

CLASSIC ENDURANCE RACING 2

DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

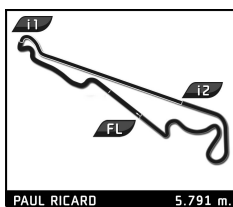
Invalidated Lap

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
1. Beat EGGIMANN CHEETAH G601 1976 P-2L								11. Roald GOETHE MIRAGE GR7 1972 P-2L							
1	1	3:02.807	1:21.018	36.213	1:05.576		3:02.807	1	1	2:13.878	46.327	32.412	55.139		2:13.878
2	1	2:15.989	40.958	33.225	1:01.806	190.5	5:18.796	2	1	2:05.542	39.930	31.468	54.144	243.8	4:19.420
3	1	2:09.833	38.698	32.777	58.358	219.1	7:28.629	3	1	1:58.285	34.998	30.594	52.693	248.8	6:17.705
4	1	2:09.691	38.084	33.117	58.490	232.3	9:38.320	4	1	6:03.221 B	37.515	32.570	4:53.136	248.8	12:20.926
5	1	2:12.406	38.146	32.412	1:01.848	233.8	11:50.726	5	1	3:07.523	1:17.057	40.952	1:09.514		15:28.449
6	1	2:07.636	37.428	32.444	57.764	231.3	13:58.362	6	1	3:20.918 B	44.188	35.607	2:01.123	192.9	18:49.367
7	1	2:08.793	38.949	32.522	57.322	206.9	16:07.155	7	1	2:47.328	1:03.421	36.805	1:07.102	110.7	21:36.695
8	1	2:08.513	37.834	33.130	57.549	214.7	18:15.668	8	1	2:23.194	43.353	34.874	1:04.967	200.7	23:59.889
9	1	4:34.027 B	38.988	33.726	3:21.313	215.6	22:49.695	9	1	3:38.508 B	40.626	34.102	2:23.780	228.8	27:38.397
10	1	2:33.102	1:02.150	33.141	57.811		25:22.797	10	1	2:35.726	58.593	33.768	1:03.365	115.3	30:14.123
11	1	2:21.802 B	37.875	33.130	1:10.797	225.9	27:44.599	11	1	2:13.622	39.643	33.486	1:00.493	235.3	32:27.745
12	1	2:26.207	55.286	32.081	58.840		30:10.806	12	1	2:13.406	38.723	33.377	1:01.306	231.3	34:41.151
13	1	2:06.622	36.519	32.256	57.847	233.3	32:17.428	13	1	2:15.885	39.031	33.063	1:03.791	237.4	36:57.036
14	1	2:07.077	37.057	32.305	57.715	233.8	34:24.505	14	1	3:15.857 B	39.187	33.706	2:02.964	236.8	40:12.893
15	1	2:09.060	37.897	34.544	56.619	229.8	36:33.565	15	1	2:18.846	54.552	30.713	53.581		42:31.739
16	1	2:06.841	37.522	32.564	56.755	201.9	38:40.406	16	1	1:59.805	36.048	30.734	53.023	252.9	44:31.544
17	1	2:04.900	36.535	32.200	56.165	234.3	40:45.306	17	1	3:10.177 B	35.107	45.681	1:49.389	251.2	47:41.721
18	1	2:04.338	36.335	31.979	56.024	231.3	42:49.644	14. Philippe GACHE LOLA T 292 1973 P-2L							
7. Jean LEGRAS CHEVRON B 21 BDG 1972 P-2L								1	1	2:42.647	1:06.686	35.045	1:00.916		2:42.647
2	1	4:22.129	2:27.759	43.193	1:11.177		4:22.129	2	1	2:09.721	38.230	33.071	58.420	232.3	4:52.368
3	1	2:33.419	46.612	39.661	1:07.146	175.0	6:55.548	3	1	2:07.974	37.337	32.835	57.802	233.3	7:00.342
4	1	2:24.717	40.603	35.159	1:08.955	196.7	9:20.265	4	1	2:07.503	36.891	32.528	58.084	234.8	9:07.845
5	1	4:45.113 B	45.939	38.406	3:20.768	184.6	14:05.378	5	1	2:06.488	37.916	32.518	56.054	236.3	11:14.333
6	1	2:51.263	1:12.177	35.455	1:03.631		16:56.641	6	1	2:04.541	36.544	32.410	55.587	234.8	13:18.874
7	1	2:16.620	40.897	34.352	1:01.371	188.8	19:13.261	7	1	2:20.928 B	36.482	32.503	1:11.943	232.3	15:39.802
8	1	2:16.750	40.404	35.348	1:00.998	195.3	21:30.011	8	1	11:48.080	...	32.884	57.370		27:27.882
9	1	2:13.295	39.372	34.321	59.602	200.7	23:43.306	9	1	2:04.678	37.161	32.067	55.450	232.8	29:32.560
10	1	5:13.035 B	39.558	33.765	3:59.712	207.7	28:56.341	10	1	2:04.887	36.510	31.946	56.431	232.8	31:37.447
11	1	2:42.304	1:08.609	33.843	59.852		31:38.645	11	1	2:04.036	35.957	31.650	56.429	233.3	33:41.483
12	1	2:10.632	39.183	33.579	57.870	221.8	38:13.328	12	1	2:03.314	36.207	31.846	55.261	233.3	35:44.797
13	1	2:10.632	39.183	33.579	57.870	221.8	38:13.328	13	1	2:18.698 B	36.099	31.915	1:10.684	232.8	38:03.495
14	1	2:10.490	38.228	33.842	58.420	222.7	40:23.818	15. Michel BAUDOIN LOLA T 290 1974 P-2L							
15	1	2:11.250	38.350	33.676	59.224	216.0	42:35.068	1	1	4:37.985	2:44.834	40.716	1:12.435		4:37.985
10. Roberto TURRIZIANI OSELLA PA 5 1977 P-2L								2	1	7:29.582 B	47.504	37.949	6:04.129	163.4	12:07.567
1	1	8:58.216 B	2:39.522	39.933	5:38.761		8:58.216	3	1	3:16.852	1:26.527	40.182	1:10.143		15:24.419
2	1	3:03.311	1:07.682	43.771	1:11.858		12:01.527	4	1	2:33.300	45.776	37.147	1:10.377	203.0	17:57.719
3	1	2:33.007	46.574	37.338	1:09.095	155.2	14:34.534	5	1	2:24.670	44.009	35.518	1:05.143	220.4	20:22.389
4	1	4:32.523 B	45.191	37.381	3:09.951	206.9	19:07.057	6	1	2:27.370	44.242	37.092	1:06.036	193.2	22:49.759
5	1	3:00.823	1:11.582	41.695	1:07.546		22:07.880	7	1	4:07.046 B	45.262	39.795	2:41.989	195.3	26:56.805
6	1	2:28.537	43.335	37.399	1:07.803	202.2	24:36.417	8	1	3:55.506 B	1:09.826	35.793	2:09.887		30:52.311
7	1	2:55.172	1:02.021	41.876	1:11.275	197.1	27:31.589	9	1	14:13.673 B	1:04.240	41.236	...		45:05.984
8	1	4:35.227 B	45.451	37.807	3:11.969	194.9	32:06.816	16. Paul LAFARGUE LOLA T 298 1979 P-2L							
9	1	2:51.303	1:02.591	41.269	1:07.443		34:58.119	1	1	4:22.116	2:39.781	36.946	1:05.389		4:22.116
10	1	2:26.829	43.544	36.384	1:06.901	206.1	37:24.948	2	1	2:16.497	41.470	34.415	1:00.612	196.0	6:38.613
11	1	2:34.262	44.152	38.094	1:12.016	191.2	39:59.210	3	1	2:07.737	37.537	32.285	57.915	234.3	8:46.350
12	1	2:30.375	44.557	37.256	1:08.562	197.4	42:29.585	4	1	2:07.878	37.805	32.209	57.864	235.8	10:54.228
13	1	2:26.101	43.119	36.970	1:06.012	214.7	44:55.686	5	1	2:08.862	37.756	34.366	56.740	233.8	13:03.090
								6	1	2:06.566	37.333	32.535	56.698	234.8	15:09.656



