

CLASSIC ENDURANCE RACING 1

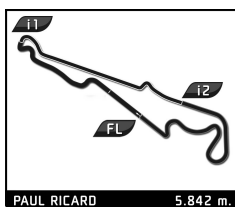
DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1 CHEVRON B19 FVC 1971 1. Philipp BRUEHWILER P-2L								7 LOLA T70 Mk III 1968 1. Toni SEILER P+2L 2. Mirco SEILER							
1	1	7:46.849	5:45.633	52.937	1:08.279	110.9	7:46.849	1	1	3:57.233	2:04.456	48.332	1:04.445	115.3	3:57.233
2	1	2:31.362	45.104	44.288	1:01.970	201.1	10:18.211	2	1	2:33.699	43.966	46.818	1:02.915	195.3	6:30.932
3	1	2:20.925	39.010	42.842	59.073	224.5	12:39.136	3	1	2:22.895	38.822	42.178	1:01.895	219.5	8:53.827
4	1	2:18.903	39.330	39.588	59.985	224.1	14:58.039	4	1	2:20.674	39.544	41.604	59.526	210.9	11:14.501
5	1	2:18.719	38.386	42.119	58.214	224.5	17:16.758	5	1	4:07.023	38.451	42.441	2:46.131	225.9	15:21.524
6	1	2:44.344	40.520	45.640	1:18.184	224.1	20:01.102	6	1	2:57.551	1:13.160	43.217	1:01.174	116.9	18:19.075
7	1	4:57.505	3:10.962	44.972	1:01.571	126.5	24:58.607	7	1	2:19.582	38.650	41.281	59.651	244.3	20:38.657
8	1	2:19.658	38.817	41.053	59.788	223.6	27:18.265	8	1	2:19.371	39.217	40.893	59.261	205.3	22:58.028
9	1	2:20.568	38.234	42.868	59.466	224.1	29:38.833	9	1	2:18.571	38.381	40.553	59.637	217.7	25:16.599
10	1	2:16.056	37.611	40.487	57.958	224.5	31:54.889	10	1	5:17.728	41.700	45.544	3:50.484	203.8	30:34.327
11	1	2:18.636	38.205	40.781	59.650	225.9	34:13.525	11	1	2:48.964	1:06.884	42.133	59.947	128.7	33:23.291
12	1	2:42.069	38.307	40.816	1:22.946	229.8	36:55.594	12	1	2:18.488	37.756	42.070	58.662	232.8	35:41.779
13	1	6:37.696	4:57.207	41.873	58.616	106.3	43:33.290	8 CHEVRON B8 1968 1. Sandy WATSON P-2L 2. Chris GOODWIN							
14	1	3:05.076	38.123	44.307	1:42.646	225.5	46:38.366	1	1	5:07.354	3:05.457	50.940	1:10.957	109.0	5:07.354
2 CHEVROLET Corvette 1969 1. Eric EXCOFFIER GT1 2. Clément EXCOFFIER								2	1	2:43.724	44.483	50.310	1:08.931	195.7	7:51.078
1	1	5:00.433	2:47.096	56.027	1:17.310	104.7	5:00.433	3	1	2:37.897	43.689	47.469	1:06.739	190.1	10:28.975
2	1	3:02.433	49.729	55.098	1:17.606	168.7	8:02.866	4	1	2:38.539	44.042	46.967	1:07.530	203.0	13:07.514
3	1	2:55.823	49.516	52.025	1:14.282	164.6	10:58.689	5	1	2:35.170	42.447	45.989	1:06.734	197.8	15:42.684
4	1	2:56.945	48.335	53.909	1:14.701	169.3	13:55.634	6	1	2:51.224	43.255	46.263	1:21.706	194.2	18:33.908
5	1	3:10.722	47.997	55.200	1:27.525	173.9	17:06.356	7	1	4:20.724	2:26.198	49.805	1:04.721	90.4	22:54.632
6	1	4:58.881	2:48.494	55.557	1:14.830	101.5	22:05.237	8	1	2:27.158	40.490	44.398	1:02.270	207.7	25:21.790
7	1	2:50.168	47.272	51.945	1:10.951	189.5	24:55.405	9	1	2:29.607	40.795	44.887	1:03.925	211.4	27:51.397
8	1	2:51.130	46.360	51.406	1:13.364	194.2	27:46.535	10	1	2:34.217	41.597	47.245	1:05.375	211.8	30:25.614
9	1	2:49.971	48.372	51.059	1:10.540	183.1	30:36.506	11	1	2:23.464	39.709	43.125	1:00.630	210.5	32:49.078
10	1	2:43.203	45.361	49.505	1:08.337	196.0	33:19.709	12	1	2:25.697	39.573	43.816	1:02.308	214.7	35:14.775
11	1	2:43.228	44.611	50.280	1:08.337	201.1	36:02.937	13	1	2:23.194	38.902	43.210	1:01.082	210.9	37:37.969
12	1	2:45.589	44.496	49.520	1:11.573	202.2	38:48.526	14	1	2:24.082	39.342	43.527	1:01.213	212.6	40:02.051
13	1	2:44.783	45.929	50.135	1:08.719	195.3	41:33.309	15	1	2:22.636	39.241	42.929	1:00.466	211.8	42:24.687
14	1	2:43.603	44.032	49.691	1:09.880	202.6	44:16.912	16	1	2:22.222	38.856	42.820	1:00.546	212.2	44:46.909
15	1	3:34.223	44.673	1:00.104	1:49.446	197.8	47:51.135	17	1	3:26.072	46.567	55.894	1:43.611	179.7	48:12.981
3 CHEVROLET Corvette 1971 1. Marc JULY GT1 2. Gilles RIVOALLON								14 LOLA T212 FVC 1971 1. Mauro POPONCINI P-2L							
1	1	5:55.252	3:40.651	57.568	1:17.033	103.8	5:55.252	1	1	4:56.041	2:35.096	1:00.936	1:20.009	103.4	4:56.041
2	1	2:59.666	49.281	54.195	1:16.190	157.4	8:54.918	2	1	2:50.090	48.206	50.458	1:11.426	183.4	7:46.131
3	1	2:53.783	47.760	51.098	1:14.925	181.8	11:48.701	3	1	3:38.289	44.882	47.816	2:05.591	198.5	11:24.420
4	1	2:53.989	47.226	51.063	1:15.700	185.9	14:42.690	4	1	3:07.668	1:08.602	49.369	1:09.697	104.4	14:32.088
5	1	2:52.151	47.084	51.156	1:13.911	184.0	17:34.841	5	1	2:40.309	45.044	47.699	1:07.566	198.5	17:12.397
6	1	2:51.873	46.580	50.036	1:15.257	186.5	20:26.714	6	1	2:42.217	44.241	48.045	1:09.931	197.4	19:54.614
7	1	3:04.043	47.592	50.344	1:26.107	171.4	23:30.757	7	1	2:39.243	44.061	46.414	1:08.768	196.4	22:33.857
8	1	5:08.839	3:01.660	51.176	1:16.003	108.7	28:39.596	8	1	2:39.072	43.758	46.175	1:09.139	201.5	25:12.929
9	1	2:54.159	48.059	51.546	1:14.554	181.2	31:33.755	9	1	2:35.932	43.358	46.228	1:06.346	204.9	27:48.861
10	1	2:52.475	47.146	51.808	1:13.521	176.8	34:26.230	10	1	2:41.630	43.746	47.209	1:10.675	194.2	30:30.491
11	1	2:50.519	46.861	49.459	1:14.199	185.2	37:16.749	11	1	2:34.751	43.394	45.439	1:05.918	195.3	33:05.242
12	1	2:50.986	46.603	50.322	1:14.061	187.2	40:07.735	5 PORSCHE 911 RSR 3.0i 1975 1. Rainer BECKER GT1							
13	1	2:51.454	47.242	50.392	1:13.820	176.8	42:59.189	1	1	3:44.029	1:45.458	49.776	1:08.795	98.6	3:44.029
14	1	3:08.948	46.588	49.643	1:32.717	185.2	46:08.137	2	1	2:38.488	43.899	47.282	1:07.307	199.6	6:22.517



