

CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

RACE

Sector Analysis

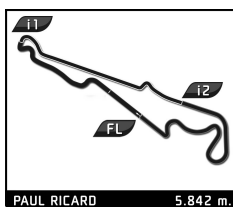
Invalidated Lap

Personal Best

Session Best

B Crossing the finish line in the pit lane

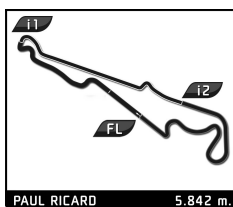
Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed
3 1.Gilles RIVOALLON 2.Marc JULLY CHEVROLET Corvette C3 1971 GT1								13 1 2:48.085 47.046 51.072 1:09.967 182.1 42:50.760 14 1 2:46.707 46.303 50.452 1:09.952 197.8 45:37.467 15 1 2:42.675 45.433 49.185 1:08.057 186.9 48:20.142 16 1 2:41.039 44.454 49.218 1:07.367 197.8 51:01.181 17 1 2:41.157 44.759 48.384 1:08.014 190.8 53:42.338 18 1 2:40.479 44.298 48.486 1:07.695 193.9 56:22.817 19 1 2:41.670 44.952 49.278 1:07.440 200.7 59:04.487 20 1 2:40.636 44.243 48.711 1:07.682 190.1 1:01:45.123							
7 1.Toni SEILER LOLA T70 Mk III 1968 P+2L								11 1.Marc DEVIS 2.Martin O'CONNELL McLaren M8C DFV 1970 P+2L							
1	1	3:40.038	1:04.444	1:06.039	1:29.555		3:40.038	1	1	3:38.211	1:02.201	1:06.560	1:29.450		3:38.211
2	1	3:23.395	57.955	1:03.840	1:21.600	116.3	7:03.433	2	1	3:23.228	57.905	1:03.488	1:21.835	121.1	7:01.439
3	1	2:42.914	44.682	48.793	1:09.439	203.0	9:46.347	3	1	2:39.663	44.054	47.299	1:08.310	210.1	9:41.102
4	1	2:40.770	44.362	47.764	1:08.644	204.9	12:27.117	4	1	2:38.725	43.658	47.454	1:07.613	202.6	12:19.827
5	1	2:39.724	44.137	47.170	1:08.417	226.4	15:06.841	5	1	2:39.084	43.601	47.284	1:08.199	225.9	14:58.911
6	1	2:39.275	44.597	47.117	1:07.561	223.6	17:46.116	6	1	2:37.857	43.041	47.565	1:07.251	224.5	17:36.768
7	1	2:39.730	43.577	47.754	1:08.399	222.2	20:25.846	7	1	2:38.409	42.905	47.002	1:08.502	226.4	20:15.177
8	1	2:41.985	43.979	49.345	1:08.661	214.3	23:07.831	8	1	2:38.184	43.181	47.156	1:07.847	233.8	22:53.361
9	1	2:45.092	44.728	49.688	1:10.676	203.0	25:52.923	9	1	2:42.663	44.218	49.155	1:09.290	207.3	25:36.024
10	1	2:48.530	47.432	48.968	1:12.130	192.2	28:41.453	10	1	2:48.018	44.922	50.132	1:12.964	215.6	28:24.042
11	1	2:58.733	45.167	49.233	1:24.333	213.0	31:40.186	11	1	3:08.078	45.125	52.385	1:30.568	204.5	31:32.120
12	1	4:06.094	2:04.163	50.352	1:11.579		35:46.280	12	1	5:47.552	3:39.292	53.322	1:14.938		37:19.672
13	1	2:50.558	47.793	51.442	1:11.323	184.9	38:36.838	13	1	2:54.021	48.273	52.362	1:13.386	209.3	40:13.693
14	1	2:45.904	45.271	48.576	1:12.057	212.2	41:22.742	14	1	2:51.454	47.981	51.500	1:11.973	186.2	43:05.147
15	1	2:44.644	44.997	49.242	1:10.405	221.3	44:07.386	15	1	2:48.554	46.885	51.360	1:10.309	192.2	45:53.701
16	1	2:44.254	45.275	48.304	1:10.675	213.0	46:51.640	16	1	2:47.216	47.119	49.662	1:10.435	194.9	48:40.917
17	1	3:02.443	47.362	51.580	1:23.501	203.0	49:54.083	17	1	2:45.519	46.252	49.538	1:09.729	196.0	51:26.436
18	1	5:25.616	3:23.266	50.536	1:11.814		55:19.699	18	1	2:47.034	47.429	50.610	1:08.995	206.9	54:13.470
19	1	2:44.792	44.821	49.876	1:10.095	220.0	58:04.491	19	1	2:45.235	46.094	49.641	1:09.500	194.2	56:58.705
20	1	2:41.087	44.343	48.215	1:08.529	220.4	1:00:45.578	20	1	2:47.994	47.623	50.658	1:09.713	179.1	59:46.699
8 1.Sandy WATSON 2.Andrew KIRKALDY CHEVRON B8 1967 P-2L								12 1.Claudio RODDARO PORSCHE 917 1969 P+2L							
1	1	3:53.065	1:22.400	1:04.757	1:25.908		3:53.065	1	1	3:46.782	1:14.361	1:03.208	1:29.213		3:46.782
2	1	3:23.547	1:02.009	1:03.281	1:18.257	146.3	7:16.612	2	1	3:23.960	1:00.954	1:03.442	1:19.564	109.5	7:10.742
3	1	2:46.980	45.809	50.709	1:10.462	179.4	10:03.592	3	1	2:42.631	45.076	49.666	1:07.889	200.0	9:53.373
4	1	2:45.304	44.785	50.246	1:10.273	183.1	12:48.896	4	1	2:42.527	44.475	48.456	1:09.596	214.3	12:35.900
5	1	2:44.891	44.667	50.140	1:10.084	181.2	15:33.787	5	1	2:42.901	45.492	48.118	1:09.291	208.9	15:18.801
6	1	2:46.410	45.738	50.424	1:10.248	176.5	18:20.197	6	1	2:41.508	44.915	48.154	1:08.439	210.1	18:00.309
7	1	2:46.132	45.167	50.737	1:10.228	179.1	21:06.329	7	1	2:41.791	44.634	48.203	1:08.954	237.4	20:42.100
8	1	2:49.889	45.958	52.724	1:11.207	204.2	23:56.218	8	1	2:46.998	46.099	48.947	1:11.952	220.9	23:29.098
9	1	2:50.522	45.796	50.848	1:13.878	179.1	26:46.740	9	1	2:51.273	47.414	51.069	1:12.790	215.1	26:20.371
10	1	3:03.038	47.915	51.756	1:23.367	180.6	29:49.778	10	1	2:57.239	48.415	52.196	1:16.628	197.8	29:17.610
11	1	7:22.905	5:20.958	51.113	1:10.834		37:12.683	11	1	3:09.511	48.648	49.838	1:31.025	198.5	32:27.121
12	1	2:49.992	47.827	51.462	1:10.703	180.0	40:02.675	12	1	4:06.943	1:59.786	52.540	1:14.617		36:34.064
								13	1	2:51.772	48.291	50.396	1:13.085	184.9	39:25.836
								14	1	2:48.795	46.863	50.253	1:11.679	202.2	42:14.631
								15	1	2:46.912	46.172	49.025	1:11.715	204.2	45:01.543
								16	1	2:47.398	47.182	49.444	1:10.772	189.1	47:48.941
								17	1	2:43.030	45.748	48.255	1:09.027	204.9	50:31.971
								18	1	2:42.647	45.460	48.503	1:08.684	215.1	53:14.618
								19	1	2:41.598	45.330	48.254	1:08.014	205.7	55:56.216
								20	1	2:42.414	44.698	48.975	1:08.741	214.7	58:38.630
								21	1	2:41.050	44.898	47.593	1:08.559	217.3	1:01:19.680