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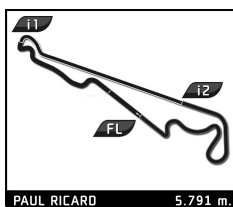
Invalidated Lap

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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	2:34.132	B	36.658	31.684	1:25.790	236.8	17:43.788	13	1	2:14.297	39.592	32.920	1:01.785	230.8	41:37.029	
8	1	10:40.954		9:10.824	32.315	57.815	135.0	28:24.742	14	1	2:25.618	40.923	33.184	1:11.511	228.8	44:02.647	
9	1	2:05.907		37.305	31.758	56.844	233.8	30:30.649	CHEVRON B 36 BMW 1976								
10	1	2:05.116		36.214	31.968	56.934	235.8	32:35.765	26							P-2L	
11	1	2:06.305		36.231	33.108	56.966	233.3	34:42.070	1.Claude LE JEAN								
12	1	2:04.984		37.351	31.723	55.910	236.3	36:47.054	2.Lucien ROSSIAUD								
13	1	2:04.742		36.562	32.140	56.040	236.3	38:51.796	1	1	2:52.999	1:08.978	36.315	1:07.706		2:52.999	
14	1	2:02.993		36.296	31.923	54.774	237.4	40:54.789	2	1	2:25.552	42.396	35.630	1:07.526	219.1	5:18.551	
15	1	6:21.545	B	35.864	32.098	5:13.583	235.8	47:16.334	3	1	2:49.099	B	43.308	35.755	1:30.036	183.4	8:07.650
17								LOLA T 298 1979									
								P-2L									
1.Patrice LAFARGUE																	
1	1	3:56.091		2:16.370	36.645	1:03.076		3:56.091	4	1	5:04.071	3:23.735	35.331	1:05.005		13:11.721	
2	1	2:16.405		42.229	34.863	59.313	208.9	6:12.496	5	1	2:33.679	B	41.662	34.950	1:17.067	227.4	15:45.400
3	1	19:21.656	B	39.634	33.306	...	221.8	25:34.152	6	1	4:22.234	2:41.980	35.208	1:05.046		20:07.634	
4	1	2:33.595		59.980	34.556	59.059		28:07.747	7	1	2:19.931	40.877	34.746	1:04.308	227.8	22:27.565	
5	1	2:07.526		37.867	32.706	56.953	228.8	30:15.273	8	1	2:33.857	B	40.655	34.792	1:18.410	227.8	25:01.422
6	1	2:03.460		36.504	32.228	54.728	233.8	32:18.733	9	1	5:37.970	3:56.115	35.664	1:06.191		30:39.392	
7	1	2:04.549		36.515	31.837	56.197	234.3	34:23.282	10	1	2:20.653		42.232	35.393	1:03.028	206.5	33:00.045
8	1	2:02.999		36.444	32.214	54.341	235.8	36:26.281	11	1	2:17.504		40.886	34.808	1:01.810	221.8	35:17.549
9	1	2:01.990		36.060	32.030	53.900	228.3	38:28.271	12	1	2:16.139		40.061	34.093	1:01.985	223.6	37:33.688
10	1	2:01.425		35.591	31.869	53.965	233.3	40:29.696	13	1	2:17.177		40.645	34.510	1:02.022	213.0	39:50.865
22								CHEVRON B 31 BDG 1975									
								P-2L									
1.Russell BUSST																	
1	1	4:23.019		2:36.607	39.496	1:06.916		4:23.019	14	1	2:19.228		41.909	34.643	1:02.676	216.0	42:10.093
2	1	2:17.014		41.521	34.684	1:00.809	215.6	6:40.033	15	1	2:49.328	B	40.288	41.121	1:27.919	218.6	44:59.421
3	1	2:09.636		38.285	33.553	57.798	222.7	8:49.669	PORSCHE 930 Turbo 1980								
4	1	2:17.752		38.425	33.932	1:05.395	224.1	11:07.421	GT2								
5	1	5:21.983	B	41.079	34.150	4:06.754	197.4	16:29.404	1.Jörg BRATKE VON BERGI								
6	1	2:39.116		1:07.002	34.536	57.578		19:08.520	2.Oliver LOUISODER								
7	1	2:08.615		37.373	33.114	58.128	222.7	21:17.135	1	1	4:12.107	2:13.992	42.052	1:16.063		4:12.107	
8	1	2:07.297		37.148	33.125	57.024	223.1	23:24.432	2	1	2:34.292		46.931	37.831	1:09.530	187.2	6:46.399
9	1	2:08.003		37.273	34.053	56.677	226.9	25:32.435	3	1	2:33.749		44.270	37.446	1:12.033	196.7	9:20.148
10	1	2:10.541		38.727	33.131	58.683	220.9	27:42.976	4	1	2:35.515		46.526	40.408	1:08.581	178.8	11:55.663
11	1	2:07.118		36.887	33.415	56.816	223.6	29:50.094	5	1	2:34.322		45.858	38.450	1:10.014	203.4	14:29.985
12	1	2:07.468		37.853	33.059	56.556	225.9	31:57.562	6	1	2:45.134	B	44.752	37.893	1:22.489	186.5	17:15.119
13	1	5:07.027	B	37.715	33.428	3:55.884	224.1	37:04.589	7	1	6:05.931	4:20.370	37.795	1:07.766		23:21.050	
14	1	2:34.403		1:01.446	33.722	59.235		39:38.992	8	1	2:25.066		43.595	36.515	1:04.956	196.0	25:46.116
15	1	2:06.622		36.940	33.118	56.564	225.0	41:45.614	9	1	2:29.012		44.512	37.025	1:07.475	184.3	28:15.128
16	1	2:06.918		36.774	32.919	57.225	226.9	43:52.532	10	1	2:25.750		43.401	36.673	1:05.676	176.5	30:40.878
17	1	2:35.204	B	37.833	33.396	1:23.975	226.4	46:27.736	11	1	2:27.075		42.746	38.176	1:06.153	198.2	33:07.953
24								CHEVRON B 21 BDG 1972									
								P-2L									
1.Jean-Lou RIHON																	
2.Nick PADMORE																	
1	1	3:26.165	B	1:31.657	41.448	1:13.060		3:26.165	12	1	2:25.191		43.525	36.184	1:05.482	201.1	35:33.144
2	1	6:04.844		4:29.355	34.374	1:01.115		9:31.009	13	1	2:29.117		44.945	36.663	1:07.509	199.3	38:02.261
3	1	2:12.169		38.001	35.324	58.844	235.3	11:43.178	14	1	2:23.843		42.202	35.977	1:05.664	204.2	40:26.104
4	1	2:05.883		37.455	32.072	56.356	234.3	13:49.061	15	1	2:42.441	B	43.130	36.042	1:23.269	203.8	43:08.545
5	1	2:07.821		38.252	32.180	57.389	216.9	15:56.882	16	1	4:30.126	B	1:48.383	47.367	1:54.376		47:38.671
6	1	2:05.622		36.950	31.832	56.840	236.8	18:02.504	LOLA T 280 1972								
7	1	2:21.784	B	38.488	32.127	1:11.169	233.3	20:24.288	P+2L								
8	1	9:53.463		8:09.402	35.507	1:08.554		30:17.751	1.Carlos BARBOT								
9	1	2:18.669		41.181	33.613	1:03.875	201.1	32:36.420	1	1	3:00.258	1:18.732	35.226	1:06.300		3:00.258	
10	1	2:16.106		40.204	33.139	1:02.763	220.4	34:52.526	2	1	2:13.565		39.346	31.160	1:03.059	218.6	5:13.823
11	1	2:15.350		40.084	32.981	1:02.285	223.1	37:07.876	3	1	2:11.829		38.864	31.153	1:01.812		7:25.652
12	1	2:14.856		39.821	33.074	1:01.961	224.5	39:22.732	4	1	4:51.308	B	39.964	32.244	3:39.100		12:16.960



