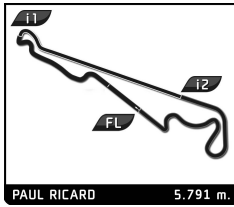


ENDURANCE RACING LEGENDS
DIX MILLE TOURS
QUALIFYING 1

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 | | |
|-----------|---|-----------------------------------|----------|-----------------|---------------|---------------|-----------------|-------|-----------|---------------------------------|----------|-----------------|---------------|---------------|-----------------|-------|-----------|
| 2 | 1.Olivier BOUQUET | CHRYSLER Viper GTS/R 1999 GT2A | | | | | | | | | | | | | | | |
| | | 1 | 1 | 3:45.784 | 1:47.515 | 40.914 | 1:17.355 | | 3:45.784 | 2 | 1 | 2:16.192 | 40.523 | 32.843 | 1:02.826 | 241.1 | 15:26.202 |
| | | 2 | 1 | 2:37.926 | 48.066 | 36.242 | 1:13.618 | 169.3 | 6:23.710 | 3 | 1 | 2:11.973 | 39.555 | 31.747 | 1:00.671 | 247.7 | 17:38.175 |
| | | 3 | 1 | 2:39.121 | B 44.723 | 34.844 | 1:19.554 | 232.3 | 9:02.831 | 4 | 1 | 2:23.260 | B 40.766 | 32.271 | 1:10.223 | 225.0 | 20:01.435 |
| | | 4 | 1 | 5:11.736 | 3:30.532 | 34.653 | 1:06.551 | | 14:14.567 | 5 | 1 | 5:01.072 | 3:27.248 | 31.999 | 1:01.825 | | 25:02.507 |
| | | 5 | 1 | 2:24.662 | 44.225 | 33.857 | 1:06.580 | 230.8 | 16:39.229 | 6 | 1 | 2:08.095 | 38.366 | 32.416 | 57.313 | 240.0 | 27:10.602 |
| | | 6 | 1 | 2:23.327 | 42.535 | 34.319 | 1:06.473 | 247.1 | 19:02.556 | 7 | 1 | 2:12.154 | 39.184 | 31.323 | 1:01.647 | 252.3 | 29:22.756 |
| | | 7 | 1 | 2:23.237 | 43.741 | 33.932 | 1:05.564 | 233.3 | 21:25.793 | 8 | 1 | 2:07.904 | 38.036 | 31.421 | 58.447 | 258.4 | 31:30.660 |
| | | 8 | 1 | 2:21.865 | 42.331 | 33.903 | 1:05.631 | 243.2 | 23:47.658 | PANAOZ Esperante GTR1 1997 GT1A | | | | | | | |
| | | 9 | 1 | 2:44.460 | B 50.872 | 35.156 | 1:18.432 | 253.5 | 26:32.118 | 1 | 1 | 3:42.632 | 1:29.785 | 44.292 | 1:28.555 | | 3:42.632 |
| 3 | 1.Rémi TERRAIL 2.Jürg AEBERHARD | PORSCHE 993 GT2 Evo 1998 GT2A | | | | | | | | | | | | | | | |
| | | 1 | 1 | 3:24.220 | | | | | 3:24.220 | 2 | 1 | 2:33.991 | 49.303 | 36.584 | 1:08.104 | 154.7 | 6:16.623 |
| | | 2 | 1 | 2:27.837 | | | | 159.1 | 5:52.057 | 3 | 1 | 2:31.352 | 47.787 | 35.715 | 1:07.850 | 195.7 | 8:47.975 |
| | | 3 | 1 | 2:19.453 | | | | 222.2 | 8:11.510 | 4 | 1 | 2:21.798 | 41.375 | 34.923 | 1:05.500 | 212.6 | 11:09.773 |
| | | 4 | 1 | 2:15.040 | | | | 236.3 | 10:26.550 | 5 | 1 | 2:19.132 | 40.985 | 33.422 | 1:04.725 | 208.5 | 13:28.905 |
| | | 5 | 1 | 2:16.711 | | | | 247.1 | 12:43.261 | 6 | 1 | 2:19.424 | 40.952 | 33.973 | 1:04.499 | 203.4 | 15:48.329 |
| | | 6 | 1 | 2:13.738 | | | | 236.8 | 14:56.999 | 7 | 1 | 2:16.357 | 40.098 | 33.932 | 1:02.327 | 229.8 | 18:04.686 |
| | | 7 | 1 | 2:32.687 | B | | | 232.3 | 17:29.686 | 8 | 1 | 2:15.862 | 39.833 | 33.805 | 1:02.224 | 239.5 | 20:20.548 |
| | | 8 | 1 | 4:38.934 | 2:55.265 | 35.105 | 1:08.564 | | 22:08.620 | 9 | 1 | 2:20.609 | 40.936 | 34.097 | 1:05.576 | 234.3 | 22:41.157 |
| | | 9 | 1 | 2:26.472 | 45.171 | 33.791 | 1:07.510 | 177.9 | 24:35.092 | 10 | 1 | 2:21.549 | 41.441 | 34.313 | 1:05.795 | 227.8 | 25:02.706 |
| | | 10 | 1 | 2:26.789 | 44.837 | 34.622 | 1:07.330 | 198.2 | 27:01.881 | 11 | 1 | 2:25.208 | 44.957 | 34.437 | 1:05.814 | 180.6 | 27:27.914 |
| | | 11 | 1 | 2:23.684 | 42.832 | 34.548 | 1:06.304 | 201.9 | 29:25.565 | 12 | 1 | 2:19.572 | 41.291 | 33.523 | 1:04.758 | 201.1 | 29:47.486 |
| 12 | 1 | 2:49.174 | 1:05.928 | 34.471 | 1:08.775 | 209.7 | 32:14.739 | 13 | 1 | 2:21.077 | 40.632 | 33.244 | 1:07.201 | 211.8 | 32:08.563 | | |
| 5 | 1.Florent JEAN 2.Pierre-Alexander JEAN | FERRARI F430 Evo GTC 2008 GT2B | | | | | | | | | | | | | | | |
| | | 1 | 1 | 3:20.552 | 1:34.696 | 36.845 | 1:09.011 | | 3:20.552 | 1 | 1 | 3:52.417 | 2:02.834 | 37.992 | 1:11.591 | | 3:52.417 |