CLASSIC ENDURANCE RACING 1 DIX MILLE TOURS RACE

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							
14		LOLA T 212 1971 P-2L							2		1	3:23.356	57.936	1:03.573	1:21.847	113.7	7:07.611						
		1.Mauro POPONCINI							3		1	3:10.010	B 46.120	1:04.174	1:19.716	190.1	10:17.621						
1		1	3:59.895	1:35.230	1:04.076	1:20.589	3:59.895		4		1	6:18.687	4:18.505	48.874	1:11.308	16:36.308							
2		1	3:26.412	1:02.727	1:04.381	1:19.304	139.9	7:26.307	5		1	2:44.970	45.389	50.795	1:08.786	210.9	19:21.278						
3		1	2:54.009	48.287	52.805	1:12.917	175.3	10:20.316	6		1	2:43.918	44.384	49.222	1:10.312	209.7	22:05.196						
4		1	2:51.521	47.389	52.218	1:11.914	182.4	13:11.837	7		1	2:47.660	44.493	50.633	1:12.534	213.4	24:52.856						
5		1	2:49.345	46.384	50.993	1:11.968	207.7	16:01.182	8		1	2:52.118	47.793	51.176	1:13.149	170.1	27:44.974						
6		1	2:53.815	47.985	52.843	1:12.987	190.1	18:54.997	9		1	2:58.872	B 46.255	52.258	1:20.359	197.4	30:43.846						
7		1	2:55.991	48.267	51.931	1:15.793	187.8	21:50.988	10		1	4:22.345	2:18.490	51.552	1:12.303	35:06.199							
8		1	3:00.099	50.107	53.847	1:16.145	164.4	24:51.087	11		1	2:49.078	46.630	51.739	1:10.709	214.3	37:55.269						
9		1	3:00.282	50.266	53.358	1:16.658	174.5	27:51.369	12		1	2:53.814	B 45.919	51.152	1:16.743	216.0	40:49.083						
10		1	3:14.412	B 53.252	55.002	1:26.158	174.2	31:05.781	20		Porsche 911 RSR 3.0i 1974 GT1												
11		1	4:25.984	2:14.477	54.931	1:16.576	35:31.765		1		1.Rémi TERRAIL 2.Jürg AEBERHARD												
12		1	2:59.986	51.265	54.142	1:14.579	168.2	38:31.751	1		1	3:56.708	1:29.741	1:03.306	1:23.661	3:56.708							
13		1	2:54.135	48.832	51.830	1:13.473	185.9	41:25.886	2		1	3:24.887	1:02.861	1:03.316	1:18.710	130.1	7:21.595						
14		1	3:04.091	58.279	52.401	1:13.411	186.5	44:29.977	3		1	2:49.722	46.069	50.653	1:13.000	196.4	10:11.317						
15		1	2:53.600	48.579	51.220	1:13.801	200.7	47:23.577	4		1	2:46.394	45.121	50.457	1:10.816	198.2	12:57.711						
16		1	2:52.549	48.009	51.282	1:13.258	193.2	50:16.126	5		1	2:47.622	46.301	50.611	1:10.710	193.5	15:45.333						
17		1	2:52.963	49.273	51.499	1:12.191	166.9	53:09.089	6		1	2:48.342	45.751	50.459	1:12.132	200.7	18:33.675						
18		1	2:53.601	48.500	52.632	1:12.469	194.6	56:02.690	7		1	2:48.600	45.793	50.521	1:12.286	191.8	21:22.275						
19		1	2:52.904	48.660	51.572	1:12.672	185.6	58:55.594	8		1	2:50.771	46.636	51.468	1:12.667	191.5	24:13.046						
20		1	3:03.764	1:02.092	50.295	1:11.377	203.4	1:01:59.358	9		1	2:53.462	45.916	51.996	1:15.550	196.7	27:06.508						
		CHEVRON B 19 1971 P-2L							10		1	2:58.763	47.040	53.849	1:17.874	196.0	30:05.271						
15		1.John EMBERSON 2.Bill WYKEHAM							11		1	3:11.325	B 48.546	54.289	1:28.490	182.1	33:16.596						
1		1	3:49.604	1:19.269	1:03.810	1:26.525	3:49.604		12		1	5:33.815	3:21.089	55.284	1:17.442	38:50.511							
2		1	3:24.214	1:00.538	1:04.692	1:18.984	130.1	7:13.818	13		1	3:01.068	50.270	55.870	1:14.928	156.1	41:51.479						
3		1	2:52.501	46.481	52.728	1:13.292	164.6	10:06.319	14		1	3:00.159	49.290	53.662	1:17.207	183.4	44:51.638						
4		1	2:50.516	46.501	51.683	1:12.332	180.3	12:56.835	15		1	3:00.129	50.022	54.674	1:15.433	172.0	47:51.767						
5		1	2:51.680	45.946	51.916	1:13.818	200.4	15:48.515	16		1	2:55.528	48.452	53.415	1:13.661	192.2	50:47.295						
6		1	2:48.574	45.768	51.135	1:11.671	196.0	18:37.089	17		1	2:53.626	47.909	52.620	1:13.097	200.4	53:40.921						
7		1	2:52.186	46.181	53.061	1:12.944	205.3	21:29.275	18		1	2:54.099	47.966	52.944	1:13.189	200.4	56:35.020						
8		1	3:01.230	48.980	55.572	1:16.678	170.9	24:30.505	19		1	2:53.635	47.997	53.156	1:12.482	175.3	59:28.655						
9		1	3:07.517	52.428	55.791	1:19.298	154.7	27:38.022	20		1	2:52.463	47.383	53.079	1:12.001	204.2	1:02:21.118						
10		1	5:59.776	B 50.053	58.598	4:11.125	164.6	33:37.798	21		DE TOMASO Pantera 1971 GT1												
11		1	3:12.834	1:07.115	52.525	1:13.194	36:50.632		1		1	4:27.420	1:54.716	1:08.900	1:23.804	4:27.420							
12		1	2:54.518	48.946	52.311	1:13.261	171.4	39:45.150	2		1	3:20.704	52.660	1:05.751	1:22.293	157.4	7:48.124						
13		1	2:51.813	47.236	51.308	1:13.269	182.4	42:36.963	3		1	2:49.741	48.419	50.205	1:11.117	174.8	10:37.865						
14		1	2:49.805	47.352	51.160	1:11.293	185.9	45:26.768	4		1	2:52.488	46.851	52.245	1:13.392	187.2	13:30.353						
15		1	2:46.283	45.246	50.481	1:10.556	189.1	48:13.051	5		1	2:46.704	46.293	49.365	1:11.046	177.9	16:17.057						
16		1	2:46.931	45.865	50.246	1:10.820	188.5	50:59.982	6		1	2:46.853	46.069	49.532	1:11.252	186.5	19:03.910						
17		1	2:43.955	47.198	49.072	1:07.685	183.7	53:43.937	7		1	2:49.349	47.394	50.332	1:11.623	186.2	21:53.259						
18		1	2:46.429	45.303	48.792	1:12.334	198.5	56:30.366	8		1	2:52.136	46.867	50.817	1:14.452	180.0	24:45.395						
19		1	2:40.054	44.127	48.394	1:07.533	200.4	59:10.420	9		1	3:10.454	B 47.671	53.264	1:29.519	184.0	27:55.849						
20		1	2:41.670	45.602	48.428	1:07.640	198.9	1:01:52.090	10		1	5:54.581	3:45.704	52.169	1:16.708	33:50.430							
		LOLA T 212 1971 P-2L							11		1	2:58.275	48.327	53.736	1:16.212	181.2	36:48.705						
16		1.Serge KRIKNOFF							12		1	2:53.548	47.660	51.226	1:14.662	180.9	39:42.253						
1		1	3:46.124	1:12.078	1:06.622	1:27.424	3:46.124		13		1	2:58.293	47.801	54.652	1:15.840	192.2	42:40.546						
2		1	3:23.991	58.336	1:03.825	1:21.830	122.7	7:10.115	14		1	2:57.240	48.942	53.122	1:15.176	179.4	45:37.786						
3		1	3:03.184	48.846	53.528	1:20.810	177.6	10:13.299	15		1	2:53.160	47.997	52.348	1:12.815	163.6	48:30.946						
4		1	3:25.979	B 54.095	56.685	1:35.199	136.5	13:39.278	16		1	2:48.022	46.041	49.781	1:12.200	191.2	51:18.968						
		ALFA ROMEO T33/TT3 1972 P+2L							17		1	2:46.610	45.727	49.639	1:11.244	194.6	54:05.578						
17		1.Martin HALUSA 2.Lukas HALUSA							18		1	2:51.804	47.213	51.400	1:13.191	181.5	56:57.382						
1		1	3:44.255	1:08.143	1:07.673	1:28.439	3:44.255		19		1	2:51.010	47.431	50.810	1:12.769	177.6	59:48.392						
									20		1	2:49.131	47.345	50.136	1:11.650	179.4	1:02:37.523						