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Sector Analysis

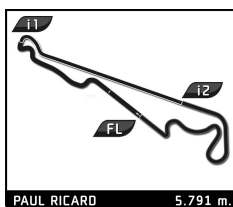
Invalidated Lap

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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
361.Greg CATONLOTUS Esprit 1979 GT2								512:43.9151:08.83033.4501:01.63514:33.366							
6	1	2:16.598						6	1	2:16.598	40.865	33.233	1:02.500	219.5	16:49.964
7	1	2:12.736						7	1	2:12.736	39.478	32.866	1:00.392	231.8	19:02.700
8	1	4:22.426B						8	1	4:22.426B	38.807	32.875	3:10.744	233.8	23:25.126
9	1	2:44.840						9	1	2:44.840	1:05.832	34.129	1:04.879	121.5	26:09.966
10	1	2:18.431						10	1	2:18.431	41.539	34.088	1:02.804	233.8	28:28.397
11	1	2:15.047						11	1	2:15.047	40.061	33.091	1:01.895	231.3	30:43.444
12	1	2:17.197						12	1	2:17.197	40.432	34.770	1:01.995	234.8	33:00.641
13	1	2:15.675						13	1	2:15.675	40.945	33.234	1:01.496	231.8	35:16.316
14	1	2:13.910						14	1	2:13.910	40.079	32.921	1:00.910	231.3	37:30.226
15	1	2:15.257						15	1	2:15.257	39.821	33.852	1:01.584	231.3	39:45.483
16	1	2:13.923						16	1	2:13.923	39.199	33.176	1:01.548	231.3	41:59.406
17	1	4:55.385B						17	1	4:55.385B	47.007	43.674	3:24.704	197.1	46:54.791
461.Christian BOURIEZFERRARI 512 BBLM 1981 GT2								551.Gilles CERONCHEVROLET Monza 1975 GT2							
1	1	3:18.813						1	1	3:18.813	1:31.048	39.511	1:08.254		3:18.813
2	1	2:09.403						2	1	2:09.403	38.601	31.321	59.481	222.7	5:28.216
3	1	2:41.388B						3	1	2:41.388B	38.277	31.324	1:31.787	222.2	8:09.604
581.Urs BECKPorsche 935 K3 1980 GT2								591.Sebastien GLASERBMW M1 Procar 1979 GT2							
1	1	2:49.945						1	1	2:49.945	1:07.786	35.589	1:06.570		2:49.945
2	1	2:15.490						2	1	2:15.490	41.032	32.733	1:01.725	216.4	5:05.435
3	1	2:13.135						3	1	2:13.135	39.388	32.083	1:01.664	246.6	7:18.570
4	1	2:10.191						4	1	2:10.191	38.988	31.814	59.389	238.9	9:28.761
5	1	2:13.604						5	1	2:13.604	39.462	34.531	59.611	243.2	11:42.365
6	1	4:37.720B						6	1	4:37.720B	40.572	31.579	3:25.569	243.2	16:20.085
7	1	2:31.372						7	1	2:31.372	1:00.650	31.748	58.974	121.2	18:51.457
8	1	2:07.322						8	1	2:07.322	37.668	31.315	58.339	255.9	20:58.779
9	1	2:14.209						9	1	2:14.209	41.754	31.294	1:01.161	254.1	23:12.988
10	1	2:09.322						10	1	2:09.322	38.191	31.633	59.498	246.0	25:22.310
11	1	2:09.555						11	1	2:09.555	37.758	31.371	1:00.426	243.2	27:31.865
12	1	2:08.098						12	1	2:08.098	38.057	31.549	58.492	248.3	29:39.963
13	1	2:07.075						13	1	2:07.075	37.467	31.254	58.354	254.1	31:47.038
14	1	2:06.589						14	1	2:06.589	37.314	31.010	58.265	253.5	33:53.627
15	1	2:06.107						15	1	2:06.107	37.422	30.719	57.966	255.3	35:59.734
16	1	4:48.330B						16	1	4:48.330B	44.434	35.324	3:28.572	172.8	40:48.064
531.Alex CAFFI2.Andrea CABIANCAPorsche 934 1976 GT2								601.Peter MUELDER2.Patrick SIMONBMW M1 1979 GT2							
1	1	2:47.289						1	1	9:20.028	7:23.429	44.231	1:12.368		9:20.028
2	1	2:17.844						2	1	2:39.936	47.933	39.973	1:12.030	177.6	11:59.964
3	1	2:18.514						3	1	2:38.430	46.950	39.372	1:12.108	161.9	14:38.394
4	1	4:25.804B						4	1	8:43.675B	48.459	40.032	7:15.184	165.1	23:22.069