| | | 2 | 1 | 2:29.357 | 48.782 | 35.236 | 1:05.339 | 214.7 | 5:49.909 | 2 | 1 | 2:26.652 | 42.938 | 35.693 | 1:08.021 | 222.2 | 6:19.069 |
| | | 3 | 1 | 2:21.675 | 42.648 | 34.885 | 1:04.142 | 218.6 | 8:11.584 | 3 | 1 | 2:23.933 | 44.591 | 34.984 | 1:04.358 | 233.3 | 8:43.002 |
| | | 4 | 1 | 2:22.746 | 43.128 | 34.681 | 1:04.937 | 210.1 | 10:34.330 | 4 | 1 | 2:20.544 | 41.958 | 34.342 | 1:04.244 | 218.2 | 11:03.546 |
| | | 5 | 1 | 2:20.970 | 42.334 | 34.261 | 1:04.375 | 219.1 | 12:55.300 | 5 | 1 | 2:21.195 | 41.990 | 34.471 | 1:04.734 | 209.7 | 13:24.741 |
| | | 6 | 1 | 2:18.251 | 41.133 | 34.364 | 1:02.754 | 233.3 | 15:13.551 | 6 | 1 | 2:23.365 | 42.107 | 34.835 | 1:06.423 | 228.8 | 15:48.106 |
| | | 7 | 1 | 3:51.255 | B 46.331 | 40.322 | 2:24.602 | 185.6 | 19:04.806 | 7 | 1 | 3:20.484 | B 42.219 | 34.621 | 2:03.644 | 219.5 | 19:08.590 |
| | | 8 | 1 | 5:27.935 | 3:50.043 | 34.673 | 1:03.219 | | 24:32.741 | 8 | 1 | 4:30.386 | 2:45.595 | 37.474 | 1:07.317 | | 23:38.976 |
| | | 9 | 1 | 2:21.275 | 42.627 | 35.228 | 1:03.420 | 220.9 | 26:54.016 | 9 | 1 | 2:26.008 | 43.258 | 34.713 | 1:08.037 | 209.3 | 26:04.984 |
| | | 10 | 1 | 2:16.526 | 40.311 | 34.235 | 1:01.980 | 234.8 | 29:10.542 | 10 | 1 | 2:22.582 | 42.503 | 34.219 | 1:05.860 | 219.5 | 28:27.566 |
| | | 11 | 1 | 2:18.540 | 41.824 | 33.834 | 1:02.882 | 227.8 | 31:29.082 | 11 | 1 | 2:49.266 | B 48.310 | 39.253 | 1:21.703 | 223.1 | 31:16.832 |
| 18 | 1.Mirco SEILER 2.Alfred MOSER | CHEVROLET Corvette Z06 R 2010 INV | | | | | | | | | | | | | | | |
| | | 1 | 1 | 3:51.124 | 1:49.856 | 40.373 | 1:20.895 | | 3:51.124 | 1 | 1 | 2:57.117 | 55.714 | 40.466 | 1:20.937 | 173.6 | 6:48.241 |
| | | 2 | 1 | 2:57.117 | 55.714 | 40.466 | 1:20.937 | 173.6 | 6:48.241 | 2 | 1 | 2:47.703 | 50.012 | 40.331 | 1:17.360 | 172.2 | 9:35.944 |
| | | 3 | 1 | 2:47.703 | 50.012 | 40.331 | 1:17.360 | 172.2 | 9:35.944 | 3 | 1 | 2:58.411 | B 50.341 | 37.939 | 1:30.131 | 174.2 | 12:34.355 |
| | | 4 | 1 | 2:58.411 | B 50.341 | 37.939 | 1:30.131 | 174.2 | 12:34.355 | 4 | 1 | 3:44.735 | 1:52.941 | 37.709 | 1:14.085 | | 16:19.090 |
| | | 5 | 1 | 3:44.735 | 1:52.941 | 37.709 | 1:14.085 | | 16:19.090 | 5 | 1 | 2:38.568 | 47.373 | 37.155 | 1:14.040 | 182.4 | 18:57.658 |
| | | 6 | 1 | 2:38.568 | 47.373 | 37.155 | 1:14.040 | 182.4 | 18:57.658 | 6 | 1 | 2:40.902 | 51.346 | 37.638 | 1:11.918 | 199.6 | 21:38.560 |
| | | 7 | 1 | 2:40.902 | 51.346 | 37.638 | 1:11.918 | 199.6 | 21:38.560 | 7 | 1 | 2:37.678 | 48.110 | 36.552 | 1:13.016 | 200.4 | 24:16.238 |
| | | 8 | 1 | 2:37.678 | 48.110 | 36.552 | 1:13.016 | 200.4 | 24:16.238 | 8 | 1 | 2:38.248 | 46.750 | 37.038 | 1:14.460 | 205.3 | 26:54.486 |
| | | 9 | 1 | 2:38.248 | 46.750 | 37.038 | 1:14.460 | 205.3 | 26:54.486 | 9 | 1 | 2:39.985 | 46.788 | 38.319 | 1:14.878 | 183.7 | 29:34.471 |
| | | 10 | 1 | 2:39.985 | 46.788 | 38.319 | 1:14.878 | 183.7 | 29:34.471 | 10 | 1 | 2:39.169 | 48.975 | 36.826 | 1:13.368 | 194.6 | 32:13.640 |
| | | 11 | 1 | 2:39.169 | 48.975 | 36.826 | 1:13.368 | 194.6 | 32:13.640 | LOLA B2K-40 2000 Proto B | | | | | | | |
| 19 | 1.Simon WATTS 2.Roberto GIORDANELLI | | | | | | | | | | | | | | | | |
| | | 1 | 1 | 3:31.648 | 1:36.539 | 40.673 | 1:14.436 | | 3:31.648 | 1 | 1 | 2:31.091 | 43.925 | 38.602 | 1:08.564 | 201.9 | 8:41.234 |
| | | 2 | 1 | 2:38.495 | 45.512 | 37.908 | 1:15.075 | 194.6 | 6:10.143 | 2 | 1 | 2:38.495 | 45.512 | 37.908 | 1:15.075 | 194.6 | 6:10.143 |
| 3 | 1 | 2:31.091 | 43.925 | 38.602 | 1:08.564 | 201.9 | 8:41.234 | | | | | | | | | | |
| 7 | 1.Erik MARIS | PEUGEOT 908 HDI 2011 INV | | | | | | | | | | | | | | | |
| | | 1 | 1 | 13:10.010 | ... | 35.187 | 1:03.237 | | 13:10.010 | | | | | | | | |