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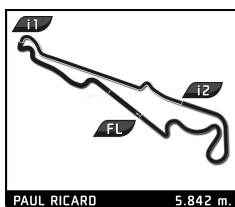
DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
12	1	2:32.187	42.133	44.976	1:05.078	200.0	35:37.429	9	1	2:22.419	39.464	42.422	1:00.533	223.1	32:17.878
15 CHEVRON B19 FVC 1971 1. John EMBERSON P-2L 2. Bill WYKEHAM								10	1	3:20.676 B	44.381	54.245	1:42.050	182.4	35:38.554
1	1	4:18.118	2:27.819	47.648	1:02.651	105.5	4:18.118	23 CHEVRON B16 BMW 1970 1. Charles RUPP P-2L 2. Philippe PEUGER							
2	1	2:25.268	40.145	44.242	1:00.881	209.7	6:43.386	1	1	4:08.116	2:03.956	54.450	1:09.710	98.0	4:08.116
3	1	2:39.294 B	39.336	42.763	1:17.195	213.9	9:22.680	2	1	3:00.195 B	42.923	46.591	1:30.681	203.8	7:08.311
4	1	6:01.649	4:15.263	43.326	1:03.060	126.2	15:24.329	25 FORD GT40 1968 1. Patrick HAUTOT GT1 2. Christophe VAN RIET							
5	1	2:20.666	38.711	42.703	59.252	214.7	17:44.995	1	1	5:11.511	3:12.560	52.465	1:06.486	124.9	5:11.511
6	1	2:38.627 B	40.927	42.458	1:15.242	211.8	20:23.622	2	1	2:35.831	42.984	47.606	1:05.241	206.1	7:47.342
7	1	5:52.509	4:05.655	44.127	1:02.727	96.1	26:16.131	3	1	2:32.848	42.901	44.840	1:05.107	209.3	10:20.190
8	1	2:29.189	41.652	44.205	1:03.332	209.3	28:45.320	4	1	2:48.117 B	42.008	44.649	1:21.460	228.8	13:08.307
9	1	2:28.046	41.167	43.505	1:03.374	210.5	31:13.366	5	1	4:26.194	2:35.746	45.201	1:05.247	132.0	17:34.501
10	1	2:26.097	39.614	43.802	1:02.681	213.9	33:39.463	6	1	2:26.633	40.834	43.265	1:02.534	229.8	20:01.134
11	1	2:42.339 B	40.419	43.403	1:18.517	212.6	36:21.802	7	1	2:30.556	41.436	43.997	1:05.123	211.4	22:31.690
12	1	5:38.004	3:51.628	43.310	1:03.066	112.5	41:59.806	8	1	2:46.406 B	43.262	44.579	1:18.565	217.7	25:18.096
13	1	2:44.342 B	41.769	42.654	1:19.919	197.1	44:44.148	9	1	4:42.464	2:52.795	45.777	1:03.892	104.0	30:00.560
20 PORSCHE 917 1972 1. Pierre-Alain THIBAUT P+2L								10	1	2:25.083	40.614	42.834	1:01.635	224.5	32:25.643
1	1	4:20.362	2:28.592	48.080	1:03.690	129.8	4:20.362	11	1	3:00.690 B	43.941	49.773	1:26.976	220.0	35:26.333
2	1	2:28.743	41.220	45.134	1:02.389	199.3	6:49.105	26 PORSCHE 911 RSR 3.0i 1974 1. Colin PATON GT1							
3	1	2:22.660	40.248	42.220	1:00.192	206.5	9:11.765	1	1	4:56.525	2:40.878	58.043	1:17.604	119.3	4:56.525
4	1	2:23.056	39.574	41.975	1:01.507	229.8	11:34.821	2	1	2:37.511	45.244	45.668	1:06.599	197.4	7:34.036
5	1	4:57.406 B	40.319	43.985	3:33.102	226.9	16:32.227	3	1	2:39.972	46.769	46.992	1:06.211	203.0	10:14.008
6	1	3:02.278	1:10.460	48.950	1:02.868	113.3	19:34.505	4	1	2:33.760	42.300	46.281	1:05.179	203.8	12:47.768
7	1	2:26.014	42.272	43.174	1:00.568	218.2	22:00.519	28 LOLA T210 FVC 1971 1. Nick PINK P-2L							
8	1	2:21.038	39.213	41.084	1:00.741	230.3	24:21.557	1	1	3:20.691	1:30.258	46.406	1:04.027	119.6	3:20.691
21 DE TOMASO Pantera 1971 1. Detlef VON DER LIECK GT1 2. Ralf KELLENSERS								2	1	2:28.632	41.078	43.974	1:03.580	222.2	5:49.323
1	1	6:27.901	4:38.703	46.019	1:03.179	104.5	6:27.901	3	1	2:26.790	39.621	43.282	1:03.887	225.9	8:16.113
2	1	2:26.007	40.441	42.867	1:02.699	218.2	8:53.908	4	1	2:24.568	40.094	42.940	1:01.534	227.4	10:40.681
3	1	2:28.030	41.370	44.172	1:02.488	213.0	11:21.938	5	1	2:26.827	40.411	43.913	1:02.503	228.8	13:07.508
4	1	2:48.195 B	39.909	44.004	1:24.282	223.6	14:10.133	6	1	2:22.918	39.280	42.824	1:00.814	227.4	15:30.426
5	1	4:24.021	2:30.482	46.244	1:07.295	101.7	18:34.154	7	1	2:22.569	39.150	42.339	1:01.080	228.3	17:52.995
6	1	2:38.467	43.270	46.910	1:08.287	199.6	21:12.621	29 PORSCHE 911 RSR 2.8i 1973 1. Pat BUNIATRE GT1							
7	1	2:35.408	42.118	45.436	1:07.854	207.7	23:48.029	1	1	4:38.114	2:35.906	51.730	1:10.478	99.3	4:38.114
8	1	2:37.668	43.534	45.972	1:08.162	186.5	26:25.697	2	1	2:39.289	44.818	47.092	1:07.379	187.5	7:17.403
9	1	2:38.003	43.538	46.841	1:07.624	203.8	29:03.700	3	1	2:41.645	44.632	47.904	1:09.109	191.8	9:59.048
10	1	2:34.398	43.441	44.911	1:06.046	192.2	31:38.098	4	1	2:40.569	45.400	48.126	1:07.043	196.7	12:39.617
11	1	2:50.045 B	43.169	46.944	1:19.932	175.9	34:28.143	5	1	2:38.420	43.889	47.399	1:07.132	190.5	15:18.037
12	1	4:19.986	2:25.764	47.362	1:06.860	109.8	38:48.129	6	1	3:53.956 B	43.421	47.414	2:23.121	192.2	19:11.993
13	1	2:35.356	42.387	45.976	1:06.993	211.8	41:23.485	7	1	2:56.913	1:03.572	47.501	1:05.840	128.0	22:08.906
14	1	2:37.398	42.649	47.851	1:06.898	216.9	44:00.883	8	1	3:03.458	43.717	1:05.358	1:14.383	199.3	25:12.364
15	1	3:07.587 B	43.041	47.862	1:36.684	223.1	47:08.470	9	1	2:38.771	44.895	46.563	1:07.313	187.8	27:51.135
22 CHEVRON B21 FVC 1971 1. Romain BELLETESTE P-2L								10	1	2:37.058	43.010	46.500	1:07.548	191.8	30:28.193
1	1	6:02.743	4:07.601	52.035	1:03.107	115.8	6:02.743	11	1	2:34.623	42.961	45.781	1:05.881	196.7	33:02.816
2	1	2:26.430	42.279	43.143	1:01.008	206.1	8:29.173	12	1	6:02.483 B	42.470	45.796	4:34.217	196.0	39:05.299
3	1	2:25.807	40.806	43.638	1:01.363	220.4	10:54.980	13	1	3:05.390	1:09.647	49.429	1:06.314	101.1	42:10.689
4	1	8:58.998 B	40.558	42.565	7:35.875	213.9	19:53.978	14	1	2:34.251	42.459	46.124	1:05.668	201.5	44:44.940
5	1	2:51.637	1:06.952	43.609	1:01.076	116.4	22:45.615	15	1	3:23.929 B	43.181	52.033	1:48.715	198.5	48:08.869
6	1	2:25.229	40.114	42.051	1:03.064	213.9	25:10.844								
7	1	2:22.730	40.438	41.772	1:00.520	209.7	27:33.574								
8	1	2:21.885	39.483	42.355	1:00.047	222.2	29:55.459								