CLASSIC ENDURANCE RACING 2

DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

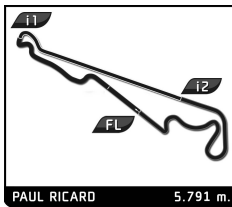
Invalidated Lap

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
5	1	2:43.225	1:07.174	34.623	1:01.428		26:05.294	7	1	3:06.097	1:14.010	40.583	1:11.504		34:27.985
6	1	2:16.480	42.340	33.704	1:00.436	216.0	28:21.774	8	1	2:29.713	45.346	38.156	1:06.211	182.1	36:57.698
7	1	6:58.019 B	44.135	38.544	5:35.340	220.4	35:19.793	9	1	2:13.217	39.208	32.444	1:01.565	214.7	39:10.915
62 1.Guy PEETERS 2.John BURTON								10	1	2:12.656	39.530	32.702	1:00.424	212.2	41:23.571
CHEVRON B 23 1973 P-2L								11	1	2:13.297	39.509	31.991	1:01.797	232.8	43:36.868
1	1	3:20.877	1:33.201	41.627	1:06.049		3:20.877	12	1	4:23.115 B	58.164	53.618	2:31.333	224.5	47:59.983
2	1	2:24.011	43.203	35.807	1:05.001	199.6	5:44.888	71 1.Fabio SPIRGI							
3	1	4:12.283 B	42.186	41.036	2:49.061	209.7	9:57.171	Porsche 930 Turbo 1978 GT2							
4	1	2:42.951	1:05.522	34.442	1:02.987		12:40.122	1	1	6:23.529	4:41.376	36.854	1:05.299		6:23.529
5	1	2:16.257	40.304	33.799	1:02.154	210.9	14:56.379	2	1	2:21.605	43.379	35.114	1:03.112	208.9	8:45.134
6	1	2:17.716	41.272	33.640	1:02.804	224.1	17:14.095	3	1	2:20.900	41.500	34.708	1:04.692	214.3	11:06.034
7	1	2:18.591	41.206	33.482	1:03.903	222.7	19:32.686	4	1	2:24.986	42.077	36.400	1:06.509	211.8	13:31.020
8	1	2:21.538	40.102	33.619	1:07.817	222.2	21:54.224	5	1	2:43.675 B	43.029	35.192	1:25.454	208.1	16:14.695
9	1	4:19.276 B	39.512	33.562	3:06.202	209.7	26:13.500	6	1	4:40.031	3:01.955	34.686	1:03.390		20:54.726
10	1	2:45.681	1:06.653	34.995	1:04.033		28:59.181	7	1	2:19.505	40.985	34.391	1:04.129	224.5	23:14.231
11	1	2:16.616	39.381	34.363	1:02.872	228.3	31:15.797	8	1	2:17.038	40.620	34.194	1:02.224	219.1	25:31.269
12	1	2:16.817	41.028	34.359	1:01.430	227.8	33:32.614	9	1	2:43.691 B	43.182	38.837	1:21.672	220.0	28:14.960
13	1	2:13.779	39.312	33.434	1:01.033	229.3	35:46.393	76 1.Guenther SCHINDLER							
14	1	2:16.072	39.462	33.727	1:02.883	229.3	38:02.465	BMW M1 Procar 1979 GT2							
15	1	2:13.447	38.426	34.725	1:00.296	230.3	40:15.912	1	1	3:18.568	1:30.409	39.572	1:08.587		3:18.568
16	1	2:12.508	37.911	33.289	1:01.308	231.3	42:28.420	2	1	2:18.984	41.549	34.520	1:02.915	189.1	5:37.552
17	1	2:12.655	38.840	33.942	59.873	226.9	44:41.075	3	1	2:19.968	40.713	35.132	1:04.123	221.3	7:57.520
64 1.Hans-Jörg HÜBNER								4	1	2:19.718	41.960	35.208	1:02.550	204.9	10:17.238
Porsche 934/5 1976 GT2								5	1	2:15.313	39.950	33.855	1:01.508	224.5	12:32.551
1	1	3:35.789	1:49.139	36.539	1:10.111		3:35.789	6	1	2:21.739 B	39.194	33.411	1:09.134	220.9	14:54.290
65 1.Franco MEINERS								7	1	3:54.604	2:19.385	34.354	1:00.865		18:48.894