ENDURANCE RACING LEGENDS
DIX MILLE TOURS
QUALIFYING 1

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 | | |
|-----|---|----------|----------|----------|----------|----------|---------|-----------|---|------|----------|----------|----------|----------|----------|-----------|-----------|
| 4 | 1 | 2:34.472 | B | 42.958 | 36.167 | 1:15.347 | 215.6 | 11:15.706 | 1 | 1 | 3:10.733 | 1:25.361 | 36.622 | 1:08.750 | 3:10.733 | | |
| 5 | 1 | 5:39.102 | | 3:53.476 | 37.810 | 1:07.816 | | 16:54.808 | 2 | 1 | 2:19.586 | 41.515 | 34.033 | 1:04.038 | 235.3 | 5:30.319 | |
| 6 | 1 | 2:40.935 | B | 43.903 | 38.063 | 1:18.969 | 212.6 | 19:35.743 | 3 | 1 | 2:22.242 | 43.385 | 34.502 | 1:04.355 | 223.6 | 7:52.561 | |
| 7 | 1 | 6:12.377 | | 4:31.506 | 36.192 | 1:04.679 | | 25:48.120 | 4 | 1 | 2:17.589 | 41.121 | 34.074 | 1:02.394 | 232.3 | 10:10.150 | |
| 8 | 1 | 2:25.229 | | 41.318 | 37.455 | 1:06.456 | 223.1 | 28:13.349 | 5 | 1 | 2:17.364 | 41.759 | 33.469 | 1:02.136 | 210.5 | 12:27.514 | |
| 9 | 1 | 2:48.644 | B | 43.628 | 35.765 | 1:29.251 | 218.2 | 31:01.993 | 6 | 1 | 2:24.914 | B | 42.228 | 33.220 | 1:09.466 | 219.1 | 14:52.428 |

20 MARCOS Mantis GT3 2002
1.Jean-Claude TORRE INV
2.Jean-Jacques PAOLETTI

| | | | | | | | | |
|---|---|----------|---|----------|--------|----------|-------|-----------|
| 1 | 1 | 4:56.484 | | 2:36.007 | 45.915 | 1:34.562 | | 4:56.484 |
| 2 | 1 | 3:31.972 | | 1:28.242 | 43.764 | 1:19.966 | 149.4 | 8:28.456 |
| 3 | 1 | 4:02.493 | B | 52.275 | 40.922 | 2:29.296 | 161.2 | 12:30.949 |
| 4 | 1 | 4:32.952 | | 2:35.073 | 43.194 | 1:14.685 | | 17:03.901 |
| 5 | 1 | 2:45.368 | | 48.961 | 42.300 | 1:14.107 | 175.3 | 19:49.269 |
| 6 | 1 | 2:42.814 | | 48.319 | 40.437 | 1:14.058 | 170.3 | 22:32.083 |
| 7 | 1 | 3:08.946 | | 1:12.958 | 40.656 | 1:15.332 | 177.3 | 25:41.029 |
| 8 | 1 | 2:57.932 | | 48.089 | 40.866 | 1:28.977 | 178.2 | 28:38.961 |
| 9 | 1 | 2:47.819 | | 48.634 | 41.623 | 1:17.562 | 157.7 | 31:26.780 |

