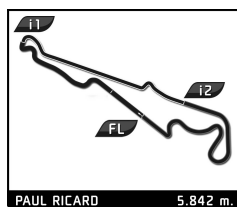


**CLASSIC ENDURANCE RACING 1**  
**DIX MILLE TOURS**  
**PRIVATE PRACTICE**

**Sector Analysis**

— Invalidated Lap    ■ Personal Best    ■ Session Best    B Crossing the finish line in the 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	
<b>2</b>	CHEVROLET Corvette 1969 GT1							4	1	2:45.576	45.864	48.679	1:11.033	204.2	18:22.972	
	1	Eric EXCOFFIER	5	1	2:48.181	46.967	50.584	1:10.630	184.0	21:11.153						
	2	Clément EXCOFFIER	6	1	2:50.790	B	44.188	48.227	1:18.375	217.7	24:01.943					
	1	1	4:58.873	2:33.346	1:01.059	1:24.468		4:58.873								
	2	1	3:10.832	51.941	57.021	1:21.870	176.2	8:09.705								
	3	1	3:20.062	55.998	59.728	1:24.336	139.9	11:29.767								
	4	1	3:22.315	56.087	59.095	1:27.133	155.8	14:52.082								
	5	1	3:30.229	B	54.523	57.068	1:38.638	166.4	18:22.311							
	6	1	5:05.856	2:55.250	56.781	1:13.825		23:28.167								
<b>3</b>	CHEVROLET Corvette C3 1971 GT1							7	1	4:16.049	49.569	50.949	2:35.531	195.3	27:44.216	
	1	Gilles RIVOALLON	8	1	3:22.028	B	48.407	52.688	1:40.933	156.7	31:06.244					
	2	Marc JULLY	1	1	4:44.499	2:19.674	1:01.295	1:23.530		4:44.499						
	2	1	3:22.248	55.957	1:00.177	1:26.114	137.8	8:06.747								
	3	1	3:22.037	56.174	1:00.580	1:25.283	135.5	11:28.784								
	4	1	3:16.311	54.478	1:00.914	1:20.919	145.7	14:45.095								
	5	1	3:12.265	52.817	58.012	1:21.436	149.6	17:57.360								
	6	1	3:14.707	56.306	57.403	1:20.998	146.9	21:12.067								
	7	1	3:14.431	54.029	58.169	1:22.233	159.1	24:26.498								
<b>6</b>	Porsche 917 1970 P+2L							8	1	3:09.515	51.599	55.936	1:21.980	157.4	27:36.013	
	1	Peter VÖGELE	1	1	6:26.017	4:19.625	52.134	1:14.258		6:26.017						
	2	1	6:25.566	B	50.347	1:04.261	4:30.958	169.5	12:51.583							
	3	1	3:08.684	1:04.994	52.262	1:11.428		16:00.267								
	4	1	2:50.343	48.522	49.446	1:12.375	180.6	18:50.610								
	5	1	2:45.564	46.685	48.612	1:10.267	173.1	21:36.174								
<b>7</b>	LOLA T70 Mk III 1968 P+2L							1	1	6:28.112	B	4:05.480	52.602	1:30.030		6:28.112
	2	1	7:08.042	5:00.824	54.352	1:12.866		13:36.154								
	3	1	2:54.925	49.870	52.862	1:12.193	188.5	16:31.079								
	4	1	2:51.097	46.637	50.899	1:13.561	186.2	19:22.176								
	5	1	2:49.428	46.311	50.718	1:12.399	192.9	22:11.604								
	6	1	3:06.022	B	45.970	50.611	1:29.441	191.5	25:17.626							
<b>8</b>	CHEVRON B8 1967 P+2L							1	1	6:02.953	3:55.558	50.186	1:17.209		6:02.953	
	2	1	3:37.559	50.808	1:12.121	1:34.630	165.9	9:40.512								
	3	1	3:14.179	1:05.996	1:01.750	1:06.433	96.3	12:54.691								
	4	1	2:40.460	44.142	48.818	1:07.500	193.9	15:35.151								
	5	1	2:49.892	B	45.808	49.732	1:14.352	181.2	18:25.043							
	6	1	4:20.346	2:14.351	51.691	1:14.304		22:45.389								
	7	1	2:52.711	46.644	51.216	1:14.851	197.1	25:38.100								
	8	1	2:51.319	46.947	50.495	1:13.877	201.1	28:29.419								
	9	1	3:18.065	B	46.942	51.569	1:39.554	194.2	31:47.484							
<b>11</b>	McLaren M8C DFV 1970 P+2L							1	1	6:29.454	B	4:08.852	54.436	1:26.166		6:29.454
	2	1	6:20.549	3:58.590	1:12.875	1:09.084		12:50.003								
	3	1	2:47.393	46.224	51.015	1:10.154	196.4	15:37.396								
<b>12</b>	Porsche 917 1969 P+2L							4	1	5:53.692	3:41.681	55.271	1:16.740		5:53.692	
	2	1	3:14.635	50.319	59.609	1:24.707	157.4	9:08.327								
	3	1	3:29.862	1:04.203	1:11.641	1:14.018	109.9	12:38.189								
	4	1	2:54.776	49.851	51.427	1:13.498	166.7	15:32.965								
	5	1	2:49.729	47.628	50.259	1:11.842	178.8	18:22.694								
	6	1	2:51.062	46.713	50.740	1:13.609	185.6	21:13.756								
	7	1	2:50.119	47.104	50.822	1:12.193	196.0	24:03.875								
	8	1	2:50.819	48.868	49.754	1:12.197	184.9	26:54.694								
	9	1	2:46.874	46.515	49.138	1:11.221	192.5	29:41.568								
<b>14</b>	LOLA T 212 1971 P-2L							1	1	4:19.360	1:48.313	1:05.812	1:25.235		4:19.360	
	2	1	21:44.021	B				26:03.381								
<b>16</b>	LOLA T 212 1971 P-2L							1	1	14:28.662	...	1:06.007	1:27.612		14:28.662	
	2	1	3:13.087	53.910	58.952	1:20.225	140.4	17:41.749								
	3	1	4:35.523	B	49.938	52.973	2:52.612	156.1	22:17.272							
	4	1	3:34.206	1:20.369	59.855	1:13.982		25:51.478								
	5	1	3:19.470	56.692	1:07.204	1:15.574	146.5	29:10.948								
	<b>17</b>	ALFA ROMEO T33/TT3 1972 P+2L							1	1	4:45.550	2:21.527	1:02.686	1:21.337		4:45.550
2		1	2:58.720	48.931	52.467	1:17.322	173.6	7:44.270								
3		1	3:36.655	54.215	1:08.139	1:34.301	139.7	11:20.925								
4		1	3:27.909	B	53.692	58.113	1:36.104	152.1	14:48.834							
5		1	4:49.470	2:49.984	50.756	1:08.730		19:38.304								
6		1	2:47.337	48.498	50.277	1:08.562	184.6	22:25.641								
7		1	2:47.064	48.342	50.345	1:08.377	209.7	25:12.705								
8		1	2:46.843	B	44.837	48.285	1:13.721	211.4	27:59.548							
<b>20</b>	Porsche 911 RSR 3.0i 1974 GT1							1	1	5:19.053	3:13.805	53.266	1:11.982		5:19.053	
	2	1	3:02.571	B	46.961	49.957	1:25.653	182.7	8:21.624							
	3	1	5:58.465	3:57.776	50.981	1:09.708		14:20.089								
	4	1	2:41.505	43.943	48.859	1:08.703	206.5	17:01.594								
	5	1	3:03.820	B	45.307	49.854	1:28.659	182.7	20:05.414							
	6	1	4:37.889	2:32.658	52.647	1:12.584		24:43.303								
	7	1	2:49.507	46.702	50.874	1:11.931	190.8	27:32.810								
	8	1	2:50.890	46.441	51.112	1:13.337	197.8	30:23.700								
<b>21</b>	DE TOMASO Pantera 1971 GT1							1	1	10:57.123	8:06.829	1:14.656	1:35.638		10:57.123	
	2	1	3:48.032	B	1:07.474	1:05.178	1:35.380	89.4	14:45.155							