LANCIA Beta Montecarlo Turbo GT2								8	1	2:14.334	39.439	33.771	1:01.124	224.5	21:03.228
1	1	3:29.028	1:42.751	36.452	1:09.825		3:29.028	9	1	2:14.211	39.789	33.466	1:00.956	219.1	23:17.439
2	1	2:16.924	41.808	33.377	1:01.739	209.7	5:45.952	10	1	2:14.237	39.498	33.601	1:01.138	220.9	25:31.676
3	1	2:14.683	40.469	34.034	1:00.180	227.4	8:00.635	11	1	2:14.178	40.300	33.558	1:00.320	211.4	27:45.854
4	1	2:17.556	39.459	33.864	1:04.233	227.4	10:18.191	12	1	2:17.311	40.597	34.121	1:02.593	215.1	30:03.165
5	1	2:13.471	39.918	32.937	1:00.616	220.4	12:31.662	13	1	2:14.075	39.341	33.916	1:00.818	219.5	32:17.240
6	1	2:10.794	38.273	32.367	1:00.154	228.8	14:42.456	14	1	2:13.906	39.816	33.718	1:00.372	219.5	34:31.146
7	1	2:11.934	39.946	32.620	59.368	229.3	16:54.390	15	1	2:14.211	40.853	33.658	59.700	218.2	36:45.357
8	1	2:09.770	38.331	32.435	59.004	224.1	19:04.160	16	1	2:13.210	39.617	33.958	59.635	223.6	38:58.567
9	1	2:18.500 B	37.920	32.057	1:08.523	227.4	21:22.660	17	1	2:12.002	38.835	33.713	59.454	223.6	41:10.569
10	1	5:14.765	3:40.203	33.836	1:00.726		26:37.425	18	1	2:24.117 B	40.008	33.462	1:10.647	224.5	43:34.686
11	1	2:13.294	38.353	34.794	1:00.147	222.7	28:50.719	78 1.Erik MARIS							
12	1	2:25.352 B	37.960	32.814	1:14.578	231.8	31:16.071	Porsche 935 1979 GT2							
13	1	3:40.961	2:08.748	32.536	59.677		34:57.032	1	1	4:52.591	3:09.353	36.255	1:06.983		4:52.591
14	1	2:10.282	38.098	32.463	59.721	232.8	37:07.314	2	1	2:20.341	41.360	33.621	1:05.360	203.4	7:12.932
15	1	2:08.880	37.944	32.191	58.745	232.8	39:16.194	3	1	2:14.071	40.032	33.271	1:00.768	223.6	9:27.003
16	1	2:09.578	38.004	32.221	59.353	227.8	41:25.772	4	1	2:28.794 B	40.996	35.000	1:12.798	234.8	11:55.797
17	1	2:15.206	38.585	33.110	1:03.511	231.3	43:40.978	5	1	4:10.959	2:36.671	34.152	1:00.136		16:06.756
18	1	3:45.302 B	51.996	56.714	1:56.592	141.5	47:26.280	6	1	2:08.753	37.831	32.091	58.831	242.7	18:15.509
69 1. MR JOHN OF B								7	1	2:09.855	38.658	32.420	58.777	232.3	20:25.364
LIGIER JS 2 1975 GT2								8	1	2:22.048	42.975	35.975	1:03.098	195.7	22:47.412
1	1	3:26.591	1:41.187	37.362	1:08.042		3:26.591	9	1	2:11.198	39.280	33.011	58.907	219.5	24:58.610
2	1	2:20.413	41.989	33.896	1:04.528	197.1	5:47.004	10	1	2:43.675 B	43.500	42.583	1:17.592	216.9	27:42.285
3	1	2:16.449	40.505	33.524	1:02.420	210.9	8:03.453	11	1	6:54.614	5:18.969	34.075	1:01.570		34:36.899
4	1	2:15.939	39.219	33.864	1:02.856	225.5	10:19.392	12	1	2:11.553	38.227	33.076	1:00.250	236.3	36:48.452
5	1	2:17.396	42.118	32.824	1:02.454	221.8	12:36.788	13	1	2:06.818	37.983	31.674	57.161	229.8	38:55.270
6	1	18:45.100 B	40.686	52.756	...	218.6	31:21.888	14	1	2:43.251 B	45.422	45.159	1:12.670	197.8	41:38.521