26 LOLA B98/10 1999
1.Xavier MICHERON Proto A

| | | | | | | | | |
|---|---|----------|---|----------|--------|----------|-------|-----------|
| 1 | 1 | 8:58.418 | | 7:17.450 | 35.289 | 1:05.679 | | 8:58.418 |
| 2 | 1 | 2:18.005 | | 41.165 | 32.667 | 1:04.173 | 237.4 | 11:16.423 |
| 3 | 1 | 2:15.368 | | 40.444 | 32.337 | 1:02.587 | 253.5 | 13:31.791 |
| 4 | 1 | 2:13.408 | | 39.358 | 31.843 | 1:02.207 | 256.5 | 15:45.199 |
| 5 | 1 | 5:16.784 | B | 39.687 | 31.710 | 4:05.387 | 255.9 | 21:01.983 |
| 6 | 1 | 2:42.912 | | 1:07.231 | 33.740 | 1:01.941 | | 23:44.895 |
| 7 | 1 | 2:10.382 | | 39.019 | 31.919 | 59.444 | 266.0 | 25:55.277 |
| 8 | 1 | 3:59.784 | B | 40.025 | 32.677 | 2:47.082 | 264.1 | 29:55.061 |

33 FERRARI 333 SP 1999
1.Michel LECOURT Proto A
2.Raymond NARAC

| | | | | | | | | |
|----|---|----------|---|----------|--------|----------|-------|-----------|
| 1 | 1 | 4:53.708 | | 3:11.311 | 37.780 | 1:04.617 | | 4:53.708 |
| 2 | 1 | 2:17.177 | | 39.092 | 32.146 | 1:05.939 | 226.9 | 7:10.885 |
| 3 | 1 | 2:14.097 | | 38.485 | 31.799 | 1:03.813 | 248.8 | 9:24.982 |
| 4 | 1 | 2:09.551 | | 38.794 | 32.073 | 58.684 | 249.4 | 11:34.533 |
| 5 | 1 | 4:53.333 | B | 38.833 | 34.980 | 3:39.520 | 256.5 | 16:27.866 |
| 6 | 1 | 2:57.648 | | 1:13.200 | 35.747 | 1:08.701 | | 19:25.514 |
| 7 | 1 | 2:20.643 | | 41.775 | 33.281 | 1:05.587 | 217.7 | 21:46.157 |
| 8 | 1 | 2:19.202 | | 42.244 | 33.701 | 1:03.257 | 227.8 | 24:05.359 |
| 9 | 1 | 3:47.997 | B | 40.601 | 33.782 | 2:33.614 | 250.6 | 27:53.356 |
| 10 | 1 | 2:48.886 | | 1:03.999 | 38.768 | 1:06.119 | | 30:42.242 |

50 DODGE Viper GTS/R 2002
1.Edwin STUCKY GT2B
2.Ludovic CHOLLEY

| | | | | | | | | |
|---|---|----------|--|----------|--------|----------|-------|-----------|
| 1 | 1 | 4:33.105 | | 2:24.446 | 47.335 | 1:21.324 | | 4:33.105 |
| 2 | 1 | 2:40.367 | | 49.922 | 37.671 | 1:12.774 | 157.0 | 7:13.472 |
| 3 | 1 | 2:36.996 | | 47.974 | 36.637 | 1:12.385 | 180.9 | 9:50.468 |
| 4 | 1 | 2:32.645 | | 46.625 | 35.200 | 1:10.820 | 180.3 | 12:23.113 |
| 5 | 1 | 2:30.156 | | 45.082 | 35.549 | 1:09.525 | 192.9 | 14:53.269 |
| 6 | 1 | 2:30.578 | | 44.562 | 35.437 | 1:10.579 | 201.1 | 17:23.847 |
| 7 | 1 | 2:27.104 | | 43.730 | 35.202 | 1:08.172 | 200.7 | 19:50.951 |
| 8 | 1 | 2:26.676 | | 43.969 | 35.078 | 1:07.629 | 213.0 | 22:17.627 |
| 9 | 1 | 2:28.450 | | 44.433 | 36.578 | 1:07.439 | 195.7 | 24:46.077 |

53 DODGE Viper GTS/R 2001
1.Franck MOREL GT1B

54 PANOZ Esperante GTR1 1997
1.Xavier GALANT GT1A

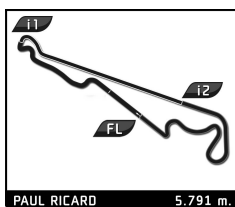
| | | | | | | | | |
|----|---|----------|--|----------|--------|----------|-------|-----------|
| 1 | 1 | 3:42.795 | | 1:35.652 | 44.346 | 1:22.797 | | 3:42.795 |
| 2 | 1 | 2:38.100 | | 48.310 | 37.792 | 1:11.998 | 188.2 | 6:20.895 |
| 3 | 1 | 2:32.956 | | 45.695 | 35.145 | 1:12.116 | 213.4 | 8:53.851 |
| 4 | 1 | 2:24.500 | | 43.698 | 33.556 | 1:07.246 | 208.5 | 11:18.351 |
| 5 | 1 | 2:21.696 | | 42.273 | 33.337 | 1:06.086 | 236.3 | 13:40.047 |
| 6 | 1 | 2:19.899 | | 42.288 | 32.939 | 1:04.672 | 225.0 | 15:59.946 |
| 7 | 1 | 2:17.461 | | 41.027 | 32.814 | 1:03.620 | 233.8 | 18:17.407 |
| 8 | 1 | 2:18.030 | | 41.432 | 32.774 | 1:03.824 | 244.9 | 20:35.437 |
| 9 | 1 | 2:18.753 | | 42.363 | 33.094 | 1:03.296 | 244.9 | 22:54.190 |
| 10 | 1 | 2:18.376 | | 42.179 | 33.640 | 1:02.557 | 226.4 | 25:12.566 |
| 11 | 1 | 2:18.254 | | 41.699 | 33.007 | 1:03.548 | 229.3 | 27:30.820 |
| 12 | 1 | 2:15.244 | | 40.361 | 32.313 | 1:02.570 | 216.4 | 29:46.064 |
| 13 | 1 | 2:14.705 | | 39.965 | 32.450 | 1:02.290 | 252.3 | 32:00.769 |