# CLASSIC ENDURANCE RACING 1

## DIX MILLE TOURS

### PRIVATE PRACTICE

## Sector Analysis

— Invalidated Lap    ■ Personal Best    ■ Session Best    B Crossing the finish line in the 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	4:14.669	1:50.489	1:00.288	1:23.892		18:59.824	6	1	6:45.741 B	50.321	53.593	5:01.827	180.6	24:59.913
4	1	3:20.770	56.098	58.278	1:26.394	148.1	22:20.594	7	1	3:14.620	1:08.373	53.064	1:13.183		28:14.533
5	1	3:26.283	55.880	1:00.973	1:29.430	172.0	25:46.877	8	1	3:19.492 B	46.816	52.446	1:40.230	198.9	31:34.025
6	1	<b>3:13.611</b>	55.596	<b>56.934</b>	<b>1:21.081</b>	154.7	29:00.488								
7	1	3:45.341 B	<b>51.643</b>	1:09.066	1:44.632	188.5	32:45.829								

**22** CHEVRON B 21 1971  
1.Romain BELLETESTE P-2L  
2.Christophe GADAIS

1	1	11:24.409	8:56.103	1:01.284	1:27.022		11:24.409
2	1	3:11.111	51.731	58.233	1:21.147	157.4	14:35.520
3	1	3:04.550	51.504	56.325	1:16.721	167.4	17:40.070
4	1	<b>2:58.854</b>	48.971	53.705	<b>1:16.178</b>	164.4	20:38.924
5	1	4:18.294 B	51.245	55.328	2:31.721	153.0	24:57.218
6	1	3:23.744	1:10.002	<b>51.285</b>	1:22.457	99.0	28:20.962
7	1	3:16.234 B	<b>46.176</b>	53.453	1:36.605	194.9	31:37.196

**26** CHEVRON B 19 1971  
1.Alexander FURIANI P-2L

1	1	6:48.403	4:38.920	56.475	1:13.008		6:48.403
2	1	3:59.554 B	48.113	1:17.770	1:53.671	178.2	10:47.957
3	1	5:00.538	3:01.572	49.987	1:08.979		15:48.495
4	1	<b>2:38.388</b>	43.511	<b>47.837</b>	1:07.040	220.9	18:26.883
5	1	2:40.456	<b>43.351</b>	49.772	1:07.333	218.6	21:07.339
6	1	3:23.366 B	49.996	1:04.258	1:29.112	181.5	24:30.705
7	1	5:13.683	3:18.945	48.414	<b>1:06.324</b>		29:44.388

**31** FORD GT 40 1966  
1.Marc DONCIEUX GT1  
2.Gregor RAYMONDIS

1	1	3:23.456	1:16.454	52.958	<b>1:14.044</b>		3:23.456
2	1	<b>2:57.643</b>	48.796	53.140	1:15.707	150.2	6:21.099
3	1	3:38.707 B	47.553	1:09.613	1:41.541	169.8	9:59.806
4	1	4:37.978	2:27.379	55.531	1:15.068		14:37.784
5	1	2:59.005 B	<b>47.938</b>	<b>52.539</b>	1:18.528	177.9	17:36.789
6	1	4:38.188	2:20.587	57.333	1:20.268		22:14.977
7	1	3:21.721	50.399	1:11.287	1:20.035	185.9	25:36.698
8	1	2:59.418	50.767	52.797	1:15.854	184.0	28:36.116
9	1	3:14.683 B	49.011	52.699	1:32.973	172.8	31:50.799