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

RACE

Sector Analysis

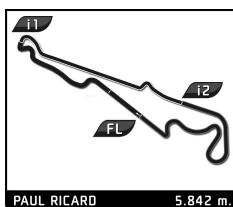
Invalidated Lap

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
22 1.Romain BELLETESTE 2.Christophe GADAIS								CHEVRON B 21 1971 P-2L							
1	1	3:54.010	1:23.981	1:04.210	1:25.819		3:54.010	9	1	3:00.188	49.276	53.858	1:17.054	168.2	27:53.028
2	1	3:23.707	1:01.929	1:03.445	1:18.333	143.0	7:17.717	10	1	3:09.565B	50.810	53.803	1:24.952	172.0	31:02.593
3	1	2:51.222	47.107	50.601	1:13.514	175.3	10:08.939	11	1	4:13.964	2:04.197	53.598	1:16.169		35:16.557
4	1	2:48.166	46.103	50.328	1:11.735	183.1	12:57.105	12	1	2:59.431	50.226	53.820	1:15.385	156.5	38:15.988
5	1	2:47.381	46.028	50.201	1:11.152	181.8	15:44.486	13	1	2:59.123	49.750	52.314	1:17.059	173.6	41:15.111
6	1	2:48.920	45.822	50.842	1:12.256	200.7	18:33.406	14	1	2:58.261	46.729	54.865	1:16.667	178.5	44:13.372
7	1	2:50.598	46.806	51.485	1:12.307	189.1	21:24.004	15	1	2:57.495	51.733	50.160	1:15.602	163.9	47:10.867
8	1	2:54.341	47.372	52.879	1:14.090	173.6	24:18.345	16	1	3:04.642	53.296	54.270	1:17.076	157.7	50:15.509
9	1	5:08.784B	51.768	52.450	3:24.566	145.4	29:27.129	17	1	3:07.182	52.703	56.883	1:17.596	150.2	53:22.691
10	1	3:50.463	1:13.462	54.454	1:42.547		33:17.592	18	1	3:10.991	56.565	56.427	1:17.999	115.8	56:33.682
11	1	3:10.079	54.637	55.839	1:19.603	142.5	36:27.671	19	1	3:07.772	54.000	57.689	1:16.083	135.8	59:41.454
12	1	2:58.345	49.892	54.183	1:14.270	154.1	39:26.016	20	1	3:47.790B	1:10.398	1:02.871	1:34.521	141.0	1:03:29.244
13	1	2:57.605	49.691	53.925	1:13.989	172.2	42:23.621	34 1.Armand MILLE							
14	1	3:12.058	1:04.954	53.606	1:13.498	177.6	45:35.679	LOLA T 212 1970 P-2L							
15	1	2:54.922	47.819	53.428	1:13.675	179.1	48:30.601	1	1	4:09.119	1:44.328	1:02.724	1:22.067		4:09.119
16	1	2:54.378	48.166	51.531	1:14.681	169.5	51:24.979	2	1	3:24.131	57.927	1:05.184	1:21.020	150.6	7:33.250
17	1	2:51.852	47.338	52.746	1:11.768	190.8	54:16.831	3	1	2:59.872	49.505	53.069	1:17.298	169.8	10:33.122
18	1	2:49.728	46.222	51.708	1:11.798	189.8	57:06.559	4	1	3:03.553	51.504	54.579	1:17.470	172.0	13:36.675
19	1	2:49.823	45.537	51.111	1:13.175	186.5	59:56.382	5	1	3:00.393	50.064	53.530	1:16.799	165.6	16:37.068
20	1	2:49.266	46.949	50.911	1:11.406	192.9	1:02:45.648	6	1	2:59.818	49.511	52.748	1:17.559	172.5	19:36.886
26 1.Alexander FURIANI								7	1	2:58.014	48.761	53.963	1:15.290	180.3	22:34.900
CHEVRON B 19 1971 P-2L								8	1	3:04.541	50.567	55.334	1:18.640	165.4	25:39.441
1	1	3:41.675	1:06.612	1:06.874	1:28.189		3:41.675	9	1	3:18.159B	50.616	57.606	1:29.937	165.4	28:57.600
2	1	3:23.725	58.326	1:02.928	1:22.471	101.9	7:05.400	10	1	9:30.296	7:19.044	56.667	1:14.585	101.1	38:27.896
3	1	2:43.990	45.015	49.333	1:09.642	187.5	9:49.390	11	1	2:58.440	48.571	52.710	1:17.159	182.4	41:26.336
4	1	2:44.833	44.153	49.893	1:10.787	211.4	12:34.223	12	1	2:56.545	51.043	52.840	1:12.662	176.8	44:22.881
5	1	2:46.838	46.610	49.813	1:10.415	202.2	15:21.061	13	1	2:51.092	47.665	51.536	1:11.891	187.8	47:13.973
6	1	2:46.877	45.769	49.824	1:11.284	208.9	18:07.938	14	1	2:49.341	48.282	50.570	1:10.489	188.2	50:03.314
7	1	2:47.234	45.753	49.973	1:11.508	200.4	20:55.172	15	1	2:47.931	45.871	51.940	1:10.120	206.9	52:51.245
8	1	2:54.314	47.497	51.778	1:15.039	189.5	23:49.486	16	1	2:44.987	45.538	50.000	1:09.449	208.5	55:36.232
9	1	2:56.056	47.060	53.285	1:15.711	192.9	26:45.542	17	1	2:43.833	44.951	50.566	1:08.316	213.0	58:20.065
10	1	3:03.858	50.589	55.920	1:17.349	179.1	29:49.400	18	1	2:46.253	44.727	50.269	1:11.257	218.6	1:01:06.318
11	1	3:23.396B	51.633	56.889	1:34.874	175.6	33:12.796	36 1. UWE BRUSCHNIK							
12	1	4:15.787	2:02.143	56.169	1:17.475		37:28.583	PORSCHE 910 1967 P-2L							
13	1	2:59.863	50.423	53.725	1:15.715	178.2	40:28.446	1	1	4:00.520	1:36.343	1:03.338	1:20.839		4:00.520
14	1	2:56.356	48.866	53.064	1:14.426	189.8	43:24.802	2	1	3:25.759	1:02.759	1:04.315	1:18.685	151.7	7:26.279
15	1	2:54.138	49.246	51.149	1:13.743	184.3	46:18.940	3	1	2:47.222	45.782	50.271	1:11.169	207.7	10:13.501
16	1	2:52.236	48.241	51.004	1:12.991	201.1	49:11.176	4	1	2:47.192	46.207	50.621	1:10.364	192.5	13:00.693
17	1	2:52.481	48.502	50.662	1:13.317	181.5	52:03.657	5	1	2:55.956	45.835	50.400	1:19.721	200.4	15:56.649
18	1	2:49.279	46.388	50.277	1:12.614	196.4	54:52.936	6	1	2:46.233	45.394	50.522	1:10.317	205.3	18:42.882
19	1	2:54.684	47.695	53.143	1:13.846	192.2	57:47.620	7	1	2:47.823	46.169	51.197	1:10.457	207.3	21:30.705
20	1	2:53.009	49.369	51.456	1:12.184	188.5	1:00:40.629	8	1	2:51.630	47.950	51.745	1:11.935	192.5	24:22.335
31 1.Marc DONCIEUX 2.Gregor RAYMONDIS								9	1	2:59.866	51.034	53.940	1:14.892	173.4	27:22.201
FORD GT 40 1966 GT1								10	1	3:10.018B	48.063	54.433	1:27.522	174.2	30:32.219
1	1	4:03.447	1:38.327	1:02.529	1:22.591		4:03.447	11	1	4:25.317	2:18.945	52.965	1:13.407		34:57.536
2	1	3:25.971	1:01.110	1:05.361	1:19.500	142.3	7:29.418	12	1	2:51.963	47.277	52.198	1:12.488	193.9	37:49.499
3	1	2:55.000	48.505	52.010	1:14.485	176.8	10:24.418	13	1	2:52.213	47.211	52.363	1:12.639	204.5	40:41.712
4	1	2:51.994	47.235	51.880	1:12.879	189.1	13:16.412	14	1	2:51.209	46.751	52.143	1:12.315	204.2	43:32.921
5	1	2:49.597	44.434	51.559	1:13.604	187.2	16:06.009	15	1	2:50.138	46.616	52.135	1:11.387	204.9	46:23.059
6	1	2:54.367	47.989	52.231	1:14.147	183.7	19:00.376	16	1	2:48.077	46.630	50.570	1:10.877	211.4	49:11.136
7	1	2:55.284	48.077	52.600	1:14.607	174.8	21:55.660	17	1	2:48.144	45.841	50.967	1:11.336	192.5	51:59.280
8	1	2:57.180	48.257	52.781	1:16.142	166.9	24:52.840	18	1	2:48.592	46.129	50.835	1:11.628	205.3	54:47.872
								19	1	2:48.858	46.994	50.765	1:11.099	196.4	57:36.730
								20	1	2:46.631	45.823	50.303	1:10.505	207.3	1:00:23.361