55 TVR T400R 2003
1.Matthew HOLBEN GT2B

| | | | | | | | | |
|----|---|----------|---|----------|--------|----------|-------|-----------|
| 1 | 1 | 4:20.680 | | 2:10.564 | 45.602 | 1:24.514 | | 4:20.680 |
| 2 | 1 | 3:00.949 | | 56.778 | 43.854 | 1:20.317 | 162.7 | 7:21.629 |
| 3 | 1 | 2:45.138 | | 49.077 | 40.010 | 1:16.051 | 184.0 | 10:06.767 |
| 4 | 1 | 2:52.021 | B | 48.130 | 41.762 | 1:22.129 | 182.4 | 12:58.788 |
| 5 | 1 | 3:47.935 | | 1:55.821 | 38.518 | 1:13.596 | | 16:46.723 |
| 6 | 1 | 2:41.530 | | 48.166 | 39.182 | 1:14.182 | 180.9 | 19:28.253 |
| 7 | 1 | 2:39.120 | | 48.534 | 37.009 | 1:13.577 | 194.6 | 22:07.373 |
| 8 | 1 | 2:44.720 | | 51.905 | 40.618 | 1:12.197 | 182.4 | 24:52.093 |
| 9 | 1 | 2:35.923 | | 47.314 | 37.026 | 1:11.583 | 207.3 | 27:28.016 |
| 10 | 1 | 2:36.013 | | 46.488 | 37.307 | 1:12.218 | 182.4 | 30:04.029 |

60 TOYOTA Supra GT2 1994
1.Marc LOUAIL GT2A

| | | | | | | | | |
|----|---|----------|---|----------|--------|----------|-------|-----------|
| 1 | 1 | 4:46.205 | B | 2:19.297 | 49.950 | 1:36.958 | | 4:46.205 |
| 2 | 1 | 4:00.125 | B | 1:57.651 | 38.250 | 1:24.224 | | 8:46.330 |
| 3 | 1 | 3:22.318 | | 1:29.544 | 40.391 | 1:12.383 | | 12:08.648 |
| 4 | 1 | 2:31.808 | | 45.256 | 35.942 | 1:10.610 | 204.9 | 14:40.456 |
| 5 | 1 | 2:31.263 | | 44.679 | 35.386 | 1:11.198 | 214.3 | 17:11.719 |
| 6 | 1 | 2:32.079 | | 46.545 | 36.210 | 1:09.324 | 199.6 | 19:43.798 |
| 7 | 1 | 2:27.835 | | 44.784 | 34.654 | 1:08.397 | 197.1 | 22:11.633 |
| 8 | 1 | 2:24.044 | | 44.569 | 33.535 | 1:05.940 | 180.6 | 24:35.677 |
| 9 | 1 | 2:24.738 | | 45.854 | 33.456 | 1:05.428 | 197.1 | 27:00.415 |
| 10 | 1 | 2:23.725 | | 43.130 | 34.385 | 1:06.210 | 210.5 | 29:24.140 |
| 11 | 1 | 2:22.934 | | 42.635 | 33.639 | 1:06.660 | 211.8 | 31:47.074 |