CLASSIC ENDURANCE RACING 2

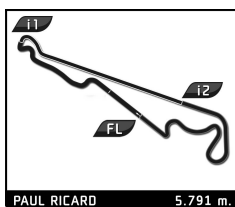
DIX MILLE TOURS

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.Sp	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed
88 1. Kevin COOKE MARCH 75 S 1975 P-2L								151 1. NELSON PORSCHE 930 Turbo 1975 GT2							
1	1	3:45.881	1:52.707	40.308	1:12.866		3:45.881	1	1	3:45.932	1:53.685	41.469	1:10.778		3:45.932
2	1	44:55.462 B	2:29.419	...	2:27.337	147.9	48:41.343	2	1	2:25.494	44.662	34.452	1:06.380	197.1	6:11.426
98 1. Simon WATTS LOLA T 298 1974 P-2L								152 1. Felix HAAS LOLA T294 1974 P-2L							
2	1	2:28.910	44.630	37.128	1:07.152	173.9	6:47.439	3	1	2:18.020	41.504	33.994	1:02.522	211.4	16:06.263
3	1	2:18.925	40.818	35.140	1:02.967	216.0	9:06.364	6	1	2:24.695 B	40.900	33.970	1:09.825	218.2	18:30.958
4	1	2:21.786	42.343	36.148	1:03.295	202.6	11:28.150	7	1	4:05.413	2:29.518	34.042	1:01.853		22:36.371
5	1	2:33.807 B	41.765	39.619	1:12.423	187.5	14:01.957	8	1	2:16.108	40.112	33.745	1:02.251	225.9	24:52.479
6	1	4:05.159	2:27.974	35.214	1:01.971		18:07.116	9	1	2:16.161	41.220	33.846	1:01.095	229.3	27:08.640
7	1	2:15.748	38.623	34.299	1:02.826	226.4	20:22.864	10	1	2:15.941	40.259	33.785	1:01.897	227.8	29:24.581
8	1	2:19.033	43.945	35.136	59.952	196.4	22:41.897	11	1	2:18.251	42.443	33.820	1:01.988	203.8	31:42.832
9	1	2:19.699	41.565	36.089	1:02.045	205.7	25:01.596	12	1	2:14.703	40.072	33.624	1:01.007	228.8	33:57.535
10	1	2:15.043	38.766	35.913	1:00.364	225.5	27:16.639	13	1	2:14.327	39.523	33.572	1:01.232	227.4	36:11.862
11	1	2:13.913	38.426	35.492	59.995	213.0	29:30.552	14	1	2:31.692 B	39.522	33.917	1:18.253	228.3	38:43.554
12	1	2:25.329 B	39.502	34.918	1:10.909	217.7	31:55.881	152 1. Felix HAAS LOLA T294 1974 P-2L							
13	1	4:05.289	2:33.195	33.402	58.692		36:01.170	1	1	3:50.611	1:57.555	42.203	1:10.853		3:50.611
14	1	2:09.679	39.164	32.743	57.772	234.3	38:10.849	2	1	2:24.888	46.524	37.215	1:01.149	174.5	6:15.499
15	1	2:07.352	37.641	32.557	57.154	233.8	40:18.201	3	1	2:18.025	42.145	33.301	1:02.579	207.3	8:33.524
16	1	2:11.095	36.621	32.586	1:01.888	235.8	42:29.296	4	1	2:14.039	39.374	33.121	1:01.544	215.6	10:47.563
17	1	2:08.096	37.615	32.688	57.793	232.8	44:37.392	5	1	2:20.371	44.034	35.947	1:00.390	184.6	13:07.934
18	1	3:07.358 B	37.705	42.782	1:46.871	232.8	47:44.750	6	1	2:10.933	38.210	32.272	1:00.451	233.3	15:18.867
116 1. Vincent SARLIN CHEVROLET Corvette C3 1975 GT2								7	1	2:12.145	39.460	33.474	59.211	222.7	17:31.012
1	1	3:18.438	1:23.628	41.705	1:13.105		3:18.438	8	1	2:10.085	38.648	32.844	58.593	231.3	19:41.097