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

RACE

Sector Analysis

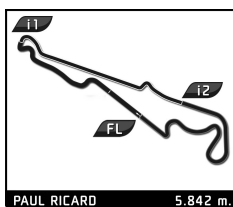
Invalidated Lap

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
37 1.Stephane KOENIG 2.Marc de SIEBENTHAL								CHEVRON B6 1967 P-2L							
1	1	3:58.894	1:33.125	1:03.798	1:21.971		3:58.894	1	1	4:25.499	1:53.313	1:07.978	1:24.208		4:25.499
2	1	3:26.600	1:02.188	1:04.183	1:20.229	150.4	7:25.494	2	1	3:21.124	53.621	1:05.254	1:22.249	156.1	7:46.623
3	1	3:04.141	50.490	55.360	1:18.291	179.7	10:29.635	3	1	3:18.218	52.159	1:07.915	1:18.144	174.2	11:04.841
4	1	3:06.345	50.680	57.389	1:18.276	167.2	13:35.980	4	1	3:04.023	50.381	55.514	1:18.128	179.7	14:08.864
5	1	3:04.515	49.503	55.886	1:19.126	180.3	16:40.495	5	1	3:05.662	51.023	55.936	1:18.703	177.6	17:14.526
6	1	3:06.831	50.171	56.075	1:20.585	180.9	19:47.326	6	1	3:04.930	49.841	55.860	1:19.229	184.3	20:19.456
7	1	3:12.492	53.336	58.023	1:21.133	173.6	22:59.818	7	1	3:11.204	51.308	58.410	1:21.486	177.6	23:30.660
8	1	3:14.781	50.693	59.706	1:24.382	170.1	26:14.599	8	1	3:12.104	52.514	57.232	1:22.358	164.6	26:42.764
9	1	3:22.783	53.083	1:02.290	1:27.410	163.9	29:37.382	9	1	3:34.228 B	53.705	1:10.231	1:30.292	162.4	30:16.992
42 1.Maxence MAURICE								PORSCHE 911 RSR 2.8i 1973 GT1							
1	1	4:08.502	1:44.752	1:02.906	1:20.844		4:08.502	10	1	7:55.092	5:25.781	1:05.198	1:24.113		38:12.084
2	1	3:26.300	59.663	1:05.855	1:20.782	158.6	7:34.802	11	1	3:13.203	52.108	58.950	1:22.145	169.3	41:25.287
3	1	2:57.872	49.029	53.372	1:15.471	182.4	10:32.674	12	1	3:18.606	56.131	59.681	1:22.794	160.0	44:43.893
4	1	2:59.355	48.690	54.159	1:16.506	201.5	13:32.029	13	1	3:19.613	53.816	1:02.819	1:22.978	164.1	48:03.506
5	1	2:54.245	47.999	52.331	1:13.915	176.2	16:26.274	14	1	3:16.440	52.977	1:00.272	1:23.191	165.6	51:19.946
6	1	2:54.524	47.668	52.833	1:14.023	180.3	19:20.798	15	1	3:23.565	54.998	1:01.814	1:26.753	164.1	54:43.511
7	1	2:54.972	47.473	52.034	1:15.465	180.6	22:15.770	16	1	3:23.093	54.875	1:02.208	1:26.010	163.6	58:06.604
8	1	2:55.431	47.611	53.192	1:14.628	196.4	25:11.201	17	1	3:21.914	55.088	1:02.352	1:24.474	157.2	1:01:28.518
9	1	3:03.455	48.823	57.482	1:17.150	192.5	28:14.656	47 1.Joseph ZAGO 2.Jacques ROUCOLLE							
10	1	6:12.261 B	49.881	1:06.797	4:15.583	193.2	34:26.917	1	1	4:10.945	1:46.360	1:04.911	1:19.674		4:10.945
11	1	3:18.290	1:09.951	54.060	1:14.279		37:45.207	2	1	3:25.108	59.546	1:05.294	1:20.268	153.0	7:36.053
12	1	2:54.146	48.341	52.150	1:13.655	186.2	40:39.353	3	1	3:00.096	49.953	53.197	1:16.946	179.1	10:36.149
13	1	2:56.878	48.417	54.422	1:14.039	189.8	43:36.231	4	1	3:03.412	50.620	54.580	1:18.212	168.7	13:39.561
14	1	2:52.195	47.241	51.828	1:13.126	186.5	46:28.426	5	1	3:07.673	53.346	55.710	1:18.617	164.1	16:47.234
15	1	2:54.339	48.505	52.079	1:13.755	179.1	49:22.765	6	1	3:01.013	49.186	54.416	1:17.411	187.2	19:48.247
16	1	2:51.410	47.588	51.383	1:12.439	194.6	52:14.175	7	1	3:17.896	58.802	57.106	1:21.988	173.4	23:06.143
17	1	2:49.613	46.419	51.235	1:11.959	201.1	55:03.788	8	1	3:18.311	52.601	59.786	1:25.924	181.5	26:24.454
18	1	2:51.254	47.482	51.194	1:12.578	191.2	57:55.042	9	1	3:17.943	54.701	59.317	1:23.925	161.4	29:42.397
19	1	2:51.232	47.465	50.577	1:13.190	191.8	1:00:46.274	10	1	3:33.858	54.298	1:05.565	1:33.995	162.4	33:16.255
45 1.Pierre AVIRON-VIOLET 2.Kurt THIEL								CHEVRON B8 1969 P-2L							
1	1	4:05.595	1:40.522	1:03.388	1:21.685		4:05.595	11	1	7:47.755 B	1:07.545	1:09.634	5:30.576	127.8	41:04.010
2	1	3:25.905	1:00.817	1:05.468	1:19.620	169.0	7:31.500	51 1. NELSON 2.Pierre FILLON							
3	1	2:59.674	48.219	54.417	1:17.038	184.6	10:31.174	1	1	3:53.184	1:24.480	1:03.878	1:24.826		3:53.184
4	1	3:04.129	49.679	56.086	1:18.364	187.8	13:35.303	2	1	3:24.171	1:02.367	1:03.044	1:18.760	135.8	7:17.355
5	1	2:59.891	48.512	54.000	1:17.379	189.1	16:35.194	3	1	3:00.960	46.232	51.374	1:23.354	184.0	10:18.315
6	1	3:04.517	50.030	55.460	1:19.027	182.1	19:39.711	4	1	2:49.516	46.936	50.575	1:12.005	187.2	13:07.831
7	1	3:03.223	49.910	55.197	1:18.116	174.2	22:42.934	5	1	2:50.135	46.731	50.401	1:13.003	195.7	15:57.966
8	1	3:07.378	49.887	57.843	1:19.648	177.9	25:50.312	6	1	3:04.897	46.488	51.553	1:26.856	194.2	19:02.863
9	1	9:47.026 B	52.262	57.230	7:57.534	162.9	35:37.338	7	1	2:55.802	47.558	53.522	1:14.722	190.1	21:58.665
10	1	3:19.615	1:12.449	53.973	1:13.193	98.1	38:56.953	8	1	2:57.967	48.316	53.264	1:16.387	176.8	24:56.632
11	1	2:55.276	47.696	53.626	1:13.954	188.5	41:52.229	9	1	7:55.965 B	50.008	54.497	6:11.460	166.7	32:52.597
12	1	2:57.356	49.096	54.134	1:14.126	189.1	44:49.585	10	1	5:40.941	3:20.292	1:00.573	1:20.076		38:33.538
13	1	2:50.626	47.599	51.742	1:11.285	213.4	47:40.211	11	1	3:09.285	52.748	56.528	1:20.009	147.1	41:42.823
14	1	2:52.664	47.788	52.209	1:12.667	200.0	50:32.875	12	1	3:06.053	51.589	55.522	1:18.942	151.9	44:48.876
15	1	3:08.933	1:03.231	53.139	1:12.563	108.7	53:41.808	13	1	3:04.123	52.026	54.663	1:17.434	163.4	47:52.999
16	1	2:50.989	48.193	51.309	1:11.487	201.9	56:32.797	14	1	3:05.426	53.512	55.811	1:16.103	160.2	50:58.425
17	1	2:50.566	46.495	52.586	1:11.485	196.0	59:23.363	15	1	3:00.594	50.320	54.235	1:16.039	170.1	53:59.019
18	1	2:59.889	46.546	52.521	1:20.822	200.4	1:02:23.252	16	1	2:58.304	50.067	53.285	1:14.952	167.2	56:57.323
								17	1	2:57.158	50.164	52.684	1:14.310	157.2	59:54.481
								18	1	2:54.808	49.966	52.208	1:12.634	188.5	1:02:49.289