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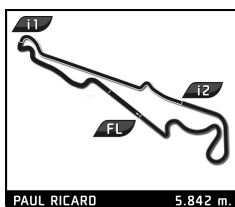
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Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
30 LOTUS 30 1964 1. Anthony SCHRAUWEN P+2L								7	1	2:59.169	1:02.357	47.562	1:09.250	117.4	23:25.307
1	1	4:09.760	1:59.180	54.392	1:16.188	91.1	4:09.760	8	1	2:36.066	43.685	46.202	1:06.179	198.9	26:01.373
2	1	2:47.779	46.905	51.152	1:09.722	174.8	6:57.539	9	1	2:36.251	44.543	45.891	1:05.817	182.4	28:37.624
3	1	2:54.507 B	44.143	46.470	1:23.894	196.7	9:52.046	10	1	2:35.232	42.632	46.349	1:06.251	204.5	31:12.856
4	1	3:57.594	2:06.056	45.146	1:06.392	112.3	13:49.640	11	1	2:34.724	42.960	45.850	1:05.914	198.9	33:47.580
5	1	2:32.825	42.231	44.828	1:05.766	224.1	16:22.465	12	1	2:33.678	42.618	45.534	1:05.526	200.4	36:21.258
6	1	2:53.344 B	42.859	45.761	1:24.724	215.6	19:15.809	13	1	2:32.264	42.077	45.344	1:04.843	202.2	38:53.522
7	1	10:39.944	8:32.620	55.414	1:11.910	91.6	29:55.753	14	1	2:32.980	42.658	45.267	1:05.055	205.7	41:26.502
8	1	2:45.623	45.150	52.328	1:08.145	189.8	32:41.376	15	1	2:36.447	42.855	46.361	1:07.231	200.0	44:02.949
9	1	2:38.798	44.321	46.110	1:08.367	216.9	35:20.174	16	1	3:18.256 B	42.706	52.020	1:43.530	194.9	47:21.205
10	1	2:33.700	43.790	44.741	1:05.169	211.8	37:53.874	38 CHEVRON B16 1970 1. NELSON P-2L							
11	1	2:32.398	42.418	44.854	1:05.126	226.9	40:26.272	1	1	4:44.595	2:46.335	49.177	1:09.083	117.3	4:44.595
12	1	2:32.847	43.094	44.461	1:05.292	216.0	42:59.119	2	1	5:51.247 B	45.685	51.390	4:14.172	192.9	10:35.842
13	1	2:59.014 B	41.983	45.040	1:31.991	221.3	45:58.133	3	1	2:53.950	1:00.939	47.369	1:05.642	131.4	13:29.792
32 CHEVRON B8 BMW 1969 1. Henrique GEMPERLE P-2L 2. Marc de SIEBENTHAL								4	1	2:33.880	43.023	46.333	1:04.524	194.2	16:03.672
1	1	5:23.345	3:23.767	52.149	1:07.429	106.9	5:23.345	5	1	2:32.264	42.254	46.053	1:03.957	193.9	18:35.936
2	1	2:31.673	41.544	45.022	1:05.107	190.8	7:55.018	6	1	2:33.980	42.194	47.485	1:04.301	193.9	21:09.916
3	1	4:59.111 B	42.781	44.424	3:31.906	209.3	12:54.129	7	1	2:32.140	42.171	46.091	1:03.878	190.5	23:42.056
4	1	3:01.553	1:05.680	48.686	1:07.187	104.4	15:55.682	8	1	4:48.436 B	42.471	47.097	3:18.868	189.1	28:30.492
5	1	2:34.764	43.744	45.774	1:05.246	202.2	18:30.446	9	1	2:55.603	1:02.841	46.920	1:05.842	125.6	31:26.095
6	1	2:32.434	42.545	45.446	1:04.443	202.6	21:02.880	10	1	2:34.260	42.644	47.531	1:04.085	187.8	34:00.355
7	1	2:30.438	41.706	44.957	1:03.775	204.2	23:33.318	11	1	2:32.608	41.859	46.600	1:04.149	189.8	36:32.963
8	1	2:30.175	41.746	44.148	1:04.281	205.3	26:03.493	12	1	2:32.006	41.899	46.531	1:03.576	189.5	39:04.969
9	1	2:31.985	41.921	45.235	1:04.829	207.7	28:35.478	13	1	2:31.718	41.634	46.537	1:03.547	189.5	41:36.687
10	1	2:34.415	41.479	47.528	1:05.408	204.9	31:09.893	14	1	5:52.340 B	41.314	47.251	4:23.775	188.5	47:29.027
11	1	2:31.962	41.998	46.148	1:03.816	204.2	33:41.855	45 CHEVRON B8 BMW 1969 1. Pierre AVIRON-VIOLET P-2L							
12	1	2:31.483	41.433	45.168	1:04.882	205.7	36:13.338	1	1	5:40.376	3:27.313	57.500	1:15.563	99.6	5:40.376
13	1	2:32.289	41.682	45.478	1:05.129	206.1	38:45.627	2	1	6:36.027 B	49.320	51.654	4:55.053	162.7	12:16.403
14	1	2:31.111	41.718	45.206	1:04.187	213.0	41:16.738	3	1	3:13.788	1:08.497	51.941	1:13.350	107.9	15:30.191
15	1	3:07.151 B	46.493	53.128	1:27.530	205.3	44:23.889	46 PORSCHE 911 RS 2,7i 1973 1. Stanislas BOURIEZ GT1 2. Alice BOURIEZ							
36 PORSCHE 910 1967 1. UWE BRUSCHNIK P-2L								1	1	4:50.204	2:28.198	59.670	1:22.336	92.9	4:50.204
1	1	3:28.365	1:32.432	49.725	1:06.208	112.4	3:28.365	2	1	3:13.053	53.419	59.335	1:20.299	163.4	8:03.257
2	1	2:35.373	42.590	47.702	1:05.081	203.4	6:03.738	3	1	3:10.319	55.034	56.579	1:18.706	150.2	11:13.576
3	1	2:33.810	42.038	45.632	1:06.140	209.7	8:37.548	4	1	3:04.793	52.194	55.402	1:17.197	163.4	14:18.369
4	1	2:31.503	41.322	45.352	1:04.829	210.1	11:09.051	5	1	3:16.969 B	50.381	56.437	1:30.151	170.1	17:35.338
5	1	2:32.928	42.122	46.866	1:03.940	208.1	13:41.979	6	1	4:34.066	2:22.140	55.360	1:16.566	97.9	22:09.404
6	1	2:32.383	41.742	45.398	1:05.243	205.3	16:14.362	7	1	3:07.172	50.784	56.769	1:19.619	177.3	25:16.576
7	1	2:31.997	41.976	45.337	1:04.684	206.5	18:46.359	8	1	3:02.764	51.721	53.786	1:17.257	175.9	28:19.340
8	1	2:30.322	41.763	44.936	1:03.623	205.7	21:16.681	9	1	3:15.291 B	51.490	54.795	1:29.006	175.0	31:34.631
9	1	2:30.778	41.781	44.910	1:04.087	207.7	23:47.459	10	1	5:12.811 B	2:46.908	55.183	1:30.720	82.1	36:47.442
10	1	7:53.253 B	46.960	54.293	6:12.000	176.8	31:40.712	11	1	3:34.578	1:28.621	52.365	1:13.592	102.0	40:22.020
11	1	3:10.299	1:05.212	55.521	1:09.566	109.8	34:51.011	12	1	2:54.427	47.946	50.772	1:15.709	174.8	43:16.447
37 CHEVRON B6 1967 1. Stephan KOENIG P-2L								13	1	3:24.805 B	47.416	52.768	1:44.621	177.6	46:41.252
1	1	5:23.005	3:12.054	55.743	1:15.208	103.2	5:23.005	52 CHEVRON B16 1970 1. Francisco SA CARNEIRO P-2L 2. Joao CANNAS							
2	1	2:41.872	45.596	48.236	1:08.040	180.0	8:04.877	1	1	4:39.547	2:27.167	55.341	1:17.039	109.4	4:39.547
3	1	2:40.881	45.655	46.954	1:08.272	184.3	10:45.758	2	1	2:52.676	48.106	51.879	1:12.691	174.5	7:32.223
4	1	2:40.376	44.020	47.232	1:09.124	193.2	13:26.134	3	1	2:54.779	47.959	52.189	1:14.631	204.2	10:27.002
5	1	2:40.503	44.111	47.834	1:08.558	184.0	16:06.637	4	1	2:49.880	47.883	49.345	1:12.652	197.8	13:16.882
6	1	4:19.501 B	44.950	48.134	2:46.417	200.7	20:26.138	5	1	2:48.137	47.150	49.070	1:11.917	184.0	16:05.019



