43.675	45.108	48.758	1:09.809	128.5	20:13.912	6	1	3:23.187 B	52.258	57.109	1:33.820	103.5	21:34.838
7	1	3:11.604 B	47.338	53.635	1:30.631	109.8	23:25.516	7	1	5:02.873	2:48.523	56.225	1:18.125	69.4	26:37.711
8	1	4:32.261	2:32.286	50.322	1:09.653	77.2	27:57.777	8	1	3:33.087 B	51.390	55.675	1:46.022	98.7	30:10.798
9	1	2:43.835	45.752	47.856	1:10.227	128.4	30:41.612	9	1	5:42.890	3:31.069	55.484	1:16.337	61.3	35:53.688
10	1	2:46.063	46.121	48.818	1:11.124	126.6	33:27.675	10	1	2:59.076	49.716	53.908	1:15.452	117.4	38:52.764
131 1.Jérôme BARRE 2.Christian CABOT MG B 1963 GT2								138 1.Lucien GUITTENY 2.Maxime BOCHET ALFA ROMEO 1600 GTA 1965 GT2							
1	1	5:09.917	2:48.660	59.152	1:22.105	67.9	5:09.917	1	1	4:44.838	2:32.213	58.613	1:14.012	73.8	4:44.838
2	1	3:13.228	53.655	57.562	1:22.011	108.8	8:23.145	2	1	2:54.843	48.415	52.715	1:13.713	120.3	7:39.681
3	1	3:34.230 B	54.459	59.282	1:40.489	98.2	11:57.375	3	1	2:56.305	47.985	55.181	1:13.139	119.3	10:35.986
4	1	6:37.843	4:14.819	58.762	1:24.262	52.9	18:35.218	4	1	2:54.869	48.275	52.716	1:13.878	120.3	13:30.855
5	1	3:48.441 B	53.996	57.997	1:56.448	92.1	22:23.659	5	1	3:21.705 B	51.078	58.903	1:31.724	104.3	16:52.560
6	1	7:16.289	4:50.577	1:01.914	1:23.798	48.2	29:39.948	6	1	5:19.585	3:13.692	53.450	1:12.443	65.8	22:12.145
7	1	3:23.603	55.839	1:03.864	1:23.900	103.3	33:03.551	7	1	2:53.051	47.206	52.310	1:13.535	121.5	25:05.196
8	1	3:24.122	56.590	1:02.824	1:24.708	103.0	36:27.673	8	1	2:51.892	47.496	52.345	1:12.051	122.4	27:57.088
9	1	3:31.103	56.923	1:05.253	1:28.927	99.6	39:58.776	9	1	2:51.250	47.849	51.296	1:12.105	122.8	30:48.338
10	1	3:46.429 B	57.584	1:05.789	1:43.056	92.9	43:45.205	10	1	2:53.968	47.234	52.920	1:13.814	120.9	33:42.306
135 1.Eric EVERARD 2.Kristoffer CARTENIAN ALFA ROMEO 1600 GTA 1965 GT2								141 1.Thorkild STAMP 2.Didier DENAT PORSCHE 904 1965 GT2							
1	1	6:37.500	4:16.406	58.355	1:22.739	52.9	6:37.500	1	1	3:41.716	1:43.276	49.268	1:09.172	94.9	3:41.716
2	1	2:59.705	50.466	54.378	1:14.861	117.0	9:37.205	2	1	2:50.900	45.906	51.134	1:13.860	123.1	6:32.616
3	1	2:58.905	50.587	54.023	1:14.295	117.6	12:36.110	3	1	2:44.076	46.396	47.173	1:10.507	128.2	9:16.692
4	1	2:58.410	49.853	53.781	1:14.776	117.9	15:34.520	4	1	2:41.747	45.158	47.447	1:09.142	130.0	11:58.439
5	1	2:58.156	48.861	53.963	1:15.332	118.0	18:32.676	5	1	2:41.831	44.950	48.442	1:08.439	130.0	14:40.270
6	1	2:58.691	49.621	53.630	1:15.440	117.7	21:31.367	6	1	2:41.602	46.318	47.930	1:07.354	130.1	17:21.872
7	1	3:02.015	50.828	54.351	1:16.836	115.5	24:33.382	7	1	2:43.941	47.819	48.955	1:07.167	128.3	20:05.813
8	1	3:17.965 B	49.107	54.082	1:34.776	106.2	27:51.347	8	1	2:42.495	44.812	47.664	1:10.019	129.4	22:48.308
								9	1	2:57.935 B	45.239	48.990	1:23.706	118.2	25:46.242

