

CLASSIC ENDURANCE RACING 1

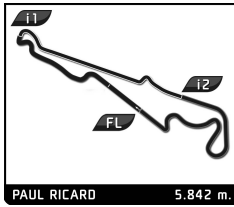
DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1 CHEVRON B 19 1971 1.Alexander FURIANI P-2L															
1	1	7:03.934	5:16.652	46.477	1:00.805		7:03.934								
2	1	2:17.838	38.725	40.581	58.532	217.3	9:21.772								
3	1	2:17.681	38.057	41.859	57.765	219.1	11:39.453								
4	1	2:50.244	B 41.494	44.775	1:23.975	206.1	14:29.697								
5	1	19:07.881	...	46.866	1:02.802		33:37.578								
6	1	2:28.937	37.960	42.062	1:08.915	218.2	36:06.515								
7	1	2:23.381	39.231	40.498	1:03.652	216.4	38:29.896								
8	1	2:20.777	37.653	42.705	1:00.419	218.2	40:50.673								
9	1	2:17.150	38.024	40.368	58.758	216.0	43:07.823								
10	1	3:01.526	B 50.669	53.432	1:17.425	186.2	46:09.349								
3 PORSCHE 917 1970 1.Massimo PEDRAZZI P+2L 2.Gérard LAROUSSE															
1	1	9:00.278	7:02.515	50.677	1:07.086		9:00.278								
2	1	2:38.201	44.932	46.174	1:07.095	195.3	11:38.479								
3	1	2:41.488	46.158	45.833	1:09.497	155.8	14:19.967								
4	1	3:07.081	B 44.671	50.243	1:32.167	189.1	17:27.048								
5	1	6:08.454	B 4:04.014	48.500	1:15.940		23:35.502								
6	1	7:09.508	5:24.840	43.078	1:01.590		30:45.010								
7	1	2:22.719	39.292	42.897	1:00.530	223.1	33:07.729								
8	1	2:34.652	B 38.809	43.914	1:11.929	229.8	35:42.381								
9	1	8:03.025	B 4:59.798	1:06.773	1:56.454		43:45.406								
5 PORSCHE 911 Carrera RSR 3.0L 1974 1.Uwe KOLB GT1 2.Patrick KOLB															
1	1	5:26.308	3:19.471	54.433	1:12.404		5:26.308								
2	1	2:48.504	47.752	49.165	1:11.587	179.4	8:14.812								
3	1	2:52.630	46.271	53.689	1:12.670	187.2	11:07.442								
4	1	2:47.510	46.759	49.996	1:10.755	181.5	13:54.952								
5	1	2:45.190	45.846	48.285	1:11.059	189.1	16:40.142								
6	1	2:59.173	B 46.628	49.649	1:22.896	187.2	19:39.315								
7	1	7:40.926	5:39.598	46.735	1:14.593		27:20.241								
8	1	2:29.864	41.136	45.263	1:03.465	197.8	29:50.105								
9	1	2:29.240	42.533	44.300	1:02.407	205.3	32:19.345								
10	1	2:28.599	40.428	45.699	1:02.472	204.2	34:47.944								
11	1	2:28.834	40.876	44.502	1:03.456	201.1	37:16.778								
12	1	2:35.942	40.798	44.452	1:10.692	203.0	39:52.720								
13	1	2:28.086	41.121	44.335	1:02.630	202.6	42:20.806								
14	1	2:28.795	40.936	44.649	1:03.210	203.4	44:49.601								
15	1	3:26.801	B 40.268	52.801	1:53.732	203.0	48:16.402								
7 LOLA T70 Mk III B 1969 1.Toni SEILER P+2L															
1	1	3:55.936	2:04.793	47.771	1:03.372		3:55.936								
2	1	2:23.615	39.817	43.690	1:00.108	226.4	6:19.551								
3	1	2:39.200	B 40.040			219.1	8:58.751								
4	1	6:48.679	5:00.078	44.613	1:03.988		15:47.430								
5	1	2:20.345	39.914	41.598	58.833	193.9	18:07.775								
6	1	2:38.545	B 39.454	41.756	1:17.335	237.9	20:46.320								
7	1	6:38.816	B 4:34.006	45.089	1:19.721		27:25.136								
8	1	11:09.329	9:21.960	45.603	1:01.766		38:34.465								
9	1	2:20.475	38.684	41.663	1:00.128	240.5	40:54.940								
10	1	2:17.492	37.879	40.955	58.658	230.3	43:12.432								
11	1	2:35.238	B 38.461	42.660	1:14.117	241.6	45:47.670								
8 CHEVRON B8 1968 1.Sandy WATSON P-2L 2.Martin O'CONNELL															
1	1	3:00.177	1:12.344	45.568	1:02.265		3:00.177								
2	1	2:28.809	40.666	43.975	1:04.168	213.4	5:28.986								
3	1	2:28.036	41.753	42.790	1:03.493	204.5	7:57.022								