CLASSIC ENDURANCE RACING 1

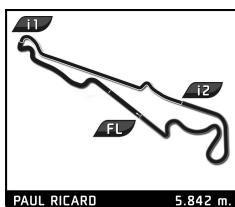
DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
6	1	3:05.562 B	46.147	51.037	1:28.378	188.8	19:10.581	16	1	2:28.777	41.091	44.606	1:03.080	201.9	44:38.725
7	1	6:04.412	3:47.245	57.685	1:19.482	89.3	25:14.993	17	1	3:26.321 B	46.929	52.618	1:46.774	161.2	48:05.046
8	1	3:02.371	51.751	53.217	1:17.403	168.0	28:17.364	67 CHEVRON B19 FVC 1971							
9	1	2:57.728	49.511	52.455	1:15.762	190.8	31:15.092	1. Maurizio BIANCO P-2L							
10	1	2:57.174	48.957	51.200	1:17.017	201.1	34:12.266	1	1	5:58.590	4:09.728	46.846	1:02.016	109.4	5:58.590
11	1	2:54.809	50.084	51.197	1:13.528	206.1	37:07.075	2	1	2:24.391	41.260	43.842	59.289	165.4	8:22.981
12	1	2:51.404	49.649	49.171	1:12.584	200.4	39:58.479	3	1	8:15.491 B	38.227	42.751	6:54.513	232.8	16:38.472
13	1	2:49.466	47.770	49.044	1:12.652	204.9	42:47.945	4	1	2:56.845	1:15.196	42.269	59.380	79.4	19:35.317
14	1	3:15.831 B	48.660	52.207	1:34.964	198.5	46:03.776	5	1	2:23.145	40.684	42.359	1:00.102	228.3	21:58.462
58 PORSCHE 911 RSR 3,0i 1974								6	1	2:18.434	38.406	41.787	58.241	232.8	24:16.896
1. Urs BECK GT1								7	1	2:18.007	38.367	41.713	57.927	233.3	26:34.903
1	1	3:30.378	1:35.667	48.116	1:06.595	111.3	3:30.378	8	1	2:17.294	38.252	40.939	58.103	234.3	28:52.197
2	1	2:35.386	42.376	47.742	1:05.268	206.9	6:05.764	9	1	7:08.440 B	41.706	43.647	5:43.087	234.3	36:00.637
3	1	2:34.951	42.499	47.594	1:04.858	211.4	8:40.715	68 CHEVRON B16 BMW 1970							
4	1	2:31.118	41.128	45.505	1:04.485	210.9	11:11.833	1. Alain CREFCOEUR P-2L							
5	1	2:33.978	41.979	47.325	1:04.674	208.9	13:45.811	1	1	4:57.810	2:38.806	59.873	1:19.131	95.6	4:57.810
6	1	2:31.189	41.253	45.724	1:04.212	210.1	16:17.000	2	1	2:53.756	48.983	50.937	1:13.836	173.6	7:51.566
7	1	3:25.243 B	42.721	45.356	1:57.166	207.7	19:42.243	3	1	2:49.154	48.434	49.450	1:11.270	166.9	10:40.720
8	1	2:52.311	1:01.234	45.596	1:05.481	121.5	22:34.554	4	1	3:55.044 B	46.154	48.976	2:19.914	190.1	14:35.764
9	1	2:36.262	43.599	45.970	1:06.693	211.4	25:10.816	5	1	3:05.280	1:07.895	48.975	1:08.410	103.4	17:41.044
10	1	2:34.579	42.195	45.641	1:06.743	210.5	27:45.395	6	1	2:40.853	45.324	47.146	1:08.383	198.9	20:21.897
11	1	2:32.252	42.658	45.321	1:04.273	211.4	30:17.647	7	1	2:38.445	43.610	46.712	1:08.123	204.5	23:00.342
12	1	2:29.880	41.332	44.852	1:03.696	210.1	32:47.527	8	1	2:38.817	43.423	48.118	1:07.276	204.9	25:39.159
13	1	14:57.098 B	45.372	51.124	...	194.2	47:44.625	9	1	2:37.396	44.333	46.115	1:06.948	201.1	28:16.555
61 McLaren M6 GT 1969								10	1	2:36.838	43.455	47.253	1:06.130	202.6	30:53.393
1. Thomas STUDER P+2L								11	1	2:36.446	43.509	46.997	1:05.940	203.4	33:29.839
1	1	6:12.755	4:06.909	55.110	1:10.736	91.2	6:12.755	12	1	2:36.435	44.756	45.767	1:05.912	204.2	36:06.274