**34** LOLA T 212 1970  
1.Armand MILLE P-2L

1	1	5:00.103	2:39.481	59.031	1:21.591	89.3	5:00.103
2	1	3:16.485	52.219	56.809	1:27.457	154.5	8:16.588
3	1	3:28.242	58.212	1:05.861	1:24.169	125.9	11:44.830
4	1	3:02.223	50.823	53.408	1:17.992	186.2	14:47.053
5	1	3:12.203 B	51.523	53.292	1:27.388	169.5	17:59.256
6	1	5:23.339	3:20.466	53.132	1:09.741	104.7	23:22.595
7	1	<b>2:44.804</b>	45.667	50.567	<b>1:08.570</b>	197.1	26:07.399
8	1	2:49.584	<b>45.085</b>	<b>50.478</b>	1:14.021	212.2	28:56.983
9	1	3:33.270 B	46.248	54.366	1:52.656	210.1	32:30.253

**36** PORSCHE 910 1967  
1. UWE BRUSCHNIK P-2L

1	1	4:07.311	1:55.070	58.286	1:13.955		4:07.311
2	1	2:52.398	46.484	53.848	1:12.066	193.9	6:59.709
3	1	5:18.290 B	57.133	1:15.697	3:05.460	168.7	12:17.999
4	1	3:09.692	1:06.526	52.728	1:10.438		15:27.691
5	1	<b>2:46.481</b>	<b>45.737</b>	<b>51.148</b>	<b>1:09.596</b>	201.1	18:14.172

**37** CHEVRON B6 1967  
1.Stephan KOENIG P-2L  
2.Marc de SIEBENTHAL

1	1	4:40.579	2:36.166	52.299	1:12.114		4:40.579
2	1	2:45.791	45.459	49.059	1:11.273	198.2	7:26.370
3	1	3:52.114	1:05.988	1:11.366	1:34.760	83.3	11:18.484
4	1	2:49.865	49.120	51.670	1:09.075	191.5	14:08.349
5	1	<b>2:42.441</b>	45.165	<b>48.628</b>	<b>1:08.648</b>	202.6	16:50.790
6	1	4:58.330 B	<b>44.681</b>	49.384	3:24.265	212.2	21:49.120
7	1	3:59.536	1:26.751	1:03.486	1:29.299		25:48.656
8	1	3:13.735	54.414	1:00.033	1:19.288	144.2	29:02.391
9	1	3:51.932 B	49.342	59.116	2:03.474	179.1	32:54.323

**45** CHEVRON B8 1969  
1.Pierre AVIRON-VIOLET P-2L  
2.Kurt THIEL

1	1	7:04.296	4:46.286	1:01.522	1:16.488	78.2	7:04.296
2	1	3:51.215	1:00.256	1:15.296	1:35.663	117.6	10:55.511
3	1	3:08.867	1:01.092	53.511	1:14.264	86.9	14:04.378
4	1	<b>2:56.228</b>	<b>47.703</b>	54.616	<b>1:13.909</b>	187.2	17:00.606
5	1	2:57.965	49.412	52.518	1:16.035	183.7	19:58.571
6	1	4:48.317 B	47.762	<b>52.399</b>	3:08.156	203.0	24:46.888
7	1	3:24.876	1:12.342	54.922	1:17.612	99.7	28:11.764
8	1	3:32.921 B	50.055	59.768	1:43.098	191.8	31:44.685

**46** PORSCHE 911 RS 2.7i 1973  
1.Stanislas BOURIEZ GT1  
2.Alice BOURIEZ

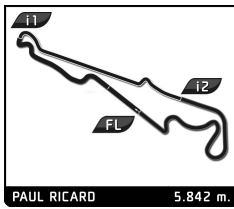
1	1	6:17.199	3:59.302	57.632	1:20.265		6:17.199
2	1	3:36.736	50.427	1:10.178	1:36.131	166.9	9:53.935
3	1	3:33.329 B	1:00.556	1:07.838	1:24.935	113.2	13:27.264
4	1	4:29.507	2:11.765	58.124	1:19.618		17:56.771
5	1	3:06.571	55.310	<b>54.343</b>	<b>1:16.918</b>	157.9	21:03.342
6	1	<b>3:06.033</b>	<b>50.937</b>	56.691	1:18.405	173.9	24:09.375
7	1	3:06.517	52.557	56.013	1:17.947	173.4	27:15.892
8	1	3:04.593	51.182	55.704	1:17.707	174.8	30:20.485

**47** CHEVRON B 16 1970  
1.Joseph ZAGO P-2L  
2.Jacques ROUCOLLE

1	1	5:26.655	2:58.942	1:01.401	1:26.312		5:26.655
2	1	3:34.164	56.569	1:01.528	1:36.067	141.5	9:00.819
3	1	3:43.466	1:02.273	1:09.872	1:31.321	128.3	12:44.285
4	1	3:11.847	52.493	56.648	1:22.706	160.7	15:56.132
5	1	3:18.821	54.665	1:01.509	1:22.647	162.4	19:14.953
6	1	3:10.642	52.875	58.428	<b>1:19.339</b>	159.5	22:25.595
7	1	3:20.659	52.217	1:00.215	1:28.227	179.4	25:46.254
8	1	<b>3:07.048</b>	<b>49.963</b>	<b>56.147</b>	1:20.938	180.6	28:53.302