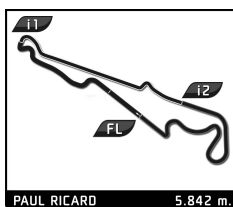


SIXTIES ENDURANCE DIX MILLE TOURS QUALIFYING

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
10	1	5:11.282	3:04.002	53.345	1:13.935	67.6	30:57.525	151	1	5:14.799	3:02.445	55.900	1:16.454	66.8	5:14.799
11	1	3:02.990	49.659	56.386	1:16.945	114.9	34:00.515	2	1	2:57.160	49.151	53.652	1:14.357	118.7	8:11.959
12	1	3:05.418	52.658	55.080	1:17.680	113.4	37:05.933	3	1	2:56.198	48.726	52.895	1:14.577	119.4	11:08.157
13	1	3:00.920	50.970	54.468	1:15.482	116.2	40:06.853	4	1	2:55.769	49.440	52.179	1:14.150	119.7	14:03.926
143 1.Jean-Michel VILLOT								AUSTIN HEALEY 3000 GT3							
PORSCHE 356 Pré A 1954 GT2								5	1	2:54.997	48.406	51.905	1:14.686	120.2	16:58.923
1	1	6:37.905	4:00.169	1:07.660	1:30.076	52.9	6:37.905	6	1	3:10.018	48.829	52.402	1:28.787	110.7	20:08.941
2	1	3:33.914	58.958	1:04.552	1:30.404	98.3	10:11.819	7	1	5:47.270	3:32.314	55.053	1:19.903	60.6	25:56.211
3	1	3:29.831	58.035	1:04.080	1:27.716	100.2	13:41.650	8	1	3:04.971	52.242	55.435	1:17.294	113.7	29:01.182
4	1	3:29.291	58.246	1:04.005	1:27.040	100.5	17:10.941	9	1	3:03.102	49.995	53.783	1:19.324	114.9	32:04.284
5	1	3:26.386	56.156	1:03.359	1:26.871	101.9	20:37.327	10	1	3:06.238	53.405	53.681	1:19.152	112.9	35:10.522
6	1	3:29.398	57.607	1:02.848	1:28.943	100.4	24:06.725	11	1	3:03.302	51.932	54.546	1:16.824	114.7	38:13.824
7	1	3:25.641	56.998	1:02.231	1:26.412	102.3	27:32.366	12	1	3:32.925	51.150	1:24.033	1:17.742	98.8	41:46.749
8	1	3:37.982	56.629	1:01.942	1:39.411	96.5	31:10.348	152 1.Gonzague RUCHAUD							
MG B 1963 GT2								2.Stanislas GURDJIAN							
1	1	5:05.650	2:42.290	59.837	1:23.523	68.8	5:05.650	1	1	4:38.322	2:29.252	55.719	1:13.351	75.6	4:38.322
2	1	3:12.293	53.888	58.174	1:20.231	109.4	8:17.943	2	1	2:54.674	48.418	51.904	1:14.352	120.4	7:32.996
3	1	3:07.702	51.465	57.900	1:18.337	112.0	11:25.645	3	1	2:52.834	48.031	52.197	1:12.606	121.7	10:25.830
4	1	4:43.270	2:11.302	58.446	1:33.522	74.2	16:08.915	4	1	3:07.056	48.211	52.061	1:26.784	112.4	13:32.886
5	1	5:43.135	3:12.232	1:05.625	1:25.278	61.3	21:52.050	5	1	5:46.682	3:35.931	54.501	1:16.250	60.7	19:19.568
6	1	3:23.072	56.638	1:02.847	1:23.587	103.6	25:15.122	6	1	3:01.929	52.261	53.797	1:15.871	115.6	22:21.497
7	1	3:17.037	53.385	58.539	1:25.113	106.7	28:32.159	7	1	2:58.922	50.461	53.754	1:14.707	117.5	25:20.419
8	1	3:15.833	52.964	59.738	1:23.131	107.4	31:47.992	8	1	3:00.148	50.308	53.773	1:16.067	116.7	28:20.567
9	1	3:14.113	52.986	57.946	1:23.181	108.3	35:02.105	9	1	2:57.689	49.083	53.230	1:15.376	118.4	31:18.256
10	1	3:14.821	52.947	58.780	1:23.094	108.0	38:16.926	10	1	2:58.180	49.318	53.869	1:14.993	118.0	34:16.436