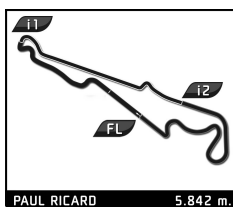


CLASSIC ENDURANCE RACING 1 DIX MILLE TOURS RACE

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
56 1.Joao Paulo CAMPOS COS 2.Alexandre BEIRAO								CHEVRON B 19 1971 P-2L							
1	1	3:55.216	1:26.998	1:03.264	1:24.954		3:55.216	12	1	3:00.310	52.662	52.667	1:14.981	164.1	42:09.792
2	1	3:24.226	1:02.149	1:03.152	1:18.925	146.1	7:19.442	13	1	2:51.304	47.589	50.836	1:12.879	187.8	45:01.096
3	1	2:53.775	49.034	51.932	1:12.809	185.9	10:13.217	14	1	2:52.671	48.898	51.413	1:12.360	160.7	47:53.767
4	1	2:48.666	48.173	50.606	1:09.887	180.6	13:01.883	15	1	2:49.840			1:11.962	183.7	50:43.607
5	1	2:49.509	45.877	49.895	1:13.737	189.1	15:51.392	16	1	2:51.933	48.303	52.449	1:11.181	182.4	53:35.540
6	1	2:48.324	46.213	49.868	1:12.243	212.6	18:39.716	17	1	2:57.159	48.468	53.595	1:15.096	183.1	56:32.699
7	1	2:55.290	54.518	50.483	1:10.289	223.6	21:35.006	18	1	2:54.389	48.436	53.665	1:12.288	172.0	59:27.088
8	1	2:55.738	48.042	51.572	1:16.124	206.9	24:30.744	19	1	2:52.926	48.251	52.768	1:11.907	177.0	1:02:20.014
9	1	2:58.289	49.159	54.331	1:14.799	167.2	27:29.033	63 1.Andrew YOOL							
10	1	4:16.923B	49.170	51.898	2:35.855	174.2	31:45.956	CHEVRON B8 1968 P-2L							
11	1	3:24.271	1:12.847	55.298	1:16.126		35:10.227	1	1	4:09.840	1:44.936	1:03.737	1:21.167		4:09.840
12	1	4:28.337B	56.347	57.237	2:34.753	153.8	39:38.564	2	1	3:24.521	59.769	1:05.073	1:19.679	157.2	7:34.361
13	1	3:16.374	1:05.073	55.883	1:15.418		42:54.938	3	1	3:10.994	49.124	52.429	1:29.441	188.2	10:45.355
14	1	2:52.896	47.486	52.729	1:12.681	195.3	45:47.834	4	1	2:56.038	47.998	53.639	1:14.401	198.5	13:41.393
15	1	8:29.800B	48.501	54.443	6:46.856	187.2	54:17.634	5	1	2:59.135	49.808	53.257	1:16.070	188.8	16:40.528
16	1	3:04.354	1:02.621	49.553	1:12.180		57:21.988	6	1	15:34.064B	48.511	52.317	...	199.3	32:14.592
17	1	4:26.264B	47.069	51.189	2:48.006	208.5	1:01:48.252	7	1	3:28.860	1:17.425	55.413	1:16.022		35:43.452
61 1.Chris FOX 2.Stefano ROSINA								8	1	3:03.710	49.639	56.456	1:17.615	178.8	38:47.162
LOLA T70 Mk III 1969 P+2L								9	1	3:00.587	49.077	55.668	1:15.842	187.5	41:47.749
1	1	3:52.375	1:22.000	1:04.634	1:25.741		3:52.375	10	1	3:01.689	49.292	54.324	1:18.073	189.8	44:49.438
2	1	3:23.791	1:02.220	1:02.999	1:18.572	151.3	7:16.166	11	1	3:04.394	49.590	54.436	1:20.368	198.9	47:53.832
3	1	2:49.184	46.816	51.242	1:11.126	182.7	10:05.350	12	1	3:08.306	49.802	1:02.009	1:16.495	165.9	51:02.138
4	1	2:45.431	45.066	49.567	1:10.798	197.8	12:50.781	13	1	2:57.675	48.352	53.636	1:15.687	196.7	53:59.813
5	1	2:44.188	45.222	49.897	1:09.069	177.9	15:34.969	14	1	2:56.379	48.571	53.206	1:14.602	197.1	56:56.192
6	1	2:43.575	45.633	49.679	1:08.263	186.2	18:18.544	15	1	2:57.063	47.682	54.436	1:14.945	206.1	59:53.255
7	1	2:41.972	44.354	49.161	1:08.457	209.3	21:00.516	16	1	2:55.074	47.757	53.438	1:13.879	208.1	1:02:48.329
8	1	2:46.791	46.236	50.142	1:10.413	198.9	23:47.307	66 1.Didier DENAT							
9	1	2:49.444	46.184	50.395	1:12.865	196.7	26:36.751	PORSCHE 911 RSR 3.0i 1974 GT1							
10	1	2:48.462	45.370	50.096	1:12.996	204.5	29:25.213	1	1	3:57.343	1:30.875	1:03.874	1:22.594		3:57.343
11	1	3:04.517B	48.095	50.615	1:25.807	179.4	32:29.730	2	1	3:25.038	1:02.628	1:04.009	1:18.401	136.4	7:22.381
12	1	4:20.060	2:09.386	54.259	1:16.415		36:49.790	3	1	2:50.361	46.204	50.893	1:13.264	188.5	10:12.742
13	1	2:58.781	50.473	52.792	1:15.516	173.1	39:48.571	4	1	2:48.213	46.149	50.521	1:11.543	185.2	13:00.955
14	1	2:53.582	48.843	51.394	1:13.345	186.9	42:42.153	5	1	2:51.138	46.214	51.436	1:13.488	193.2	15:52.093
15	1	2:55.786	48.512	52.778	1:14.496	173.1	45:37.939	6	1	2:48.358	45.980	51.231	1:11.147	196.7	18:40.451
16	1	2:48.381	47.090	50.120	1:11.171	182.4	48:26.320	7	1	2:49.332	46.550	51.510	1:11.272	191.2	21:29.783
17	1	2:54.885	45.738	52.919	1:16.228	200.7	51:21.205	8	1	2:51.911	46.955	51.780	1:13.176	176.8	24:21.694
18	1	2:54.884	48.364	53.425	1:13.095	178.8	54:16.089	9	1	2:59.395	49.140	52.953	1:17.302	177.9	27:21.089
19	1	2:56.678	46.392	59.946	1:10.340	198.9	57:12.767	10	1	3:06.495	48.669	54.169	1:23.657	175.6	30:27.584
20	1	3:02.272	1:01.248	49.585	1:11.439	219.1	1:00:15.039	11	1	6:04.564B	50.953	56.729	4:16.882	166.9	36:32.148
62 1.Pierre MELLINGER 2.Tommaso GELMINI								12	1	3:10.655	1:05.432	51.675	1:13.548		39:42.803
FERRARI 512 S 1970 P+2L								13	1	2:53.333	47.900	52.181	1:13.252	189.8	42:36.136
1	1	3:50.099	1:18.084	1:06.218	1:25.797		3:50.099	14	1	2:52.484	47.371	51.414	1:13.699	206.9	45:28.620
2	1	3:24.896	1:02.063	1:03.570	1:19.263	139.9	7:14.995	15	1	2:48.968	45.749	51.511	1:11.708	200.4	48:17.588
3	1	3:13.282	53.180	59.555	1:20.547	162.7	10:28.277	16	1	2:49.373	46.818	51.215	1:11.340	208.5	51:06.961
4	1	3:00.348			1:15.511	165.6	13:28.625	17	1	2:49.424	46.119	51.243	1:12.062	201.1	53:56.385
5	1	3:02.099	48.839	54.723	1:18.537	173.4	16:30.724	18	1	2:45.841	45.516	50.376	1:09.949	208.5	56:42.226
6	1	3:03.732	49.279	53.988	1:20.465	168.5	19:34.456	19	1	2:46.881	46.350	50.854	1:09.677	209.7	59:29.107
7	1	3:04.187	49.527	55.683	1:18.977	165.6	22:38.643	20	1	2:45.383	45.367	49.860	1:10.156	208.9	1:02:14.490
8	1	3:19.468	51.350	1:02.850	1:25.268	160.7	25:58.111	69 1. MR JOHN OF B							
9	1	3:24.234	56.856	1:00.197	1:27.181	148.4	29:22.345	LIGIER JS 3 1971 P+2L							
10	1	6:17.526B	57.861	59.752	4:19.913	147.7	35:39.871	1	1	3:44.809	1:08.982	1:07.227	1:28.600		3:44.809
11	1	3:29.611	1:15.383	56.380	1:17.848		39:09.482	2	1	3:23.291	58.295	1:03.300	1:21.696	109.4	7:08.100
								3	1	2:50.342	46.434	52.415	1:11.493	177.9	9:58.442
								4	1	2:49.085	45.959	51.136	1:11.990	192.9	12:47.527