2	1	2:26.110	44.947	35.923	1:05.240	169.8	5:44.548	9	1	2:09.159	38.523	32.162	58.474	237.9	21:50.256
3	1	2:18.867	41.582	33.940	1:03.345	215.6	8:03.415	10	1	2:09.065	38.129	32.153	58.783	218.2	23:59.321
4	1	2:39.635 B	41.772	34.217	1:23.646	200.7	10:43.050	11	1	2:07.026	37.310	31.804	57.912	231.3	26:06.347
5	1	7:27.480	5:36.813	38.237	1:12.430		18:10.530	12	1	2:09.743	40.447	32.730	56.566	227.8	28:16.090
6	1	2:31.230	46.048	35.658	1:09.524	158.6	20:41.760	13	1	2:07.542	38.043	31.898	57.601	214.3	30:23.632
7	1	2:31.672	44.778	36.349	1:10.545	182.1	23:13.432	14	1	2:32.246 B	45.248	32.907	1:14.091	242.7	32:55.878
8	1	2:31.824	45.764	37.721	1:08.339	175.6	25:45.256	15	1	4:26.914	2:51.486	34.297	1:01.131		37:22.792
9	1	2:33.432	46.431	38.467	1:08.534	174.8	28:18.688	16	1	2:06.468	37.511	31.962	56.995	226.9	39:29.260
10	1	2:30.794	46.327	36.154	1:08.313	173.1	30:49.482	17	1	2:08.261	36.812	31.343	1:00.106	234.3	41:37.521
11	1	2:26.872	44.825	35.334	1:06.713	189.5	33:16.354	164 1. Florent JEAN FERRARI 512 BBLM 1979 GT2							
12	1	2:54.269 B	42.852	43.964	1:27.453	197.1	36:10.623	1	1	4:35.281	2:56.959	35.117	1:03.205		4:35.281
150 1. Maxime GUENAT LOLA T 290 1974 P-2L								2	1	2:18.040	41.523	34.209	1:02.308	202.6	6:53.321
1	1	3:54.481	2:11.328	36.703	1:06.450		3:54.481	3	1	2:12.996	39.924	33.359	59.713	220.9	9:06.317
2	1	2:19.697	43.270	35.163	1:01.264	216.4	6:14.178	4	1	2:13.168	39.039	34.112	1:00.017	233.8	11:19.485
3	1	2:15.123	40.299	34.342	1:00.482	222.2	8:29.301	5	1	2:13.084	39.842	33.217	1:00.025	224.1	13:32.569
4	1	2:09.546	38.728	33.297	57.521	227.4	10:38.847	6	1	2:13.195	39.367	33.474	1:00.354	224.5	15:45.764
5	1	2:08.984	38.327	33.360	57.297	227.8	12:47.831	7	1	2:34.161 B	42.155	38.032	1:13.974	190.1	18:19.925
6	1	2:17.389 B	39.645	32.957	1:04.787	228.8	15:05.220	8	1	5:25.322	3:51.695	33.643	59.984		23:45.247
7	1	6:48.972	5:19.234	33.423	56.315		21:54.192	9	1	2:12.528	39.949	32.996	59.583	227.8	25:57.775
8	1	2:06.205	37.030	32.793	56.382	228.3	24:00.397	10	1	2:14.952	39.019	32.947	1:02.986	233.8	28:12.727
9	1	2:07.737	38.013	32.417	57.307	225.9	26:08.134	11	1	2:13.474	39.247	33.818	1:00.409	232.8	30:26.201
10	1	2:07.218	38.000	32.881	56.337	226.4	28:15.352	12	1	2:12.148	38.803	33.763	59.582	233.8	32:38.349
11	1	2:21.101 B	37.429	32.917	1:10.755	226.4	30:36.453	13	1	2:12.295	39.471	33.029	59.795	234.8	34:50.644
12	1	6:22.794 B	4:37.014	34.408	1:11.372		36:59.247	14	1	2:11.036	38.469	33.279	59.288	232.8	37:01.680
								15	1	2:11.568	38.421	33.057	1:00.090	233.8	39:13.248
								16	1	2:12.009	39.177	33.357	59.475	232.3	41:25.257
								17	1	2:11.377	38.406	32.938	1:00.033	235.3	43:36.634