11	1	3:09.936	52.861	58.091	1:18.984	110.7	41:26.862	11	1	3:04.868	50.389	53.629	1:20.850	113.8	37:21.304
144 1.Mathieu PERSONNAZ								AUSTIN HEALEY 3000 MK2 1965							
2.Jean PERSONNAZ								GT3							
1	1	4:06.256	1:22.882	1:08.073	1:35.301	85.4	4:06.256	1	1	6:36.303	4:23.131	55.806	1:17.366	53.1	6:36.303
2	1	3:38.525	1:04.570	1:03.220	1:30.735	96.2	7:44.781	2	1	2:56.240	49.349	52.932	1:13.959	119.3	9:32.543
3	1	3:34.149	1:01.559	1:03.726	1:28.864	98.2	11:18.930	3	1	2:55.342	48.045	52.537	1:14.760	119.9	12:27.885
4	1	5:51.632	1:00.903	1:03.351	3:47.378	59.8	17:10.562	4	1	2:54.261	49.044	52.446	1:12.771	120.7	15:22.146
5	1	3:39.207	1:20.290	57.669	1:21.248	95.9	20:49.769	5	1	2:55.308	50.431	51.702	1:13.175	120.0	18:17.454
6	1	3:12.689	52.991	56.645	1:23.053	109.1	24:02.458	6	1	2:53.230	48.537	53.004	1:11.689	121.4	21:10.684
7	1	3:09.874	54.282	56.557	1:19.035	110.8	27:12.332	7	1	2:50.150	47.059	50.854	1:12.237	123.6	24:00.834
8	1	3:05.669	52.686	54.276	1:18.707	113.3	30:18.001	8	1	2:50.743	47.531	51.245	1:11.967	123.2	26:51.577
9	1	3:10.490	54.037	56.676	1:19.777	110.4	33:28.491	9	1	3:02.545	47.582	52.059	1:22.904	115.2	29:54.122
10	1	3:10.053	58.103	54.176	1:17.774	110.7	36:38.544	10	1	2:58.759	48.693	56.495	1:13.571	117.7	32:52.881
11	1	3:05.473	51.650	55.609	1:18.214	113.4	39:44.017	11	1	2:53.225	49.673	51.398	1:12.154	121.4	35:46.106
12	1	3:01.661	51.121	52.617	1:17.923	115.8	42:45.678	12	1	2:51.276	46.842	51.673	1:12.761	122.8	38:37.382
148 1.Wolf ZWEIFLER								161 1.Serge LIBENS							
2.Michael FÖVNY								GT3							
LISTER Chevrolet Knobbly 1958 SP4								13	1	2:54.751	47.803	52.016	1:14.932	120.3	41:32.133
1	1	11:47.028	9:39.619	54.023	1:13.386	29.7	11:47.028	162 1.Dion KREMER							
2	1	2:51.517	47.431	49.925	1:14.161	122.6	14:38.545	2.Benjamin MITCHELL							
3	1	2:49.269	48.447	50.368	1:10.454	124.2	17:27.814	1	1	2:55.731	59.535	48.369	1:07.827	119.7	2:55.731
4	1	3:05.950	47.016	50.529	1:28.405	113.1	20:33.764	2	1	2:43.324	48.592	47.611	1:07.121	128.8	5:39.055
5	1	4:25.230	2:22.686	50.829	1:11.715	79.3	24:58.994	3	1	2:43.314	45.023	49.925	1:08.366	128.8	8:22.369
6	1	2:49.010	47.472	50.017	1:11.521	124.4	27:48.004	4	1	2:40.097	44.812	47.375	1:07.910	131.4	11:02.466
7	1	3:02.796	46.630	49.590	1:26.576	115.1	30:50.800	5	1	2:41.955	45.895	49.045	1:07.015	129.9	13:44.421
8	1	3:57.604	1:56.037	50.962	1:10.605	88.5	34:48.404	6	1	2:40.187	45.140	47.190	1:07.857	131.3	16:24.608
9	1	2:46.287	46.749	49.643	1:09.895	126.5	37:34.691	7	1	2:57.056	47.119	47.920	1:22.017	118.8	19:21.664
10	1	2:48.926	46.629	50.517	1:11.780	124.5	40:23.617	8	1	5:09.680	3:10.601	48.640	1:10.439	67.9	24:31.344
150 1.Michel GENDRE								LOTUS XV 1958 GT2							
SHELBY Mustang 350 GT 1965 GT5															