2	1	2:37.337	44.415	46.536	1:06.386	176.8	8:50.092	13	1	2:35.682	43.567	45.373	1:06.742	202.2	38:41.956
3	1	2:28.372	41.523	43.342	1:03.507	195.7	11:18.464	69 LIGIER JS3 1971							
4	1	2:33.209	42.999	43.837	1:06.373	184.3	13:51.673	1. MR JOHN OF B P+2L							
5	1	2:31.341	42.899	44.566	1:03.876	176.2	16:23.014	2. Soheil AYARI							
6	1	2:30.889	42.952	43.915	1:04.022	196.7	18:53.903	1	1	5:25.015	3:28.895	51.105	1:05.015	125.6	5:25.015
7	1	2:57.150 B	43.240	44.559	1:29.351	177.6	21:51.053	2	1	2:28.830	41.369	45.105	1:02.356	193.5	7:53.845
8	1	9:16.813	7:20.916	48.220	1:07.677	103.6	31:07.866	3	1	2:27.438	41.271	43.657	1:02.510	204.2	10:21.283
9	1	3:01.745 B	43.584	49.109	1:29.052	177.0	34:09.611	4	1	2:20.431	38.643	43.179	58.609	225.0	12:41.714
10	1	6:53.564	4:57.228	49.020	1:07.316	103.3	41:03.175	5	1	2:20.178	39.102	41.828	59.248	223.6	15:01.892
11	1	3:31.396 B	44.044	57.624	1:49.728	180.6	44:34.571	6	1	2:58.025 B	43.105	48.624	1:26.296	182.4	17:59.917
66 PORSCHE 911 RSR 3,0i 1974								7	1	5:57.369	4:05.800	47.555	1:04.014	90.8	23:57.286
1. Didier DENAT GT1								8	1	2:45.673 B	40.750	46.176	1:18.747	193.5	26:42.959
1	1	4:37.272	2:38.910	49.461	1:08.901	119.7	4:37.272	9	1	8:04.617	6:14.622	46.479	1:03.516	128.1	34:47.576
2	1	2:35.114	43.468	46.858	1:04.788	191.8	7:12.386	10	1	2:30.872	42.118	45.494	1:03.260	199.6	37:18.448
3	1	2:31.944	42.463	45.856	1:03.625	194.2	9:44.330	11	1	2:25.453	40.986	43.563	1:00.904	204.9	39:43.901
4	1	2:31.395	42.037	45.218	1:04.140	194.2	12:15.725	12	1	2:24.189	39.213	43.033	1:01.943	206.5	42:08.090
5	1	4:07.944 B	41.957	42.563	2:43.424	193.9	16:23.669	13	1	2:22.446	39.650	42.777	1:00.019	210.9	44:30.536
6	1	2:54.328	1:03.353	46.222	1:04.753	123.4	19:17.997	14	1	3:29.336 B	41.868	51.435	1:56.033	174.8	47:59.872
7	1	2:33.052	42.662	46.569	1:03.821	202.2	21:51.049	75 CHEVROLET Corvette C3 1971							
8	1	2:32.380	42.355	45.624	1:04.401	192.2	24:23.429	1. Ralf HUBER GUTIERREZ GT1							
9	1	2:34.501	42.391	45.831	1:06.279	192.5	26:57.930	1	1	5:00.735	2:50.846	52.756	1:17.133	110.4	5:00.735
10	1	2:33.556	43.333	45.806	1:04.417	191.8	29:31.486	2	1	3:02.409	50.481	54.562	1:17.366	153.6	8:03.144
11	1	2:33.498	42.741	45.962	1:04.795	194.6	32:04.984	3	1	2:39.699	45.128	47.376	1:07.195	193.9	10:42.843
12	1	2:33.402	42.662	45.743	1:05.197	192.9	34:38.386	4	1	2:54.417 B	44.820	45.829	1:23.768	191.2	13:37.260
13	1	2:33.103	42.537	45.483	1:05.083	190.1	37:11.489	5	1	5:20.062	3:24.045	46.763	1:09.254	110.9	18:57.322
14	1	2:28.653	41.714	44.294	1:02.645	197.1	39:40.142	6	1	2:38.754	43.808	46.811	1:08.135	182.4	21:36.076
15	1	2:29.806	41.013	44.261	1:04.532	204.2	42:09.948	7	1	2:56.151 B	44.733	47.988	1:23.430	193.9	24:32.227