CLASSIC ENDURANCE RACING 1 DIX MILLE TOURS RACE

Sector Analysis

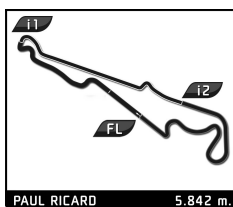
Invalidated Lap

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
5	1	2:51.516	46.623	51.661	1:13.232	193.5	15:39.043	73 1.Nick SLEEP 2.Alex MONTGOMERY LOLA T70 Mk III 1967 P+2L							
6	1	2:49.775	46.269	50.179	1:13.327	208.1	18:28.818								
7	1	2:53.157	47.165	51.776	1:14.216	189.8	21:21.975	1	1	3:46.604	1:12.727	1:06.381	1:27.496		3:46.604
8	1	2:54.845	48.335	51.676	1:14.834	185.9	24:16.820	2	1	3:23.382	58.665	1:04.385	1:20.332	125.1	7:09.986
9	1	5:35.231 B	48.808	53.593	3:52.830	168.0	29:52.051	3	1	2:42.222	45.162	48.328	1:08.732	190.8	9:52.208
10	1	3:18.317	1:14.887	51.318	1:12.112	82.1	33:10.368	4	1	2:42.847	44.390	47.993	1:10.464	214.7	12:35.055
11	1	2:51.880	48.475	51.252	1:12.153	177.9	36:02.248	5	1	2:41.513	45.183	47.215	1:09.115	209.7	15:16.568
12	1	2:55.583	48.843	53.705	1:13.035	187.8	38:57.831	6	1	2:42.241	44.547	47.930	1:09.764	203.0	17:58.809
13	1	2:54.152	47.549	52.849	1:13.754	199.3	41:51.983	7	1	2:42.672	45.121	48.405	1:09.146	206.1	20:41.481
14	1	2:50.668	47.371	52.275	1:11.022	181.5	44:42.651	8	1	2:45.416	46.183	48.427	1:10.806	206.1	23:26.897
15	1	2:44.416	44.871	51.245	1:08.300	210.1	47:27.067	9	1	2:48.729	46.776	49.568	1:12.385	211.8	26:15.626
16	1	15:37.268 B	1:09.140	49.558	...	219.5	1:03:04.335	10	1	4:11.820 B	1:10.882	1:07.866	1:53.072	195.3	30:27.446
70 1.Pierre-Alain FRANCE P+2L LOLA T70 Mk III B 1969								74 1.Colin PATON 2.Fergus PATON PORSCHE 911 RSR 3.0i 1974 GT1							
1	1	3:48.694	1:16.656	1:04.749	1:27.289		3:48.694	1	1	4:04.190	1:39.512	1:01.842	1:22.836		4:04.190
2	1	3:23.002	1:00.680	1:03.852	1:18.470	127.4	7:11.696	2	1	3:25.492	1:01.028	1:04.955	1:19.509	159.8	7:29.682
3	1	2:48.993	46.531	51.738	1:10.724	184.3	10:00.689	3	1	2:57.101	48.648	53.226	1:15.227	184.0	10:26.783
4	1	2:50.455	46.047	51.787	1:12.621	201.1	12:51.144	4	1	2:51.532	46.186	51.933	1:13.413	201.1	13:18.315
5	1	2:50.812	47.353	50.562	1:12.897	181.2	15:41.956	5	1	2:51.811	46.366	51.711	1:13.734	198.9	16:10.126
6	1	2:50.013	46.946	51.060	1:12.007	201.9	18:31.969	6	1	2:53.244	47.738	51.756	1:13.750	201.9	19:03.370
7	1	2:55.810	45.609	50.993	1:19.208	205.3	21:27.779	7	1	2:54.088	47.374	52.191	1:14.523	199.6	21:57.458
8	1	2:52.153	46.261	51.649	1:14.243	200.7	24:19.932	8	1	2:56.918	47.457	53.560	1:15.901	196.7	24:54.376
9	1	3:04.861	51.902	53.771	1:19.188	158.6	27:24.793	9	1	2:59.996	49.286	54.654	1:16.056	150.2	27:54.372
10	1	3:23.885 B	54.428	57.944	1:31.513	170.9	30:48.678	10	1	3:12.840 B	49.747	56.380	1:26.713	178.5	31:07.212
11	1	6:15.977	4:13.644	49.988	1:12.345		37:04.655	11	1	4:32.110	2:18.626	56.072	1:17.412		35:39.322
12	1	2:52.040	46.975	51.755	1:13.310	219.1	39:56.695	12	1	3:03.404	50.100	56.538	1:16.766	176.2	38:42.726
13	1	2:56.065	52.162	51.339	1:12.564	193.9	42:52.760	13	1	3:00.372	49.585	53.995	1:16.792	197.1	41:43.098
14	1	2:48.836	47.128	50.531	1:11.177	219.1	45:41.596	14	1	2:59.389	49.982	53.179	1:16.228	179.1	44:42.487
15	1	2:45.422	45.880	49.751	1:09.791	209.7	48:27.018	15	1	2:55.707	48.742	52.531	1:14.434	182.7	47:38.194
16	1	2:45.831	45.865	49.777	1:10.189	204.5	51:12.849	16	1	2:57.709	50.032	54.147	1:13.530	206.9	50:35.903
17	1	2:43.101	44.171	49.246	1:09.684	218.6	53:55.950	17	1	2:53.967	47.980	51.965	1:14.022	183.7	53:29.870
18	1	2:42.962	44.870	49.766	1:08.326	211.8	56:38.912	18	1	2:54.741	48.140	52.477	1:14.124	200.7	56:24.611
19	1	2:44.431	46.018	50.263	1:08.150	188.2	59:23.343	19	1	2:51.197	46.972	51.021	1:13.204	202.6	59:15.808
20	1	2:44.331	47.304	48.827	1:08.200	217.7	1:02:07.674	20	1	2:52.021	47.124	52.181	1:12.716	208.1	1:02:07.829
72 1.Lorraine GATHERCOLE 2.David GATHERCOLE LOLA T 212 1971 P-2L								76 1.Eric MESTDAGH LOLA T70 Mk III B 1973 P+2L							
1	1	3:55.190	1:28.093	1:02.991	1:24.106		3:55.190	1	1	3:42.838	1:07.393	1:06.853	1:28.592		3:42.838
2	1	3:25.027	1:03.077	1:03.009	1:18.941	132.4	7:20.217	2	1	3:22.713	58.700	1:02.446	1:21.567	113.4	7:05.551
3	1	2:52.045	46.988	50.791	1:14.266	195.7	10:12.262	3	1	2:41.560	43.288	48.539	1:09.733	208.9	9:47.111
4	1	2:48.558	46.011	50.326	1:12.221	192.2	13:00.820	4	1	2:40.644	44.140	48.011	1:08.493	207.3	12:27.755
5	1	2:50.068	45.280	51.345	1:13.443	214.7	15:50.888	5	1	2:40.447	44.650	47.961	1:07.836	197.4	15:08.202
6	1	2:49.230	45.397	50.977	1:12.856	219.5	18:40.118	6	1	2:40.345	44.631	47.427	1:08.287	203.8	17:48.547
7	1	2:54.817	48.245	53.319	1:13.253	219.5	21:34.935	7	1	2:39.615	44.066	47.734	1:07.815	214.7	20:28.162
8	1	2:53.705	46.870	52.104	1:14.731	201.1	24:28.640	8	1	2:44.672	44.585	50.248	1:09.839	185.6	23:12.834
9	1	2:59.398	48.849	54.798	1:15.751	194.2	27:28.038	9	1	2:46.662	46.036	50.037	1:10.589	181.2	25:59.496
10	1	2:58.893	47.838	52.969	1:18.086	172.5	30:26.931	10	1	2:48.488	47.219	50.276	1:10.993	167.7	28:47.984
11	1	3:05.901 B	49.245	54.570	1:22.086	186.2	33:32.832	11	1	4:04.702 B	45.311	49.975	2:29.416	199.3	32:52.686
12	1	4:16.826	2:07.286	54.209	1:15.331		37:49.658	12	1	3:10.904	1:07.485	51.146	1:12.273		36:03.590
13	1	2:57.549	49.416	52.203	1:15.930	181.8	40:47.207	13	1	2:46.739	48.748	49.600	1:08.391	182.4	38:50.329
14	1	2:53.525	48.044	52.257	1:13.224	178.8	43:40.732	14	1	2:45.558	46.500	49.458	1:09.600	198.2	41:35.887
15	1	2:53.315	47.161	51.140	1:15.014	191.2	46:34.047	15	1	2:43.719	46.000	48.506	1:09.213	191.8	44:19.606
16	1	2:54.443	47.144	53.106	1:14.193	181.8	49:28.490	16	1	2:40.780	45.072	48.298	1:07.410	214.3	47:00.386
17	1	2:54.264	49.080	51.868	1:13.316	209.7	52:22.754	17	1	2:41.761	44.188	48.167	1:09.406	217.7	49:42.147
								18	1	2:41.371	45.267	48.195	1:07.909	211.4	52:23.518



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

RACE

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
19	1	2:41.563	45.340	48.073	1:08.150	206.9	55:05.081	7	1	2:55.181	48.031	52.527	1:14.623	183.1	22:07.421
20	1	2:42.072	44.753	48.378	1:08.941	209.7	57:47.153	8	1	3:01.649	48.668	55.562	1:17.419	175.6	25:09.070
21	1	2:41.377	45.028	48.192	1:08.157	201.9	1:00:28.530	9	1	3:11.626	49.644	58.338	1:23.644	179.4	28:20.696