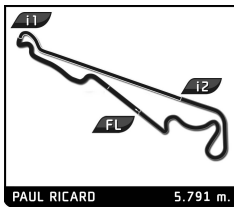


ENDURANCE RACING LEGENDS
DIX MILLE TOURS
QUALIFYING 1

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 | | |
|------------|----|-------------------------------|---------------|---------------|-----------------|-------|-----------|-----|------------|-----------------|------------------------|---------------|-----------------|-------|-----------|--|--|
| 68 | 1. | Porsche 997 GT3 RSR 2007 | | | | | | | 123 | 1. | ASTON MARTIN DBR9 2006 | | | | | | |
| | | GT2B | | | | | | | | | GT1B | | | | | | |
| 1 | 1 | 4:21.685 | 2:13.252 | 44.260 | 1:24.173 | | 4:21.685 | 1 | 1 | 3:32.123 | 1:37.397 | 41.501 | 1:13.225 | | 3:32.123 | | |
| 2 | 1 | 3:02.064 | 56.590 | 43.681 | 1:21.793 | 134.3 | 7:23.749 | 2 | 1 | 2:20.982 | 42.794 | 34.263 | 1:03.925 | 201.9 | 5:53.105 | | |
| 3 | 1 | 2:45.834 | 51.148 | 37.924 | 1:16.762 | 155.6 | 10:09.583 | 3 | 1 | 2:15.222 | 40.931 | 32.733 | 1:01.558 | 214.3 | 8:08.327 | | |
| 4 | 1 | 2:46.371 | 50.052 | 37.746 | 1:18.573 | 175.0 | 12:55.954 | 4 | 1 | 2:14.921 | 39.654 | 32.153 | 1:03.114 | 238.4 | 10:23.248 | | |
| 5 | 1 | 2:41.260 | 48.889 | 37.464 | 1:14.907 | 186.2 | 15:37.214 | 5 | 1 | 2:13.894 | 40.247 | 32.219 | 1:01.428 | 247.7 | 12:37.142 | | |
| 6 | 1 | 2:44.949 | 49.649 | 38.765 | 1:16.535 | 196.7 | 18:22.163 | 6 | 1 | 2:16.346 | 41.536 | 32.273 | 1:02.537 | 204.5 | 14:53.488 | | |
| 7 | 1 | 2:37.055 | 47.088 | 36.933 | 1:13.034 | 209.3 | 20:59.218 | 7 | 1 | 2:13.588 | 39.424 | 32.106 | 1:02.058 | 242.2 | 17:07.076 | | |
| 8 | 1 | 2:37.181 | 46.821 | 36.107 | 1:14.253 | 204.9 | 23:36.399 | 8 | 1 | 2:19.140 | 41.174 | 32.043 | 1:05.923 | 221.3 | 19:26.216 | | |
| 9 | 1 | 2:36.477 | 48.471 | 36.605 | 1:11.401 | 206.5 | 26:12.876 | 9 | 1 | 2:17.894 | 42.328 | 32.690 | 1:02.876 | 213.9 | 21:44.110 | | |
| 10 | 1 | 2:33.483 | 47.321 | 35.633 | 1:10.529 | 209.7 | 28:46.359 | 10 | 1 | 2:16.357 | 41.476 | 32.567 | 1:02.314 | 255.3 | 24:00.467 | | |
| 11 | 1 | 2:29.869 | 45.616 | 35.809 | 1:08.444 | 213.9 | 31:16.228 | 11 | 1 | 2:13.998 | 39.730 | 33.262 | 1:01.006 | 243.2 | 26:14.465 | | |
| | | | | | | | | 12 | 1 | 2:13.793 | 40.971 | 31.906 | 1:00.916 | 220.9 | 28:28.258 | | |
| | | | | | | | | 13 | 1 | 2:13.602 | 40.633 | 31.756 | 1:01.213 | 214.7 | 30:41.860 | | |
| 86 | 1. | Porsche 996 GT3 RSR 2004 | | | | | | | 158 | 1. | Ferrari 458 GTE 2011 | | | | | | |
| | | GT2B | | | | | | | | | INV | | | | | | |
| | 2. | Michael FÖVÉNY | | | | | | | | | | | | | | | |
| 1 | 1 | 3:33.546 | 1:48.502 | 38.774 | 1:06.270 | | 3:33.546 | 1 | 1 | 5:11.612 | 3:07.814 | 44.872 | 1:18.926 | | 5:11.612 | | |
| 2 | 1 | 2:20.998 | 41.987 | 36.014 | 1:02.997 | 214.3 | 5:54.544 | 2 | 1 | 2:41.937 | 49.777 | 38.545 | 1:13.615 | 186.5 | 7:53.549 | | |
| 3 | 1 | 2:17.690 | 40.650 | 33.272 | 1:03.768 | 231.3 | 8:12.234 | 3 | 1 | 2:32.985 | 45.409 | 36.816 | 1:10.760 | 195.3 | 10:26.534 | | |
| 4 | 1 | 2:18.351 | 41.477 | 33.505 | 1:03.369 | 234.3 | 10:30.585 | 4 | 1 | 2:31.037 | 45.610 | 35.856 | 1:09.571 | 197.1 | 12:57.571 | | |
| 5 | 1 | 2:58.866B | 46.751 | 45.968 | 1:26.147 | 177.9 | 13:29.451 | 5 | 1 | 2:27.093 | 44.032 | 34.955 | 1:08.106 | 195.7 | 15:24.664 | | |
| | | | | | | | | 6 | 1 | 2:27.139 | 44.241 | 34.892 | 1:08.006 | 216.4 | 17:51.803 | | |
| | | | | | | | | 7 | 1 | 2:24.079 | 42.779 | 34.670 | 1:06.630 | 223.1 | 20:15.882 | | |
| | | | | | | | | 8 | 1 | 2:37.446B | 42.677 | 34.749 | 1:20.020 | 223.6 | 22:53.328 | | |
| | | | | | | | | 9 | 1 | 4:40.948 | 2:57.781 | 36.071 | 1:07.096 | | 27:34.276 | | |
| | | | | | | | | 10 | 1 | 2:21.992 | 42.142 | 34.589 | 1:05.261 | 211.4 | 29:56.268 | | |
| | | | | | | | | 11 | 1 | 2:19.101 | 41.337 | 34.243 | 1:03.521 | 228.3 | 32:15.369 | | |
| 92 | 1. | Aston Martin Vantage GT2 2010 | | | | | | | 160 | 1. | KOPF Keiler 1995 | | | | | | |
| | | GT2B | | | | | | | | | Proto A | | | | | | |
| | 1. | Franz WUNDERLICH | | | | | | | | | | | | | | | |