CLASSIC ENDURANCE RACING 1

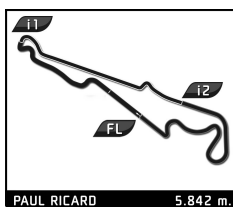
DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
76 PORSCHE 911 RSR 3,0i 1974 1.Felix LEIBOVICH GT1								84 SHELBY Shelby Cobra 427 Comp. 1965 1.Alain RÜEDE GT1							
1	1	5:32.973	3:11.247	1:00.072	1:21.654	92.3	5:32.973	1	1	5:55.092	3:42.055	57.030	1:16.007	115.3	5:55.092
2	1	4:00.813 B	54.287	58.908	2:07.618	149.4	9:33.786	2	1	2:39.334	44.494	47.608	1:07.232	185.9	8:34.426
3	1	3:32.171	1:12.323	1:01.053	1:18.795	98.5	13:05.957	3	1	2:37.675	43.179	46.581	1:07.915	190.8	11:12.101
4	1	3:10.324	53.440	57.525	1:19.359	149.4	16:16.281	4	1	2:51.977 B	42.764	46.606	1:22.607	205.3	14:04.078
5	1	3:07.654	53.665	55.527	1:18.462	148.1	19:23.935	5	1	4:59.952	3:06.303	47.461	1:06.188	114.4	19:04.030
6	1	3:04.834	52.511	56.275	1:16.048	160.5	22:28.769	6	1	2:32.362	42.547	44.828	1:04.987	194.2	21:36.392
7	1	3:03.733	53.141	52.570	1:18.022	149.2	25:32.502	7	1	2:36.035	46.043	45.659	1:04.333	183.4	24:12.427
8	1	3:05.689	52.302	53.982	1:19.405	157.0	28:38.191	8	1	2:32.258	42.114	45.265	1:04.879	210.1	26:44.685
9	1	3:04.293	52.582	54.153	1:17.558	161.4	31:42.484	9	1	2:45.544 B	41.891	45.515	1:18.138	206.9	29:30.229
10	1	3:06.256	50.555	58.348	1:17.353	153.0	34:48.740	10	1	5:00.291 B	2:54.074	47.866	1:18.351	130.9	34:30.520
11	1	3:04.787	52.505	53.434	1:18.848	150.2	37:53.527	11	1	7:19.558	5:29.532	45.430	1:04.596	133.0	41:50.078
12	1	3:11.336	52.179	1:00.383	1:18.774	152.8	41:04.863	12	1	2:31.302	42.057	44.572	1:04.673	209.3	44:21.380
13	1	4:04.819 B	52.159	58.892	2:13.768	151.3	45:09.682	13	1	3:34.048 B	42.203	59.222	1:52.623	208.9	47:55.428
77 LOLA T70 MkII Spyder 1966 1.Martin WACHTER P+2L								85 ELVA MK 8 1965 1.Yann LE CALVEZ 2.Marc ALLOEND BESSAND P-2L							
1	1	3:57.770	1:57.262	51.209	1:09.299	107.7	3:57.770	1	1	5:08.944	3:15.055	49.395	1:04.494	112.3	5:08.944
2	1	2:37.035	44.683	47.233	1:05.119	176.8	6:34.805	2	1	2:38.396	43.354	49.009	1:06.033	197.8	7:47.340
3	1	2:31.961	42.525	45.019	1:04.417	204.9	9:06.766	3	1	2:35.215	45.255	45.489	1:04.471	202.2	10:22.555
4	1	2:30.424	41.463	45.107	1:03.854	212.6	11:37.190	4	1	2:49.690	55.835	46.509	1:07.346	209.3	13:12.245
5	1	2:29.810	42.571	43.716	1:03.523	186.5	14:07.000	5	1	2:34.117	42.830	46.027	1:05.260	210.5	15:46.362
6	1	2:28.364	41.077	44.506	1:02.781	207.7	16:35.364	6	1	2:32.669	41.888	45.923	1:04.858	207.3	18:19.031
7	1	2:26.145	40.411	43.263	1:02.471	217.3	19:01.509	7	1	2:32.330	42.006	45.243	1:05.081	212.2	20:51.361
8	1	2:26.630	40.976	42.968	1:02.686	219.1	21:28.139	8	1	2:30.611	41.251	45.324	1:04.036	214.7	23:21.972
9	1	3:27.939 B	40.797	43.748	2:03.394	220.0	24:56.078	9	1	4:54.747 B	42.910	45.236	3:26.601	211.8	28:16.719
10	1	2:53.348	1:05.312	43.588	1:04.448	116.1	27:49.426	10	1	3:08.847	1:11.797	48.418	1:08.632	124.3	31:25.566
81 PORSCHE 911 RSR 3,0i 1976 1.Jean-Marie BELLETESTE GT1								86 PORSCHE 911 RSR 2,8i 1973 1.Sébastien EBERHARD 2.Jean-Maurice REY GT1							
1	1	5:25.452	3:03.314	1:02.276	1:19.862	100.6	5:25.452	1	1	5:09.280	3:04.258	54.782	1:10.240	103.3	5:09.280
2	1	2:53.076	49.461	52.314	1:11.301	156.1	8:18.528	2	1	2:42.468	44.225	50.207	1:08.036	195.3	7:51.748
3	1	2:46.710	46.146	50.704	1:09.860	180.3	11:05.238	3	1	3:23.341 B	44.928	47.139	1:51.274	195.7	11:15.089
4	1	2:45.140	45.421	50.312	1:09.407	184.6	13:50.378	89 FORD GT40 1.Xavier GALANT 2.Olivier TANCOGNE GT1							
5	1	2:44.172	45.816	48.583	1:09.773	190.1	16:34.550	1	1	21:58.057 B	3:46.702	55.717	...	97.4	21:58.057
6	1	2:46.649	46.145	48.734	1:11.770	190.5	19:21.199	2	1	3:07.094	1:08.369	51.205	1:07.520	118.9	25:05.151
7	1	2:42.770	44.626	48.486	1:09.658	187.2	22:03.969								
8	1	2:41.239	46.191	47.430	1:07.618	203.8	24:45.208								
9	1	2:40.374	44.290	47.895	1:08.189	202.6	27:25.582								
10	1	8:08.873 B	46.630	47.500	6:34.743	157.4	35:34.455								
82 PORSCHE 911 RSR 3,0i 1974 1.Michel LECOURT 2.Raymond NARAC GT1															
1	1	7:01.529	4:41.962	1:01.572	1:17.995	68.0	7:01.529								
2	1	2:56.840	48.090	55.215	1:13.535	147.9	9:58.369								
3	1	3:00.330	48.470	54.848	1:17.012	150.6	12:58.699								
4	1	2:35.314	44.205	47.246	1:03.863	163.6	15:34.013								
5	1	2:29.499	41.063	45.323	1:03.113	203.0	18:03.512								
6	1	3:12.069 B	45.644	53.418	1:33.007	185.2	21:15.581								
83 PORSCHE 911 RSR 3,0i 1974 1.Mark BATES 2.James BATES GT1															
1	1	5:25.884	3:31.961	47.655	1:06.268	111.9	5:25.884								
2	1	2:36.441	43.007	46.744	1:06.690	197.1	8:02.325								
3	1	2:36.065	42.261	47.586	1:06.218	201.9	10:38.390								