**51** CHEVRON B 16 1970  
1. NELSON P-2L  
2.Pierre FILLON

1	1	4:57.969	2:48.130	53.001	1:16.838		4:57.969
2	1	2:57.656	46.883	52.557	1:18.216	186.9	7:55.625
3	1	3:26.266	50.827	1:01.759	1:33.680	146.5	11:21.891
4	1	<b>2:54.757</b>	49.783	52.846	<b>1:12.128</b>	162.4	14:16.648
5	1	4:42.544 B	<b>46.274</b>	<b>51.277</b>	3:04.993	195.3	18:59.192
6	1	3:52.004	1:26.907	1:01.306	1:23.791		22:51.196

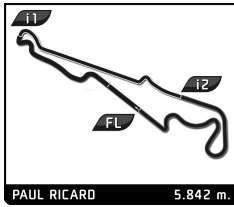


**CLASSIC ENDURANCE RACING 1**  
**DIX MILLE TOURS**  
**PRIVATE PRACTICE**

**Sector Analysis**

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

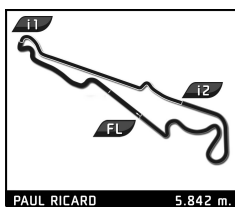
Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	
7	1	3:06.556	50.719	56.829	1:19.008	162.2	25:57.752	8	1	3:49.325B	47.763	1:07.470	1:54.092	194.6	33:01.816	
8	1	3:08.281	51.645	57.267	1:19.369	155.8	29:06.033								LOLA T70 Mk III B 1969 P+2L	
<b>56</b>	1.Joao Paulo CAMPOS COS 2.Alexandre BEIRAO CHEVRON B 19 1971 P-2L							<b>70</b>	1.Pierre-Alain FRANCE LOLA T70 Mk III B 1969 P+2L							
1	1	5:58.258	3:42.469	55.367	1:20.422		5:58.258	1	1	10:21.943	7:35.136	1:14.807	1:32.000		10:21.943	
2	1	3:23.294	54.786	1:02.991	1:25.517	142.7	9:21.552	2	1	3:07.083	1:02.426	53.553	1:11.104	108.7	13:29.026	
3	1	3:30.709	1:05.332	1:12.957	1:12.420	99.8	12:52.261	3	1	2:42.859	44.473	49.611	1:08.775	217.7	16:11.885	
4	1	2:48.321	48.149	<b>49.629</b>	1:10.543	179.1	15:40.582	4	1	2:53.235B	44.902	48.360	1:19.973	205.7	19:05.120	
5	1	5:14.512B	47.315	52.033	3:35.164	182.4	20:55.094	5	1	7:25.612	5:29.590	47.853	1:08.169		26:30.732	
6	1	3:24.877	1:13.992	56.451	1:14.434		24:19.971	6	1	<b>2:38.331</b>	<b>43.332</b>	<b>47.230</b>	<b>1:07.769</b>	236.8	29:09.063	
7	1	2:52.874	<b>45.394</b>	53.047	1:14.433	220.4	27:12.845	7	1	3:39.299B	44.890	1:08.269	1:46.140	223.1	32:48.362	
8	1	<b>2:44.866</b>	45.656	49.747	<b>1:09.463</b>	219.1	29:57.711								LOLA T70 Mk III 1967 P+2L	
<b>62</b>	1.Pierre MELLINGER 2.Tommaso GELMINI FERRARI 512 S 1970 P+2L							<b>73</b>	1.Nick SLEEP 2.Alex MONTGOMERY LOLA T70 Mk III 1967 P+2L							
1	1	7:16.920	4:47.084	1:05.184	1:24.652		7:16.920	1	1	3:13.984	1:11.134	51.912	1:10.938		3:13.984	
2	1	3:41.782	1:00.401	1:06.634	1:34.747	115.4	10:58.702	2	1	2:46.854	48.132	48.698	1:10.024	178.5	6:00.838	
3	1	3:42.262	1:08.473	1:06.788	1:27.001	94.1	14:40.964	3	1	3:08.260	50.552	53.407	1:24.301	155.8	9:09.098	
4	1	3:05.647	52.518	57.243	1:15.886	156.5	17:46.611	4	1	3:29.030	1:05.880	1:11.255	1:11.895	104.5	12:38.128	
5	1	3:04.973	<b>51.170</b>	56.182	1:17.621	160.7	20:51.584	5	1	2:57.629B	48.290	48.606	1:20.733	191.5	15:35.757	
6	1	3:10.486	54.877	57.557	1:18.052	133.5	24:02.070	6	1	5:27.824	3:26.073	50.425	1:11.326		21:03.581	
7	1	<b>3:03.127</b>	53.116	<b>54.862</b>	<b>1:15.149</b>	162.7	27:05.197	7	1	<b>2:45.542</b>	45.852	50.581	<b>1:09.109</b>	208.9	23:49.123	
8	1	3:04.908	51.810	57.164	1:15.934	172.2	30:10.105	8	1	3:00.711B	<b>44.696</b>	<b>47.518</b>	1:28.497	239.5	26:49.834	