| 1 | 1 | 4:22.170 | 2:20.004 | 47.774 | 1:14.392 | | 4:22.170 | 1 | 1 | 4:32.750 | 2:22.198 | 48.775 | 1:21.777 | | 4:32.750 | | |
| 2 | 1 | 2:35.848 | 47.939 | 37.264 | 1:10.645 | 171.7 | 6:58.018 | 2 | 1 | 2:40.275 | 48.996 | 38.144 | 1:13.135 | 170.3 | 7:13.025 | | |
| 3 | 1 | 2:29.606 | 44.017 | 36.202 | 1:09.387 | 199.3 | 9:27.624 | 3 | 1 | 2:36.595 | 45.742 | 37.428 | 1:13.425 | 186.5 | 9:49.620 | | |
| 4 | 1 | 2:38.480B | 43.804 | 35.792 | 1:18.884 | 214.7 | 12:06.104 | 4 | 1 | 2:36.410 | 46.148 | 37.165 | 1:13.097 | 188.2 | 12:26.030 | | |
| 5 | 1 | 4:53.764 | 3:05.376 | 36.963 | 1:11.425 | | 16:59.868 | 5 | 1 | 4:41.150B | 47.100 | 37.053 | 3:16.997 | 180.0 | 17:07.180 | | |
| 6 | 1 | 2:30.506 | 43.408 | 35.660 | 1:11.438 | 220.9 | 19:30.374 | 6 | 1 | 2:54.428 | 1:06.351 | 37.164 | 1:10.913 | | 20:01.608 | | |
| 7 | 1 | 2:30.430 | 44.016 | 35.761 | 1:10.653 | 209.7 | 22:00.804 | 7 | 1 | 2:30.548 | 44.363 | 36.214 | 1:09.971 | 193.2 | 22:32.156 | | |
| 8 | 1 | 2:30.815 | 43.368 | 36.117 | 1:11.330 | 210.5 | 24:31.619 | 8 | 1 | 2:29.471 | 44.643 | 35.623 | 1:09.205 | 185.9 | 25:01.627 | | |
| 9 | 1 | 2:28.007 | 43.397 | 36.008 | 1:08.602 | 212.6 | 26:59.626 | 9 | 1 | 2:28.840 | 45.566 | 35.363 | 1:07.911 | 184.3 | 27:30.467 | | |
| 10 | 1 | 2:29.194 | 43.328 | 36.529 | 1:09.337 | 216.9 | 29:28.820 | 10 | 1 | 2:28.767 | 44.788 | 35.340 | 1:08.639 | 180.6 | 29:59.234 | | |
| 11 | 1 | 2:28.005 | 43.561 | 35.474 | 1:08.970 | 210.9 | 31:56.825 | 11 | 1 | 2:28.640 | 43.673 | 35.079 | 1:09.888 | 195.3 | 32:27.874 | | |
| 99 | 1. | Ferrari 360 GTC 1999 | | | | | | | 163 | 1. | SALEEN S7-R 2004 | | | | | | |
| | | GT2A | | | | | | | | | GT1B | | | | | | |
| | 1. | Heiko OSTMANN | | | | | | | | | | | | | | | |
| 1 | 1 | 22:05.559 | ... | 45.537 | 1:24.642 | | 22:05.559 | 1 | 1 | 3:39.934 | 1:54.795 | 36.669 | 1:08.470 | | 3:39.934 | | |
| 2 | 1 | 3:00.961 | 53.055 | 43.411 | 1:24.495 | 170.9 | 25:06.520 | 2 | 1 | 2:19.043 | 42.212 | 32.899 | 1:03.932 | 212.6 | 5:58.977 | | |
| 3 | 1 | 2:48.439 | 51.935 | 40.348 | 1:16.156 | 167.4 | 27:54.959 | 3 | 1 | 2:16.702 | 40.879 | 32.644 | 1:03.179 | 220.9 | 8:15.679 | | |
| 4 | 1 | 2:41.510 | 47.271 | 39.115 | 1:15.124 | 207.7 | 30:36.469 | 4 | 1 | 2:15.522 | 39.879 | 32.788 | 1:02.855 | 232.3 | 10:31.201 | | |
| | | | | | | | | 5 | 1 | 2:15.246 | 40.419 | 32.453 | 1:02.374 | 232.8 | 12:46.447 | | |
| | | | | | | | | 6 | 1 | 2:13.495 | 39.831 | 32.192 | 1:01.472 | 226.9 | 14:59.942 | | |
| | | | | | | | | 7 | 1 | 2:14.054 | 39.765 | 32.685 | 1:01.604 | 241.1 | 17:13.996 | | |
| | | | | | | | | 8 | 1 | 2:22.670B | 40.773 | 33.027 | 1:08.870 | 209.3 | 19:36.666 | | |
| | | | | | | | | 9 | 1 | 7:16.446 | 5:41.978 | 33.253 | 1:01.215 | | 26:53.112 | | |
| | | | | | | | | 10 | 1 | 2:11.169 | 39.105 | 32.001 | 1:00.063 | 243.8 | 29:04.281 | | |
| 102 | 1. | Marcos LM600 1999 | | | | | | | | | | | | | | | |
| | | GT2A | | | | | | | | | | | | | | | |
| | 1. | Alexandre LEROY | | | | | | | | | | | | | | | |
| 1 | 1 | 4:22.745 | 1:56.909 | 42.509 | 1:43.327 | | 4:22.745 | | | | | | | | | | |
| 2 | 1 | 2:59.626 | 57.845 | 41.697 | 1:20.084 | 134.2 | 7:22.371 | | | | | | | | | | |
| 3 | 1 | 2:39.801 | 49.411 | 37.034 | 1:13.356 | 180.3 | 10:02.172 | | | | | | | | | | |
| 4 | 1 | 2:33.534 | 47.437 | 36.412 | 1:09.685 | 189.5 | 12:35.706 | | | | | | | | | | |
| 5 | 1 | 2:32.276 | 46.563 | 36.698 | 1:09.015 | 195.3 | 15:07.982 | | | | | | | | | | |
| 6 | 1 | 2:29.551 | 45.067 | 35.463 | 1:09.021 | 200.0 | 17:37.533 | | | | | | | | | | |
| 7 | 1 | 2:29.402 | 44.996 | 35.277 | 1:09.129 | 182.1 | 20:06.935 | | | | | | | | | | |
| 8 | 1 | 2:27.356 | 44.701 | 35.008 | 1:07.647 | 188.8 | 22:34.291 | | | | | | | | | | |
| 9 | 1 | 2:30.283 | 45.227 | 34.566 | 1:10.490 | 178.5 | 25:04.574 | | | | | | | | | | |
| 10 | 1 | 2:29.807 | 45.757 | 35.242 | 1:08.808 | 176.2 | 27:34.381 | | | | | | | | | | |
| 11 | 1 | 2:28.552 | 45.005 | 34.944 | 1:08.603 | 181.8 | 30:02.933 | | | | | | | | | | |