CLASSIC ENDURANCE RACING 1

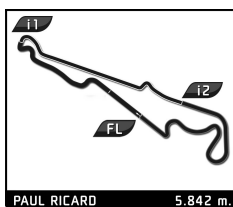
DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
3	1	2:39.453	43.970	46.612	1:08.871	205.3	27:44.604	94	1	4:03.587	2:14.104	45.798	1:03.685	82.0	4:03.587
4	1	2:36.492	43.842	47.144	1:05.506	209.7	30:21.096	2	1	2:31.766	43.292	45.733	1:02.741	180.0	6:35.353
5	1	2:37.986	42.989	48.888	1:06.109	213.4	32:59.082	3	1	3:50.840	40.079	44.663	2:26.098	195.7	10:26.193
6	1	2:37.174	42.993	46.055	1:08.126	206.9	35:36.256	4	1	16:25.553	1:06.830	49.368	...	110.4	26:51.746
7	1	2:36.726	43.439	45.902	1:07.385	209.7	38:12.982	5	1	2:49.893	1:04.115	45.447	1:00.331	110.8	29:41.639
8	1	2:36.348	43.453	46.821	1:06.074	213.0	40:49.330	6	1	2:21.153	38.412	42.411	1:00.330	216.0	32:02.792
9	1	6:50.518	43.108	47.095	5:20.315	213.0	47:39.848	7	1	2:22.643	39.142	43.182	1:00.319	213.0	34:25.435
90 LOLA T70 Mk III B 1969 P+2L								8	1	2:21.207	38.432	43.050	59.725	203.8	36:46.642
1.Roald GOETHE								97 LOLA T70 Mk III 1967 P+2L							
2.Stuart HALL								1.Philippe GIAUQUE							
1	1	3:22.194	1:33.264	46.151	1:02.779	113.9	3:22.194	1	1	8:19.324	6:18.306	51.793	1:09.225	84.9	8:19.324
2	1	2:32.988	43.111	43.653	1:06.224	223.1	5:55.182	2	1	2:38.462	46.135	47.985	1:04.342	185.2	10:57.786
3	1	2:23.399	39.182	42.789	1:01.428	234.3	8:18.581	3	1	2:24.965	39.505	44.162	1:01.298	225.5	13:22.751
4	1	2:26.671	40.240	44.092	1:02.339	237.4	10:45.252	4	1	2:22.789	39.109	42.869	1:00.811	229.8	15:45.540
5	1	2:26.844	40.067	42.888	1:03.889	231.3	13:12.096	5	1	2:18.633	38.686	41.416	58.531	227.8	18:04.173
6	1	2:25.517	40.834	42.831	1:01.852	221.8	15:37.613	6	1	2:37.651	39.700	45.326	1:12.625	235.3	20:41.824
7	1	2:23.207	39.727	42.882	1:00.598	237.9	18:00.820	7	1	6:30.577	4:44.216	45.665	1:00.696	93.4	27:12.401
8	1	2:24.007	39.894	42.384	1:01.729	230.3	20:24.827	8	1	2:18.392	38.387	41.300	58.705	234.3	29:30.793
9	1	2:22.717	39.627	42.453	1:00.637	236.8	22:47.544	9	1	2:18.595	38.252	42.367	57.976	238.9	31:49.388
10	1	2:26.322	39.616	41.862	1:04.844	231.3	25:13.866	10	1	2:17.941	37.802	41.456	58.683	246.0	34:07.329
11	1	5:33.047	39.947	43.353	4:09.747	235.8	30:46.913	11	1	2:24.673	38.621	44.339	1:01.713	246.0	36:32.002
12	1	2:36.831	56.268	41.492	59.071	145.4	33:23.744	12	1	2:28.436	37.772	40.552	1:10.112	244.3	39:00.438
13	1	2:15.629	37.529	41.036	57.064	225.5	35:39.373	13	1	2:17.816	38.053	40.589	59.174	238.9	41:18.254
14	1	2:14.327	37.841	39.874	56.612	230.8	37:53.700	14	1	2:34.909	39.911	46.300	1:08.698	250.0	43:53.163
92 LOLA T212 FVC 1971 P-2L								15	1	2:56.517	37.725	40.522	1:38.270	233.8	46:49.680
1.Frank JACOB								100 CHEVRON B8 BMW 1968 P-2L							
1	1	3:39.793	1:52.431	44.386	1:02.976	115.9	3:39.793	1.Tina Marianne KOK							
2	1	2:26.047	40.755	43.003	1:02.289	218.2	6:05.840	1	1	5:39.523	3:41.805	49.572	1:08.146	121.2	5:39.523
3	1	2:25.491	40.761	43.326	1:01.404	226.9	8:31.331	2	1	2:35.658	44.490	46.405	1:04.763	196.0	8:15.181
4	1	2:25.374	39.406	44.567	1:01.401	225.5	10:56.705	3	1	2:33.016	42.900	46.101	1:04.015	206.5	10:48.197
5	1	2:24.545	39.299	42.921	1:02.325	227.4	13:21.250	4	1	6:34.271	44.469	45.651	5:04.151	178.2	17:22.468
6	1	2:39.549	40.121	45.447	1:13.981	225.0	16:00.799	5	1	3:05.353	1:09.569	48.452	1:07.332	93.9	20:27.821
7	1	5:40.611	3:50.755	48.881	1:00.975	127.2	21:41.410	6	1	2:37.761	44.792	46.668	1:06.301	187.8	23:05.582
8	1	2:26.259	39.793	46.239	1:00.227	224.5	24:07.669	7	1	2:35.312	42.746	46.263	1:06.303	208.9	25:40.894
9	1	2:21.112	39.272	41.884	59.956	225.9	26:28.781	8	1	2:37.482	43.463	46.224	1:07.795	209.3	28:18.376
10	1	3:09.697	39.021	1:12.594	1:18.082	225.9	29:38.478	9	1	2:37.134	45.361	45.638	1:06.135	209.3	30:55.510
93 LOLA T210 FVC 1970 P-2L								10	1	2:35.712	43.463	46.591	1:05.658	204.9	33:31.222
1.Dirk PETERS								11	1	2:37.457	44.192	46.275	1:06.990	209.7	36:08.679
1	1	4:24.060	2:10.820	51.606	1:21.634	105.7	4:24.060	12	1	2:36.532	43.521	46.132	1:06.879	187.2	38:45.211
2	1	2:44.259	48.073	48.546	1:07.640	164.1	7:08.319	13	1	2:36.490	43.057	46.182	1:07.251	207.3	41:21.701
3	1	2:37.083	44.861	45.839	1:06.383	186.5	9:45.402	14	1	2:40.389	42.535	49.670	1:08.184	206.5	44:02.090
4	1	2:33.210	42.682	45.214	1:05.314	176.8	12:18.612	15	1	3:12.931	42.578	50.391	1:39.962	204.2	47:15.021
5	1	2:33.409	42.426	44.781	1:06.202	198.9	14:52.021	102 CROSSLE 9 S 1965 P-2L							
6	1	2:33.801	42.628	45.840	1:05.333	205.7	17:25.822	1.Laurent FORT							
7	1	2:33.278	43.105	44.709	1:05.464	208.9	19:59.100	2.Philippe SCEMAMA							
8	1	2:33.703	42.529	44.403	1:06.771	200.4	22:32.803	1	1	5:55.546	3:54.863	50.075	1:10.608	118.8	5:55.546
9	1	2:37.026	42.964	44.911	1:09.151	195.7	25:09.829	2	1	2:32.958	42.938	46.223	1:03.797	202.2	8:28.504
10	1	2:36.295	42.706	46.335	1:07.254	202.6	27:46.124	3	1	2:30.380	41.784	45.114	1:03.482	211.8	10:58.884
11	1	3:06.459	43.040	1:04.380	1:19.039	192.5	30:52.583	4	1	2:27.509	39.969	44.607	1:02.933	214.3	13:26.393
12	1	3:25.928	1:31.073	47.934	1:06.921	117.1	34:18.511	5	1	2:25.300	39.996	43.329	1:01.975	213.0	15:51.693
13	1	2:35.848	44.226	46.619	1:05.003	202.6	36:54.359	6	1	2:27.840	40.774	43.612	1:03.454	211.8	18:19.533
14	1	2:33.091	42.230	45.162	1:05.699	213.0	39:27.450	7	1	2:30.666	41.843	45.319	1:03.504	212.6	20:50.199
15	1	2:32.091	42.692	42.370	1:07.029	201.9	41:59.541								
16	1	2:34.729	43.752	45.180	1:05.797	193.9	44:34.270								
17	1	3:28.346	45.156	58.226	1:44.964	195.3	48:02.616								