<b>63</b>	1.Andrew YOOL CHEVRON B8 1968 P-2L							<b>74</b>	1.Colin PATON 2.Fergus PATON PORSCHE 911 RSR 3.0i 1974 GT1							
1	1	6:03.754	3:38.661	1:04.499	1:20.594		6:03.754	1	1	3:43.039	1:33.563	56.184	<b>1:13.292</b>		3:43.039	
2	1	3:38.458	52.242	1:11.240	1:34.976	162.2	9:42.212	2	1	<b>2:52.125</b>	<b>46.584</b>	52.002	1:13.539	190.8	6:35.164	
3	1	3:24.717	1:07.201	1:03.998	1:13.518	99.0	13:06.929	3	1	3:31.315B	46.945	1:02.458	1:41.912	196.0	10:06.479	
4	1	<b>2:52.018</b>	47.825	52.693	<b>1:11.500</b>	180.0	15:58.947	4	1	4:53.418	2:43.914	53.000	1:16.504		14:59.897	
5	1	2:54.054	48.618	52.798	1:12.638	185.2	18:53.001	5	1	2:57.889	48.769	<b>51.344</b>	1:17.776	186.9	17:57.786	
6	1	3:11.784	<b>47.633</b>	51.276	1:32.875	177.9	22:04.785	6	1	3:05.504B	50.608	52.568	1:22.328	154.9	21:03.290	
7	1	6:13.880B	48.582	<b>51.197</b>	4:34.101	188.8	28:18.665								CHEVROLET Corvette C3 1971 GT1	
<b>66</b>	1.Didier DENAT PORSCHE 911 RSR 3.0i 1974 GT1							<b>75</b>	1.Ralf HUBER GUTIERREZ CHEVROLET Corvette C3 1971 GT1							
1	1	4:36.754	2:29.951	53.960	1:12.843		4:36.754	1	1	4:46.865	2:20.470	1:01.330	<b>1:25.065</b>	80.2	4:46.865	
2	1	2:48.786	48.024	49.863	1:10.899	181.2	7:25.540	2	1	6:42.802B	<b>55.311</b>	1:21.071	4:26.420	138.1	11:29.667	
3	1	3:52.431	1:06.051	1:11.599	1:34.781	85.9	11:17.971	3	1	6:13.856B	1:11.807	<b>57.362</b>	4:04.687		17:43.523	
4	1	2:50.921	50.674	51.453	1:08.794	180.3	14:08.892								LOLA T70 Mk III B 1973 P+2L	
5	1	<b>2:42.765</b>	45.377	<b>48.999</b>	<b>1:08.389</b>	195.7	16:51.657	<b>76</b>	1.Eric MESTDAGH LOLA T70 Mk II Spyder 1966 P+2L							
6	1	2:44.126	44.833	49.056	1:10.237	208.1	19:35.783	1	1	4:00.355	1:52.196	53.571	1:14.588		4:00.355	
7	1	2:45.219	<b>44.782</b>	49.716	1:10.721	204.5	22:21.002	2	1	2:58.459	49.129	55.890	1:13.440	176.8	6:58.814	
8	1	2:50.704	48.446	52.159	1:10.099	205.7	25:11.706	3	1	3:51.621	53.845	1:15.511	1:42.265	157.2	10:50.435	
9	1	2:44.202	44.899	49.744	1:09.559	207.7	27:55.908	4	1	3:05.288	1:01.183	51.240	1:12.865	106.5	13:55.723	
10	1	4:55.723B	45.248	49.434	3:21.041	208.1	32:51.631	5	1	2:52.542	47.400	51.314	1:13.828	189.8	16:48.265	
<b>69</b>	1. Mr JOHN OF B LIGIER JS 3 1971 P+2L							<b>77</b>	1.Alfred MOSER LOLA T70 Mk II Spyder 1966 P+2L							
1	1	6:40.486	4:35.397	53.842	<b>1:11.247</b>		6:40.486	1	1	8:49.752	6:12.843	1:05.147	1:31.762		8:49.752	
2	1	3:34.066	50.862	1:12.870	1:30.334	168.7	10:14.552	2	1	3:42.946	1:03.896	1:11.276	1:27.774	113.2	12:32.698	
3	1	7:01.805B	58.295	1:00.476	5:03.034	129.3	17:16.357	3	1	3:21.002	57.546	59.884	1:23.572	131.1	15:53.700	
4	1	3:23.658	1:16.401	53.052	1:14.205		20:40.015	4	1	3:43.308B	56.146	1:00.733	1:46.429	134.0	19:37.008	
5	1	2:54.210	48.660	51.548	1:14.002	166.4	23:34.225	5	1	4:30.051	2:06.708	58.033	1:25.310		24:07.059	
6	1	2:51.425	47.708	50.853	1:12.864	197.1	26:25.650									
7	1	<b>2:46.841</b>	<b>45.563</b>	<b>49.823</b>	1:11.455	194.9	29:12.491									