77

1.Alfred MOSER

LOLA T70 Mk II Spyder 1966
P+2L

1	1	4:21.221	1:50.463	1:06.963	1:23.795		4:21.221
2	1	3:23.771	54.392	1:04.150	1:25.229	148.4	7:44.992
3	1	3:08.287	52.957	55.906	1:19.424	150.8	10:53.279
4	1	3:05.415	51.238	54.116	1:20.061	166.9	13:58.694
5	1	3:06.783	52.324	54.515	1:19.944	162.9	17:05.477
6	1	3:06.253	51.036	55.289	1:19.928	161.7	20:11.730
7	1	3:13.812	52.745	58.127	1:22.940	155.6	23:25.542
8	1	3:16.950	54.980	58.026	1:23.944	160.5	26:42.492
9	1	3:22.918	53.953	1:03.651	1:25.314	166.4	30:05.410
10	1	3:31.379	54.582	59.243	1:37.554	151.9	33:36.789
11	1	4:38.800	2:17.023	57.535	1:24.242		38:15.589
12	1	3:15.416	54.446	56.451	1:24.519	140.8	41:31.005
13	1	3:22.676	56.829	58.203	1:27.644	160.5	44:53.681
14	1	3:16.141	57.137	56.715	1:22.289	155.2	48:09.822
15	1	3:17.422	55.903	57.741	1:23.778	167.4	51:27.244
16	1	3:12.330	54.807	55.669	1:21.854	147.7	54:39.574
17	1	3:13.716	52.899	57.084	1:23.733	172.0	57:53.290
18	1	3:07.316	52.982	55.194	1:19.140	158.8	1:01:00.606

79

1.Daniel GIBSON

LOLA T70 Mk III B (C) 1969
P+2L

1	1	3:40.557	1:05.154	1:06.320	1:29.083		3:40.557
2	1	3:23.488	58.225	1:03.727	1:21.536	114.6	7:04.045
3	1	2:35.698	42.920	46.708	1:06.070	188.5	9:39.743
4	1	2:36.846	42.987	47.190	1:06.669	198.5	12:16.589
5	1	2:38.524	44.118	46.878	1:07.528	202.2	14:55.113
6	1	2:38.223	44.215	47.392	1:06.616	208.5	17:33.336
7	1	2:39.492	44.421	48.231	1:06.840	200.0	20:12.828
8	1	2:38.109	44.138	46.694	1:07.277	202.2	22:50.937
9	1	2:43.577	44.413	50.588	1:08.576	212.2	25:34.514
10	1	2:42.169	44.541	48.204	1:09.424	213.0	28:16.683
11	1	2:57.313	46.704	49.347	1:21.262	188.5	31:13.996
12	1	4:16.419	2:13.690	50.665	1:12.064		35:30.415
13	1	2:51.581	47.583	53.719	1:10.279	180.6	38:21.996
14	1	2:47.261	48.430	50.698	1:08.133	216.4	41:09.257
15	1	2:40.931	44.265	47.536	1:09.130	206.5	43:50.188
16	1	2:41.678	45.266	48.125	1:08.287	201.5	46:31.866
17	1	2:40.365	45.432	48.140	1:06.793	200.0	49:12.231
18	1	2:41.451	46.233	47.067	1:08.151	172.0	51:53.682
19	1	2:44.451	45.944	48.011	1:10.496	189.8	54:38.133
20	1	2:40.103	44.899	48.646	1:06.558	184.6	57:18.236
21	1	2:43.248	44.644	49.459	1:09.145	214.3	1:00:01.484

80

1.Dominique VANANTY

PORSCHE 911 RSR 3,0i 1975
GT1

1	1	4:02.096	1:38.649	1:01.768	1:21.679		4:02.096
2	1	3:25.279	1:01.440	1:05.059	1:18.780	154.3	7:27.375
3	1	2:59.953	49.188	52.696	1:18.069	181.2	10:27.328
4	1	2:52.341	47.111	51.695	1:13.535	190.1	13:19.669
5	1	2:54.320	47.503	52.239	1:14.578	197.8	16:13.989
6	1	2:58.251	49.552	53.210	1:15.489	180.6	19:12.240

82

1.Michel LECOURT
2.Raymond NARAC

FORD GT 40 1968
GT1

1	1	3:51.392	1:20.814	1:04.652	1:25.926		3:51.392
2	1	3:24.327	1:02.142	1:03.059	1:19.126	148.8	7:15.719
3	1	6:07.459	46.050	52.606	4:28.803	184.3	13:23.178
4	1	3:12.474	1:06.585	52.976	1:12.913	92.3	16:35.652
5	1	2:59.592	46.414	52.281	1:20.897	195.3	19:35.244
6	1	2:53.226	47.489	51.656	1:14.081	185.9	22:28.470
7	1	2:51.914	47.086	51.710	1:13.118	188.8	25:20.384
8	1	4:28.305	46.544	51.982	2:49.779	200.4	29:48.689
9	1	3:28.038	1:20.163	52.598	1:15.277		33:16.727
10	1	3:02.794	58.740	52.035	1:12.019	173.9	36:19.521
11	1	2:59.963	46.417	1:01.610	1:11.936	184.0	39:19.484
12	1	2:47.070	46.537	50.269	1:10.264	201.1	42:06.554
13	1	2:44.322	45.718	48.642	1:09.962	186.5	44:50.876
14	1	2:46.177	46.931	48.987	1:10.259	188.8	47:37.053
15	1	2:43.562	45.939	48.947	1:08.676	205.3	50:20.615
16	1	2:43.638	45.941	48.408	1:09.289	199.3	53:04.253
17	1	2:43.259	44.093	48.493	1:10.673	212.2	55:47.512
18	1	2:42.871	44.735	48.839	1:09.297	206.5	58:30.383
19	1	2:41.939	44.221	48.431	1:09.287	206.5	1:01:12.322

84

1.Alain RUEDE

SHELBY Cobra 427 Comp. 1965
GT1

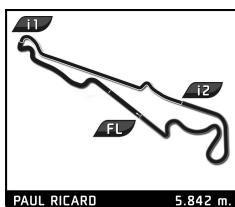
1	1	4:07.620	1:43.284	1:02.778	1:21.558		4:07.620
2	1	3:27.509	59.828	1:05.659	1:22.022	156.5	7:35.129
3	1	3:09.116	52.244	56.438	1:20.434	166.9	10:44.245
4	1	9:52.646	52.545	57.822	8:02.279	165.4	20:36.891
5	1	3:39.502	1:16.126	58.463	1:24.913		24:16.393
6	1	13:22.970	58.995	1:04.758	...	132.7	37:39.363

89

1.Olivier GALANT

FORD GT 40 (C) 1966
GT1

1	1	3:58.225	1:34.161	1:03.625	1:20.439		3:58.225
2	1	3:25.923	1:03.205	1:04.628	1:18.090	144.4	7:24.148
3	1	2:54.835	47.727	52.966	1:14.142	172.2	10:18.983
4	1	2:51.015	47.219	51.468	1:12.328	180.0	13:09.998
5	1	2:49.083	46.577	50.363	1:12.143	184.3	15:59.081
6	1	2:50.656	47.095	50.908	1:12.653	180.0	18:49.737
7	1	2:50.351	47.237	51.323	1:11.791	191.5	21:40.088
8	1	2:51.727	46.553	51.588	1:13.586	187.5	24:31.815
9	1	2:58.342	49.571	53.168	1:15.603	164.1	27:30.157
10	1	3:12.786	48.431	53.137	1:31.218	172.8	30:42.943



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

RACE

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	2:56.725	48.353	53.846	1:14.526	179.1	22:34.489	10	1	2:57.235	47.623	53.494	1:16.118	194.6	30:03.895
8	1	2:53.969	46.602	52.637	1:14.730	192.9	25:28.458	11	1	3:11.758 B	48.251	52.211	1:31.296	177.9	33:15.653
9	1	3:00.365	48.130	53.830	1:18.405	175.0	28:28.823	12	1	4:15.312	2:08.285	53.198	1:13.829		37:30.965
10	1	3:08.758 B	49.458	54.838	1:24.462	182.4	31:37.581	13	1	2:58.161	48.945	53.604	1:15.612	187.8	40:29.126
11	1	4:26.930	2:13.695	54.669	1:18.566		36:04.511	14	1	2:51.829	47.931	51.692	1:12.206	183.1	43:20.955
12	1	3:01.321	51.386	53.978	1:15.957	169.5	39:05.832	15	1	2:50.879	46.996	51.367	1:12.516	193.9	46:11.834
13	1	2:58.016	50.548	52.747	1:14.721	189.1	42:03.848	16	1	2:49.276	46.548	50.908	1:11.820	194.9	49:01.110
14	1	2:55.695	49.633	53.305	1:12.757	183.1	44:59.543	17	1	2:47.507	45.909	50.482	1:11.116	191.5	51:48.617
15	1	2:54.512	48.557	52.378	1:13.577	196.7	47:54.055	18	1	2:50.775	45.989	50.971	1:13.815	191.5	54:39.392
16	1	2:57.815	50.345	54.362	1:13.108	171.7	50:51.870	19	1	2:47.156	45.462	51.828	1:09.866	195.7	57:26.548
17	1	2:52.235	47.305	52.031	1:12.899	194.6	53:44.105	20	1	2:46.392	45.292	50.461	1:10.639	207.7	1:00:12.940
18	1	2:52.213	47.681	52.104	1:12.428	173.1	56:36.318								
19	1	2:53.900	47.869	52.877	1:13.154	169.3	59:30.218								
20	1	2:51.614	46.843	52.016	1:12.755	174.5	1:02:21.832								