ENDURANCE RACING LEGENDS
DIX MILLE TOURS
QUALIFYING 1

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 |
|-----|---|------|----------|----------|----------|-------|---------|-----|---|------|----------|----------|----------|-------|---------|
|-----|---|------|----------|----------|----------|-------|---------|-----|---|------|----------|----------|----------|-------|---------|

177 1.Pat BUNIATRE
Porsche 964 RSR 1993
GT2A

| | | | | | | | |
|----|---|-----------------|---------------|---------------|-----------------|-------|-----------|
| 1 | 1 | 3:22.685 | 1:08.609 | 49.828 | 1:24.248 | | 3:22.685 |
| 2 | 1 | 2:50.115 | 51.091 | 40.763 | 1:18.261 | 163.6 | 6:12.800 |
| 3 | 1 | 2:41.695 | 48.685 | 38.238 | 1:14.772 | 172.0 | 8:54.495 |
| 4 | 1 | 2:39.450 | 47.291 | 39.442 | 1:12.717 | 198.2 | 11:33.945 |
| 5 | 1 | 2:36.982 | 46.630 | 38.128 | 1:12.224 | 204.9 | 14:10.927 |
| 6 | 1 | 2:36.532 | 46.686 | 37.916 | 1:11.930 | 201.1 | 16:47.459 |
| 7 | 1 | 2:35.501 | 47.780 | 37.999 | 1:09.722 | 175.6 | 19:22.960 |
| 8 | 1 | 2:34.972 | 46.140 | 37.198 | 1:11.634 | 208.1 | 21:57.932 |
| 9 | 1 | 2:33.580 | 45.540 | 37.568 | 1:10.472 | 203.0 | 24:31.512 |
| 10 | 1 | 2:33.492 | 46.276 | 37.326 | 1:09.890 | 196.4 | 27:05.004 |
| 11 | 1 | 2:31.097 | 45.342 | 36.849 | 1:08.906 | 207.7 | 29:36.101 |
| 12 | 1 | 2:33.872 | 46.249 | 37.402 | 1:10.221 | 201.9 | 32:09.973 |

191 1.Eric FAURE
Porsche 964 Cup 1990
INV

| | | | | | | | |
|---|---|-----------------|---------------|---------------|-----------------|-------|-----------|
| 1 | 1 | 4:19.671 | 2:00.301 | 47.086 | 1:32.284 | | 4:19.671 |
| 2 | 1 | 3:11.567 | 57.068 | 46.080 | 1:28.419 | 156.5 | 7:31.238 |
| 3 | 1 | 3:10.493 | 58.616 | 47.214 | 1:24.663 | 171.2 | 10:41.731 |
| 4 | 1 | 3:01.856 | 55.564 | 43.524 | 1:22.768 | 169.3 | 13:43.587 |
| 5 | 1 | 17:15.289 B | 52.257 | 42.531 | ... | 177.6 | 30:58.876 |

199 1.Simon EVANS
Porsche 996 GT3 RS 2001
GT2B

| | | | | | | | |
|----|---|-----------------|---------------|---------------|-----------------|-------|-----------|
| 1 | 1 | 3:56.523 | 1:52.110 | 44.146 | 1:20.267 | | 3:56.523 |
| 2 | 1 | 2:43.791 | 49.398 | 39.957 | 1:14.436 | 200.7 | 6:40.314 |
| 3 | 1 | 2:38.362 | 47.508 | 38.283 | 1:12.571 | 198.5 | 9:18.676 |
| 4 | 1 | 2:42.350 | 47.508 | 40.014 | 1:14.828 | 210.9 | 12:01.026 |
| 5 | 1 | 2:35.391 | 46.474 | 38.003 | 1:10.914 | 196.7 | 14:36.417 |
| 6 | 1 | 2:34.280 | 45.238 | 38.245 | 1:10.797 | 204.5 | 17:10.697 |
| 7 | 1 | 2:39.535 | 47.012 | 39.964 | 1:12.559 | 204.9 | 19:50.232 |
| 8 | 1 | 2:37.109 | 48.226 | 38.232 | 1:10.651 | 176.2 | 22:27.341 |
| 9 | 1 | 2:33.546 | 45.482 | 37.943 | 1:10.121 | 203.0 | 25:00.887 |
| 10 | 1 | 2:42.274 | 49.093 | 40.011 | 1:13.170 | 188.5 | 27:43.161 |
| 11 | 1 | 2:31.008 | 45.203 | 37.407 | 1:08.398 | 197.1 | 30:14.169 |