**CLASSIC ENDURANCE RACING 1**  
**DIX MILLE TOURS**  
**PRIVATE PRACTICE**

**Sector Analysis**

Lap D Time Sector 1 Sector 2 Sector 3 T.Sp'd Elapsed							Lap D Time Sector 1 Sector 2 Sector 3 T.Sp'd Elapsed						
<p>6 1 3:15.643 57.277 57.028 1:21.338 148.4 27:22.702</p> <p>7 1 3:29.521B 52.442 56.334 1:40.745 158.1 30:52.223</p>							<p><b>89</b> 1.Olivier GALANT FORD GT 40 (C) 1966 GT1</p> <p>1 1 5:47.373 3:28.971 58.022 1:20.380 5:47.373</p> <p>2 1 3:19.050 51.124 59.030 1:28.896 145.6 9:06.423</p> <p>3 1 3:37.073 1:04.207 1:13.310 1:19.556 111.9 12:43.496</p> <p>4 1 2:55.693 48.495 52.583 1:14.615 165.6 15:39.189</p> <p>5 1 3:05.240B 47.770 51.860 1:25.610 179.7 18:44.429</p> <p>6 1 5:00.522 2:52.686 53.066 1:14.770 23:44.951</p> <p>7 1 2:53.566 47.286 52.558 1:13.722 183.4 26:38.517</p> <p>8 1 2:51.682 47.329 51.718 1:12.635 176.5 29:30.199</p>						
<p><b>78</b> 1.Michel SPEYER PORSCHE 911 RSR 3.0i 1974 GT1</p> <p>1 1 6:24.508 4:07.438 57.848 1:19.222 6:24.508</p> <p>2 1 3:48.585 51.031 1:05.765 1:51.789 168.5 10:13.093</p> <p>3 1 3:15.151 58.605 1:00.180 1:16.366 134.8 13:28.244</p> <p>4 1 3:11.479 1:02.912 53.468 1:15.099 184.0 16:39.723</p> <p>5 1 2:55.554 48.434 52.866 1:14.254 182.7 19:35.277</p> <p>6 1 3:01.481 50.898 54.407 1:16.176 161.9 22:36.758</p> <p>7 1 3:10.680 49.378 55.960 1:25.342 175.6 25:47.438</p> <p>8 1 2:57.767 50.413 51.645 1:15.709 160.7 28:45.205</p> <p>9 1 3:42.035B 48.793 52.287 2:00.955 169.5 32:27.240</p>							<p><b>90</b> 1.Roald GOETHE LOLA T70 Mk III B 1969 P+2L 2.Stuart HALL</p> <p>1 1 3:06.029 1:11.854 47.980 1:06.195 3:06.029</p> <p>2 1 2:36.656 42.638 47.384 1:06.634 195.3 5:42.685</p> <p>3 1 4:51.771B 46.909 49.044 3:15.818 151.5 10:34.456</p> <p>4 1 3:33.152 1:19.000 56.102 1:18.050 14:07.608</p> <p>5 1 2:52.910 48.079 53.003 1:11.828 183.4 17:00.518</p> <p>6 1 2:49.107 45.952 49.974 1:13.181 207.3 19:49.625</p> <p>7 1 2:49.004 44.756 52.819 1:11.429 183.1 22:38.629</p> <p>8 1 3:50.284B 48.401 51.855 2:10.028 180.3 26:28.913</p> <p>9 1 2:48.844 57.769 45.953 1:05.122 29:17.757</p> <p>10 1 3:40.514B 41.438 1:07.272 1:51.804 215.1 32:58.271</p>						
<p><b>79</b> 1.Daniel GIBSON LOLA T70 Mk III B (C) 1969 P+2L</p> <p>1 1 5:54.394 3:51.527 51.843 1:11.024 5:54.394</p> <p>2 1 3:22.262B 47.892 58.179 1:36.191 151.3 9:16.656</p> <p>3 1 5:19.396 3:14.952 52.660 1:11.784 14:36.052</p> <p>4 1 2:36.880 43.861 47.607 1:05.412 192.9 17:12.932</p> <p>5 1 2:38.390 43.680 47.334 1:07.376 198.5 19:51.322</p> <p>6 1 2:48.400B 43.833 47.694 1:16.873 183.4 22:39.722</p>							<p><b>93</b> 1.Dirk PETERS LOLA T 210 FVC 1970 P-2L</p> <p>1 1 4:49.119 2:39.968 53.880 1:15.271 4:49.119</p> <p>2 1 2:58.123 50.415 51.266 1:16.442 165.6 7:47.242</p> <p>3 1 3:34.147 54.225 1:05.976 1:33.946 141.0 11:21.389</p> <p>4 1 2:59.537 50.846 53.346 1:15.345 175.6 14:20.926</p> <p>5 1 2:49.796 47.184 50.694 1:11.918 189.8 17:10.722</p> <p>6 1 2:46.646 45.253 49.413 1:11.980 210.9 19:57.368</p> <p>7 1 2:45.874 45.461 48.952 1:11.461 205.3 22:43.242</p> <p>8 1 2:53.046 45.532 51.963 1:15.551 208.9 25:36.288</p> <p>9 1 3:13.986B 45.661 1:03.669 1:24.656 207.3 28:50.274</p>						