128

1. Alain GADAL
2. Stéphane RUAUD

PORSCHE 911 RS 3.0i 1974

GT1

1	1	4:23.219	1:52.129	1:08.374	1:22.716		4:23.219
2	1	3:21.786	54.403	1:03.624	1:23.759	150.0	7:45.005
3	1	3:14.685	54.903	58.427	1:21.355	159.5	10:59.690
4	1	8:44.420 B	52.037	57.571	6:54.812	163.4	19:44.110
5	1	3:37.265	1:16.474	59.333	1:21.458		23:21.375
6	1	3:27.503	55.930	1:01.136	1:30.437	161.4	26:48.878
7	1	4:30.296 B	57.306	1:02.298	2:30.692	139.9	31:19.174
8	1	4:04.192	1:26.313	1:04.546	1:33.333		35:23.366
9	1	3:38.750	59.216	1:08.463	1:31.071	148.1	39:02.116
10	1	3:37.468	1:02.645	1:05.429	1:29.394	154.9	42:39.584
11	1	3:36.228	1:00.078	1:06.307	1:29.843	151.9	46:15.812
12	1	3:29.652	56.568	1:04.224	1:28.860	158.1	49:45.464
13	1	3:23.166	55.352	1:01.263	1:26.551	160.2	53:08.630
14	1	3:26.931	56.865	1:01.852	1:28.214	157.4	56:35.561
15	1	3:21.869	56.867	1:00.766	1:24.236	148.4	59:57.430
16	1	3:36.501 B	55.788	1:00.974	1:39.739	171.7	1:03:33.931

174

1. Jean-Maurice REY

GT1

1	1	4:22.527	1:51.571	1:08.316	1:22.640		4:22.527
2	1	3:22.001	54.244	1:05.564	1:22.193	143.8	7:44.528
3	1	3:10.605	51.516	57.677	1:21.412	159.5	10:55.133
4	1	3:11.277	52.756	58.279	1:20.242	167.7	14:06.410
5	1	3:11.873	51.546	57.098	1:23.229	154.7	17:18.283
6	1	3:12.502	51.771	57.040	1:23.691	147.1	20:30.785
7	1	3:18.861	52.645	1:01.055	1:25.161	152.8	23:49.646
8	1	3:30.270	55.368	1:03.144	1:31.758	136.4	27:19.916
9	1	4:11.277 B	1:03.131	1:15.500	1:52.646	112.0	31:31.193

179

1. Emmanuel BRIGAND
2. Sébastien CRUBILE

PORSCHE 911 RSR 3.0i 1974

GT1

1	1	3:56.052	1:28.684	1:03.219	1:24.149		3:56.052
2	1	3:24.512	1:02.544	1:03.340	1:18.628	130.3	7:20.564
3	1	2:51.477	46.167	49.697	1:15.613	194.9	10:12.041
4	1	2:46.391	45.243	50.137	1:11.011	188.5	12:58.432
5	1	2:47.543	46.302	50.401	1:10.840	188.5	15:45.975
6	1	2:46.615	45.686	50.135	1:10.794	196.7	18:32.590
7	1	2:48.663	45.740	50.919	1:12.004	208.5	21:21.253
8	1	2:52.327	46.957	52.038	1:13.332	201.1	24:13.580
9	1	2:53.080	47.718	51.467	1:13.895	163.1	27:06.660

185

1. Gérard LOPEZ
2. Eric HELARY

LOLA T70 Mk III B 1969
P+2L

1	1	3:39.115	1:02.788	1:06.444	1:29.883		3:39.115
2	1	3:23.330	57.368	1:03.752	1:22.210	123.1	7:02.445
3	1	2:39.978	44.028	48.261	1:07.689	208.9	9:42.423
4	1	2:40.426	43.571	48.105	1:08.750	206.9	12:22.849
5	1	2:39.726	44.074	47.367	1:08.285	214.3	15:02.575
6	1	2:39.005	43.560	47.220	1:08.225	209.3	17:41.580
7	1	2:43.600	44.671	48.051	1:10.878	218.6	20:25.180
8	1	2:47.000	45.479	51.134	1:10.387	196.7	23:12.180
9	1	2:50.490	45.442	52.370	1:12.678	192.2	26:02.670
10	1	3:01.097 B	46.304	51.871	1:22.922	191.8	29:03.767
11	1	6:07.116	4:01.736	52.240	1:13.140		35:10.883
12	1	2:53.894	47.996	52.786	1:13.112	183.7	38:04.777
13	1	2:49.885	46.456	51.915	1:11.514	207.7	40:54.662
14	1	2:47.559	46.399	50.948	1:10.212	197.4	43:42.221
15	1	2:49.141	47.164	50.058	1:11.919	187.5	46:31.362
16	1	2:49.298	47.985	50.923	1:10.390	207.3	49:20.660
17	1	2:46.782	45.884	50.982	1:09.916	197.8	52:07.442
18	1	2:45.617	46.021	49.940	1:09.656	196.7	54:53.059
19	1	2:46.352	46.017	51.140	1:09.195	206.9	57:39.411
20	1	2:44.588	45.198	50.051	1:09.339	199.6	1:00:23.999

186

1. Nicky PASTORELLI
2. David HART

PORSCHE 917 (C) 1969
P+2L

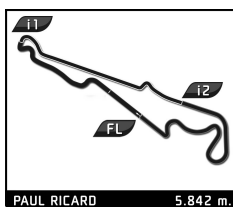
1	1	5:09.873	3:13.747	48.068	1:08.058		5:09.873
2	1	2:40.634	43.759	48.444	1:08.431	203.8	7:50.507
3	1	2:48.046	48.772	49.595	1:09.679	160.7	10:38.553
4	1	3:06.199 B	45.470	52.180	1:28.549	210.1	13:44.752

193

1. Robert BOOS
2. Pascal GOURY

BMW 3.0 CSL 1973
INV

1	1	4:12.407	1:47.166	1:05.092	1:20.149		4:12.407
2	1	3:23.934	58.861	1:05.296	1:19.777	167.7	7:36.341
3	1	2:58.113	50.281	53.407	1:14.425	168.7	10:34.454
4	1	2:59.170	48.433	55.213	1:15.524	188.8	13:33.624
5	1	2:59.052	49.344	53.232	1:16.476	184.6	16:32.676
6	1	2:58.909	48.099	54.860	1:15.950	194.6	19:31.585
7	1	2:57.238	47.858	53.681	1:15.699	198.2	22:28.823
8	1	2:59.524	49.052	53.865	1:16.607	176.8	25:28.347
9	1	3:04.100	50.020	56.882	1:17.198	178.2	28:32.447
10	1	4:15.888 B	48.766	55.083	2:32.039	194.6	32:48.335
11	1	3:29.720	1:09.806	1:00.326	1:19.588		36:18.055
12	1	3:08.446	50.590	58.733	1:19.123	161.7	39:26.501
13	1	3:06.749	51.764	55.920	1:19.065	166.2	42:33.250



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

RACE

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.Sp	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed
14	1	3:04.632	51.513	54.601	1:18.518	192.2	45:37.882								
15	1	3:01.303	51.555	54.836	1:14.912	164.6	48:39.185								
16	1	3:03.479	49.634	58.059	1:15.786	187.8	51:42.664								
17	1	3:02.064	49.290	54.669	1:18.105	186.9	54:44.728								
18	1	3:01.515	50.679	54.751	1:16.085	153.0	57:46.243								
19	1	3:00.451	51.406	54.172	1:14.873	185.9	1:00:46.694								

221

1.Jean-Pierre PLA

PORSCHE 914 6 1970
GT1

1	1	4:26.491	1:53.448	1:09.204	1:23.839		4:26.491
2	1	3:21.633	52.093	1:05.907	1:23.633	175.0	7:48.124
3	1	3:13.309	52.098	59.402	1:21.809	170.3	11:01.433
4	1	3:09.042	51.246	57.895	1:19.901	174.8	14:10.475
5	1	3:06.524	50.742	56.304	1:19.478	175.6	17:16.999
6	1	3:07.480	50.825	56.490	1:20.165	170.1	20:24.479
7	1	3:08.692	52.402	56.909	1:19.381	173.6	23:33.171
8	1	3:10.593	50.932	57.890	1:21.771	173.9	26:43.764
9	1	3:15.702	52.706	1:02.410	1:20.586	172.5	29:59.466
10	1	3:13.630	50.548	57.108	1:25.974	173.1	33:13.096
11	1	3:09.976	51.725	58.104	1:20.147	172.2	36:23.072
12	1	5:06.233 B	51.076	57.617	3:17.540	174.8	41:29.305