SIXTIES ENDURANCE DIX MILLE TOURS QUALIFYING

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
9	1	2:42.312	45.849	47.928	1:08.535	129.6	27:13.656								
10	1	2:47.931	46.574	47.730	1:13.627	125.2	30:01.587								
11	1	2:44.747	45.366	50.377	1:09.004	127.7	32:46.334								
12	1	2:55.946 B	45.507	47.443	1:22.996	119.5	35:42.280								

177 1. Hugo PAYEN
2. Thomas LERICHE
JAGUAR Type E 3.8L 1963
GT4

1	1	3:55.191	1:49.724	53.297	1:12.170	89.4	3:55.191
2	1	3:23.949 B	46.619	53.875	1:43.455	103.1	7:19.140
3	1	7:07.682	5:07.833	50.894	1:08.955	49.2	14:26.822
4	1	2:41.325	44.820	47.855	1:08.650	130.4	17:08.147
5	1	2:42.063	44.676	47.342	1:10.045	129.8	19:50.210
6	1	3:02.724 B	44.950	51.177	1:26.597	115.1	22:52.934
7	1	4:39.590	2:35.539	50.256	1:13.795	75.2	27:32.524
8	1	3:26.640 B	47.875	58.996	1:39.769	101.8	30:59.164

182 1. Michel LECOURT
SHELBY Cobra
GT5

1	1	5:22.863	3:21.209	50.897	1:10.757	65.1	5:22.863
2	1	2:41.855	44.967	49.323	1:07.565	129.9	8:04.718
3	1	2:38.387	44.458	46.904	1:07.025	132.8	10:43.105
4	1	2:42.593	45.710	49.705	1:07.178	129.3	13:25.698
5	1	2:50.426 B	44.827	47.674	1:17.925	123.4	16:16.124

183 1. Stephane BOYER
2. Eric BOYER
PORSCHE 356 C 1963
GT2

1	1	6:29.467	4:04.692	59.576	1:25.199	54.0	6:29.467
2	1	3:18.566	55.836	1:00.045	1:22.685	105.9	9:48.033
3	1	3:19.364	55.339	59.420	1:24.605	105.5	13:07.397
4	1	3:16.038	54.548	58.566	1:22.924	107.3	16:23.435
5	1	3:44.121 B	54.530	1:06.129	1:43.462	93.8	20:07.556
6	1	6:21.264	3:46.818	1:04.110	1:30.336	55.2	26:28.820
7	1	3:37.430	1:00.197	1:04.516	1:32.717	96.7	30:06.250
8	1	3:36.538	58.842	1:04.575	1:33.121	97.1	33:42.788
9	1	3:38.260	58.503	1:09.151	1:30.606	96.4	37:21.048
10	1	3:36.137	58.414	1:06.257	1:31.466	97.3	40:57.185