<p><b>80</b> 1.Dominique VANANTY PORSCHE 911 RSR 3.0i 1975 GT1</p> <p>1 1 6:22.705 4:04.458 58.048 1:20.199 6:22.705</p> <p>2 1 3:32.575 51.849 1:04.439 1:36.287 154.1 9:55.280</p> <p>3 1 3:18.906 1:00.140 1:02.195 1:16.571 108.2 13:14.186</p> <p>4 1 2:55.549 48.460 52.232 1:14.857 192.2 16:09.735</p> <p>5 1 2:59.591 48.698 53.149 1:17.744 182.1 19:09.326</p> <p>6 1 3:12.226B 49.798 55.717 1:26.711 168.2 22:21.552</p> <p>7 1 3:51.254 1:44.562 52.451 1:14.241 26:12.806</p> <p>8 1 2:53.920 47.599 52.115 1:14.206 201.1 29:06.726</p> <p>9 1 3:36.692B 50.621 1:02.613 1:43.458 179.7 32:43.418</p>							<p><b>95</b> 1.Pat BUNIATRE CHEVRON B 16 1969 P-2L</p> <p>1 1 6:25.066B 3:54.379 56.793 1:33.894 79.2 6:25.066</p> <p>2 1 5:06.810 2:44.953 58.844 1:23.013 11:31.876</p> <p>3 1 3:07.515 52.651 54.387 1:20.477 168.7 14:39.391</p> <p>4 1 2:58.711 49.800 53.174 1:15.737 172.0 17:38.102</p> <p>5 1 2:56.415 48.318 52.657 1:15.440 197.1 20:34.517</p> <p>6 1 2:58.205 49.595 53.173 1:15.437 165.4 23:32.722</p> <p>7 1 2:56.412 48.792 52.592 1:15.028 203.8 26:29.134</p> <p>8 1 2:54.089 48.355 51.954 1:13.780 202.2 29:23.223</p>						
<p><b>82</b> 1.Michel LECOURT FORD GT 40 1968 GT1 2.Raymond NARAC</p> <p>1 1 10:45.549B 5:27.223 52.687 4:25.639 10:45.549</p> <p>2 1 3:32.924 1:23.911 56.499 1:12.514 14:18.473</p> <p>3 1 2:39.050 43.770 47.959 1:07.321 200.4 16:57.523</p> <p>4 1 2:39.369 43.514 48.368 1:07.487 226.9 19:36.892</p> <p>5 1 4:16.029B 44.363 47.322 2:44.344 185.2 23:52.921</p> <p>6 1 3:14.522 1:09.934 52.638 1:11.950 27:07.443</p> <p>7 1 2:46.817 46.734 50.351 1:09.732 200.4 29:54.260</p>							<p><b>99</b> 1.Jean-Marc MERLIN FORD GT 40 (C) 1966 GT1</p> <p>1 1 4:25.206 2:09.038 59.835 1:16.333 4:25.206</p> <p>2 1 2:55.819 47.905 52.020 1:15.894 173.4 7:21.025</p> <p>3 1 3:43.815B 1:00.348 1:08.079 1:35.388 115.5 11:04.840</p> <p>4 1 5:14.190B 2:59.628 51.983 1:22.579 16:19.030</p> <p>5 1 5:09.513 3:06.851 51.547 1:11.115 21:28.543</p> <p>6 1 2:47.371 45.861 50.770 1:10.740 194.2 24:15.914</p> <p>7 1 2:49.977 47.197 50.926 1:11.854 188.5 27:05.891</p>						
<p><b>84</b> 1.Alain RÜEDE SHELBY Cobra 427 Comp. 1965 GT1</p> <p>1 1 6:42.332 4:18.261 59.001 1:25.070 6:42.332</p> <p>2 1 9:08.487B 56.799 1:19.919 6:51.769 137.2 15:50.819</p> <p>3 1 3:33.865 1:17.172 56.668 1:20.025 19:24.684</p> <p>4 1 3:06.007 52.176 55.843 1:17.988 150.8 22:30.691</p> <p>5 1 3:17.812 51.626 59.964 1:26.222 157.9 25:48.503</p> <p>6 1 3:12.554 55.637 58.498 1:18.419 140.1 29:01.057</p> <p>7 1 4:11.308B 51.537 1:12.508 2:07.263 165.1 33:12.365</p>													