CLASSIC ENDURANCE RACING 2

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
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18	1	2:45.480	B	39.439	36.921	1:29.120	233.3	46:22.114							
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1.Franck JULIEN
2.Guillaume GAGNARD

LOLA T 298 1978
P-2L

1	1	4:18.585		1:47.611	1:04.162	1:26.812		4:18.585
2	1	2:48.545		49.609	46.283	1:12.653	169.3	7:07.130
3	1	2:29.210		44.348	38.273	1:06.589	200.4	9:36.340
4	1	2:27.298		41.290	37.916	1:08.092	223.1	12:03.638
5	1	2:26.537		43.812	37.487	1:05.238	194.9	14:30.175
6	1	2:20.906		40.190	36.779	1:03.937	223.6	16:51.081
7	1	3:04.107	B	45.044	50.010	1:29.053	196.7	19:55.188
8	1	5:09.851		3:30.588	36.550	1:02.713		25:05.039
9	1	2:26.503		47.964	35.633	1:02.906	225.0	27:31.542
10	1	2:17.612		40.281	34.954	1:02.377	220.9	29:49.154
11	1	2:17.047		40.211	35.154	1:01.682	225.9	32:06.201
12	1	2:15.879		39.418	34.653	1:01.808	225.0	34:22.080
13	1	2:16.130		39.534	35.542	1:01.054	226.4	36:38.210
14	1	2:13.451		38.649	34.331	1:00.471	229.8	38:51.661
15	1	2:13.763		39.675	34.684	59.404	202.2	41:05.424
16	1	2:11.152		38.538	33.975	58.639	228.3	43:16.576
17	1	3:03.704	B	43.990	46.790	1:32.924	193.9	46:20.280

600															

1.Philippe SCEMAMA

LOLA T600 1981
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1	1	3:33.949		1:54.242	36.677	1:03.030		3:33.949
2	1	2:09.952		38.062	31.014	1:00.876	220.4	5:43.901
3	1	2:03.452		36.981	31.108	55.363	227.4	7:47.353
4	1	2:00.693		35.475	30.282	54.936	257.8	9:48.046
5	1	4:26.589	B	34.887	29.923	3:21.779	258.4	14:14.635
6	1	2:27.848		1:01.049	31.440	55.359		16:42.483
7	1	2:00.450		35.944	29.832	54.674	255.3	18:42.933
8	1	2:00.725		35.074	30.935	54.716	259.6	20:43.658
9	1	6:11.309	B	37.798	41.561	4:51.950	257.1	26:54.967
10	1	2:35.294		1:06.587	31.176	57.531		29:30.261
11	1	2:04.572		37.196	31.821	55.555	231.3	31:34.833
12	1	2:05.730		36.212	31.510	58.008	236.8	33:40.563
13	1	1:59.437		35.822	29.629	53.986	243.8	35:40.000
14	1	2:15.844		36.883	35.565	1:03.396	255.9	37:55.844
15	1	1:58.678		35.474	29.564	53.640	240.0	39:54.522