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
8	1	2:44.003 B	41.410	44.553	1:18.040	213.9	23:34.202								
9	1	5:30.793	3:42.421	45.207	1:03.165	103.6	29:04.995								
10	1	2:26.301	40.660	43.605	1:02.036	212.6	31:31.296								
11	1	2:27.300	40.205	44.333	1:02.762	214.7	33:58.596								
12	1	2:25.280	40.138	43.212	1:01.930	213.4	36:23.876								
13	1	2:25.850	39.955	43.670	1:02.225	216.0	38:49.726								
14	1	2:28.771	42.215	43.456	1:03.100	209.7	41:18.497								
15	1	2:28.487	40.538	44.298	1:03.651	214.7	43:46.984								

111 CHEVRON B19
1. Ross HYETT P-2L
2. Chris GOODWIN

1	1	5:39.373	3:48.604	49.673	1:01.096	105.2	5:39.373
2	1	2:25.153	40.876	44.059	1:00.218	226.4	8:04.526
3	1	2:57.222 B	41.022	45.582	1:30.618	192.9	11:01.748
4	1	5:09.087	3:10.778	48.734	1:09.575	88.7	16:10.835
5	1	2:29.732	41.954	44.844	1:02.934	210.1	18:40.567
6	1	2:29.089	40.820	44.124	1:04.145	220.0	21:09.656
7	1	2:26.331	40.526	43.277	1:02.528	222.2	23:35.987
8	1	2:25.466	40.424	42.738	1:02.304	225.5	26:01.453
9	1	2:26.116	40.298	43.015	1:02.803	223.6	28:27.569
10	1	2:28.810	41.551	44.348	1:02.911	219.5	30:56.379
11	1	2:28.516	40.874	44.733	1:02.909	214.3	33:24.895
12	1	2:24.533	39.993	43.162	1:01.378	219.1	35:49.428
13	1	2:25.234	40.838	42.951	1:01.445	213.9	38:14.662
14	1	2:24.341	40.023	43.171	1:01.147	225.9	40:39.003
15	1	2:46.508 B	40.595	43.064	1:22.849	208.9	43:25.511

142 FERRARI 512 S 1970
1. Carlos MONTEVERDE P+2L
2. Gary PEARSON

1	1	3:17.352	1:26.826	47.813	1:02.713	85.2	3:17.352
2	1	2:23.894	42.660	41.078	1:00.156	202.2	5:41.246
3	1	2:17.422	38.228	40.143	59.051	246.6	7:58.668
4	1	3:04.698 B	43.266	49.456	1:31.976	204.5	11:03.366
5	1	4:55.678	3:10.962	42.915	1:01.801	103.2	15:59.044
6	1	2:21.595	39.018	41.360	1:01.217	216.4	18:20.639
7	1	2:18.373	39.381	40.590	58.402	224.1	20:39.012
8	1	2:18.417	38.424	40.977	59.016	221.3	22:57.429
9	1	2:17.908	38.343	40.913	58.652	226.4	25:15.337
10	1	2:35.605 B	39.855	43.187	1:12.563	187.8	27:50.942
11	1	13:21.772	...	44.746	1:07.885	89.9	41:12.714
12	1	3:27.277 B	46.506	51.191	1:49.580	172.0	44:39.991

146 PORSCHE 911 RSR 3.0i 1974
1. Rémi TERRAIL GT1
2. Jörg AEBERHARD

1	1	6:10.080	4:06.058	54.977	1:09.045	104.2	6:10.080
2	1	2:39.245	44.511	47.462	1:07.272	201.1	8:49.325
3	1	2:38.655	44.666	46.909	1:07.080	201.1	11:27.980
4	1	2:36.691	43.228	46.674	1:06.789	204.9	14:04.671
5	1	2:37.142	42.693	47.182	1:07.267	200.7	16:41.813
6	1	2:35.889	42.768	46.154	1:06.967	203.4	19:17.702
7	1	2:48.598 B	42.667	47.360	1:18.571	198.9	22:06.300
8	1	4:33.825	2:45.061	45.392	1:03.372	100.8	26:40.125
9	1	2:28.880	41.445	45.004	1:02.431	204.2	29:09.005
10	1	2:26.443	40.276	44.102	1:02.065	206.9	31:35.448
11	1	3:14.734 B	42.683	1:11.272	1:20.779	208.5	34:50.182