# CLASSIC ENDURANCE RACING 1

## DIX MILLE TOURS

### PRIVATE PRACTICE

### Sector Analysis

Legend: <span style="color:blue">—</span> Invalidated Lap <span style="color:green">■</span> Personal Best <span style="color:purple">■</span> Session Best <span style="color:red">■</span> Crossing the finish line in the 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
105 1. Paul SURAND 2. Stéphane LEMERET DE TOMASO Pantera 1972 GT1															
8	1	2:54.979	<b>45.812</b>	<b>49.758</b>	1:19.409	195.3	30:00.870	3	1	3:40.180	1:04.131	1:12.976	1:23.073	110.2	12:47.669
1	1	4:00.734	1:32.865	1:03.451	1:24.418		4:00.734	4	1	3:10.988	54.252	56.156	1:20.580	170.3	15:58.657
2	1	3:19.404	54.712	1:00.589	1:24.103	163.9	7:20.138	5	1	3:09.631	52.741	56.340	1:20.550	169.8	19:08.288
3	1	3:40.491	58.389	1:07.079	1:35.023	133.5	11:00.629	6	1	3:08.617	50.240	57.587	1:20.790	174.5	22:16.905
4	1	3:30.054	1:08.047	1:02.623	1:19.384	91.6	14:30.683	7	1	3:09.597	54.515	<b>55.601</b>	1:19.481	197.8	25:26.502
5	1	3:05.168	52.479	55.659	1:17.030	154.5	17:35.851	8	1	<b>3:07.434</b>	50.814	57.633	<b>1:18.987</b>	174.8	28:33.936
6	1	3:14.300	49.635	54.984	1:29.681	180.0	20:50.151	9	1	3:50.702	<b>49.525</b>	57.207	2:03.970	164.1	32:24.638
7	1	5:05.843	3:02.926	50.154	1:12.763		25:55.994								
8	1	<b>2:47.103</b>	<b>47.457</b>	<b>48.849</b>	<b>1:10.797</b>	197.4	28:43.097								
120 1. Jean-Pierre RICHELMI 2. Stephane RICHELMI PORSCHE 911 Carrera RSR 3.0 1974 GT1															
1	1	4:50.969	2:40.948	<b>55.252</b>	1:14.769		4:50.969								
2	1	3:16.119	49.427	55.822	1:30.870	184.3	8:07.088								
3	1	4:43.050	2:17.364	1:12.048	<b>1:13.638</b>		12:50.138								
4	1	<b>2:59.407</b>	49.372	55.373	1:14.662	175.3	15:49.545								
5	1	3:13.600	<b>48.893</b>	55.910	1:28.797	174.5	19:03.145								
127 1. Jérémy GARAMOND 2. Pierre BESSE PORSCHE 911 ST 2.5i 1973 GT1															
1	1	5:03.225	2:53.847	54.263	1:15.115		5:03.225								
2	1	3:04.953	49.494	53.241	1:22.218	172.8	8:08.178								
3	1	3:27.392	55.489	1:00.947	1:30.956	129.5	11:35.570								
4	1	4:51.490	2:42.665	54.352	1:14.473		16:27.060								
5	1	<b>2:54.605</b>	48.047	<b>52.577</b>	<b>1:13.981</b>	186.9	19:21.665								
6	1	2:55.744	<b>47.724</b>	53.123	1:14.897	176.5	22:17.409								
7	1	3:13.577	51.228	55.165	1:27.184	176.5	25:30.986								
128 1. Alain GADAL 2. Stéphane RUAUD PORSCHE 911 RS 3.0i 1974 GT1															
1	1	4:34.712	2:14.105	59.050	1:21.557		4:34.712								
2	1	3:05.911	51.879	54.375	1:19.657	170.6	7:40.623								
3	1	3:38.802	53.547	1:10.049	1:35.206	148.4	11:19.425								
4	1	3:09.466	51.494	59.176	1:18.796	173.9	14:28.891								
5	1	<b>3:01.477</b>	<b>49.744</b>	54.072	<b>1:17.661</b>	190.5	17:30.368								
6	1	4:16.194	49.815	<b>53.856</b>	2:32.523	176.2	21:46.562								
7	1	3:59.563	1:27.481	1:02.228	1:29.854		25:46.125								
8	1	3:23.832	55.564	1:00.516	1:27.752	162.9	29:09.957								
171 1. Roderick JACK 2. Patrick JACK CHEVRON B8 1968 P+2L															
1	1	3:12.790	1:08.652	51.759	1:12.379		3:12.790								
2	1	2:51.495	47.818	51.946	1:11.731	185.9	6:04.285								
3	1	3:36.934	50.092	1:12.262	1:34.580	173.4	9:41.219								
4	1	3:20.386	1:06.554	1:02.520	<b>1:11.312</b>	94.9	13:01.605								
5	1	<b>2:48.336</b>	45.966	50.775	1:11.595	190.1	15:49.941								
6	1	3:02.831	46.267	51.274	1:25.290	194.6	18:52.772								
7	1	5:29.703	3:14.024	58.444	1:17.235		24:22.475								
8	1	2:52.569	46.106	53.311	1:13.152	190.1	27:15.044								
174 1. Jean-Maurice REY PORSCHE 911 RS 3.0i 1974 GT1															
1	1	5:42.467	3:17.761	59.543	1:25.163		5:42.467								
2	1	3:25.022	54.987	1:02.238	1:27.797	135.7	9:07.489								
179 1. Emmanuel BRIGAND 2. Sébastien CRUBILE PORSCHE 911 RSR 3.0i 1974 GT1															
1	1	3:47.833	1:40.081	55.226	1:12.526		3:47.833								
2	1	2:50.605	49.358	<b>50.428</b>	<b>1:10.819</b>	193.5	6:38.438								
3	1	3:29.297	46.857	1:00.265	1:42.175	188.8	10:07.735								
4	1	5:25.250	3:13.486	56.765	1:14.999		15:32.985								
5	1	2:54.278	49.353	52.369	1:12.556	169.0	18:27.263								
6	1	2:49.333	46.570	51.064	1:11.699	199.3	21:16.596								
7	1	2:49.798	47.301	51.181	1:11.316	199.6	24:06.394								
8	1	2:50.242	47.270	50.786	1:12.186	198.2	26:56.636								
9	1	<b>2:47.588</b>	<b>45.629</b>	50.543	1:11.416	207.7	29:44.224								
185 1. Gérard LOPEZ 2. Eric HELARY LOLA T70 Mk III B 1969 P+2L															
1	1	3:57.331	1:46.027	<b>53.525</b>	<b>1:17.779</b>		3:57.331								
2	1	3:29.893	<b>51.041</b>	1:02.548	1:36.304	204.2	7:27.224								
186 1. David HART 2. Nicky PASTORELLI PORSCHE 917 (C) 1969 P+2L															
1	1	3:31.157	1:28.875	50.682	<b>1:11.600</b>		3:31.157								
2	1	<b>2:46.843</b>	<b>46.282</b>	<b>48.671</b>	1:11.890	184.9	6:18.000								
3	1	3:37.714	46.027	1:12.964	1:38.723	197.1	9:55.714								
4	1	4:40.586	2:30.764	53.730	1:16.092		14:36.300								
5	1	2:52.955	47.523	52.410	1:13.022	178.2	17:29.255								
6	1	2:52.064	48.267	50.015	1:13.782	188.5	20:21.319								
7	1	3:34.832	50.025	1:05.383	1:39.424	206.1	23:56.151								
193 1. Robert BOOS 2. Pascal GOURY BMW 3.0 CSL 1973 INV															
1	1	3:34.909	1:20.159	55.277	1:19.473		3:34.909								
2	1	<b>2:57.678</b>	49.372	<b>53.509</b>	<b>1:14.797</b>	197.1	6:32.587								
3	1	5:10.422	48.576	1:01.481	3:20.365	196.0	11:43.009								
4	1	3:20.043	1:09.240	54.356	1:16.447		15:03.052								
5	1	2:59.134	<b>47.992</b>	53.888	1:17.254	193.5	18:02.186								
6	1	3:00.991	50.692	54.437	1:15.862	197.1	21:03.177								
7	1	3:00.615	48.529	54.417	1:17.669	179.4	24:03.792								
8	1	5:21.044	52.889	55.250	3:32.905	170.1	29:24.836								
221 1. Jean-Pierre PLA PORSCHE 914 6 1970 GT1															
1	1	5:57.733	3:30.212	1:00.094	<b>1:27.427</b>		5:57.733								
2	1	3:50.686	<b>54.751</b>	1:17.628	1:38.307	160.0	9:48.419								
3	1	5:18.556	1:05.015	1:08.258	3:05.283	98.8	15:06.975								
4	1	4:55.302	1:19.660	<b>59.450</b>	2:36.192		20:02.277								