4	1	2:22.956	39.800	41.548	1:01.608	215.6	10:19.978								
5	1	2:26.791	41.923	43.415	1:01.453	213.4	12:46.769								
6	1	2:42.858	B 39.260	42.233	1:21.365	210.1	15:29.627								
7	1	6:30.332	3:54.857	45.735	1:49.740		21:59.959								
8	1	2:37.852	43.664	46.968	1:07.220	202.2	24:37.811								
9	1	2:33.456	43.134	46.423	1:03.899	188.8	27:11.267								
10	1	2:32.409	41.817	45.190	1:05.402	199.3	29:43.676								
11	1	2:33.725	42.761	45.597	1:05.367	204.5	32:17.401								
12	1	2:41.117	45.014	49.015	1:07.088	197.8	34:58.518								
13	1	2:48.416	B 42.498	47.488	1:18.430	198.9	37:46.934								
11 MCLAREN M8C DFV 1970 1.Marc DEVIS P+2L 2.Martin O'CONNELL															
1	1	3:49.408	B 1:36.504	55.605	1:17.299		3:49.408								
2	1	4:25.093	2:30.923	47.930	1:06.240		8:14.501								
3	1	2:40.027	42.704	49.286	1:08.037	188.8	10:54.528								
4	1	2:24.846	40.589	42.282	1:01.975	200.7	13:19.374								
5	1	2:27.348	40.867	42.272	1:04.209	212.6	15:46.722								
6	1	2:58.098	B 44.484	51.728	1:21.886	185.2	18:44.820								
7	1	5:02.278	B 3:05.836	42.801	1:13.641		23:47.098								
8	1	3:29.506	1:43.092	44.388	1:02.026		27:16.604								
9	1	2:22.024	39.596	41.748	1:00.680	222.2	29:38.628								
10	1	2:25.566	43.624	40.653	1:01.289	170.3	32:04.194								
11	1	2:23.137	40.510	42.224	1:00.403	221.3	34:27.331								
12 PORSCHE 917 1969 1.Claudio RODDARO P+2L															
1	1	3:25.572	1:30.462	49.058	1:06.052		3:25.572								
2	1	2:29.032	42.186	43.195	1:03.651	186.9	5:54.604								
3	1	2:27.219	41.144	43.510	1:02.565	203.4	8:21.823								
4	1	2:52.583	B 40.985	44.744	1:26.854	212.6	11:14.406								
5	1	4:23.919	2:38.471	43.405	1:02.043		15:38.325								
6	1	2:25.103	40.241	43.251	1:01.611	210.1	18:03.428								
7	1	2:27.407	40.857	42.864	1:03.686	212.2	20:30.835								
8	1	2:48.755	B 44.972	43.961	1:19.822	206.9	23:19.590								
9	1	6:01.017	4:13.878	44.237	1:02.902		29:20.607								
10	1	2:27.079	40.492	44.488	1:02.099	209.7	31:47.686								
11	1	2:25.893	39.934	44.144	1:01.815	225.0	34:13.579								
12	1	2:39.259	B 40.482	43.329	1:16.114	219.1	36:53.504								
14 LOLA T 212 1971 1.Mauro POPONCINI P-2L 2.Thomas JAMIN															
1	1	3:02.909	B 53.491	49.684	1:19.734		3:02.909								
2	1	6:49.750	5:01.247	43.184	1:05.319		9:52.659								
3	1	2:27.658	41.232	42.944	1:03.482	216.4	12:20.317								
4	1	2:29.550	41.784	45.562	1:02.204	222.7	14:49.867								
5	1	2:30.564	40.966	42.075	1:07.523	214.3	17:20.431								
6	1	2:22.338	40.031	41.962	1:00.345	213.9	19:42.769								
7	1	2:20.882	38.989	41.652	1:00.241	218.2	22:03.651								
8	1	2:55.621	B 40.859	51.389	1:23.373	222.2	24:59.272								
9	1	7:35.029	5:37.177	48.671	1:09.181		32:34.301								



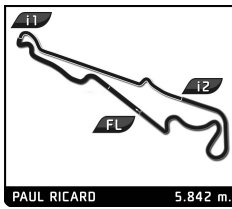
CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

Personal Best							Session Best							B Crossing the finish line in pit lane						
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed					
16 LOLA T 212 1971																				
1.Serge KRIKNOFF P-2L																				
1	1	12:13.223	...	1:00.623	1:10.218		12:13.223	9	1	2:28.622	41.136	43.639	1:03.847	217.7	25:24.174					
2	1	2:24.732	40.348	43.373	1:01.011	207.3	14:37.955	10	1	2:30.994	41.786	43.601	1:05.607	216.0	27:55.168					
3	1	2:22.986	38.866	42.981	1:01.139	221.8	17:00.941	11	1	2:31.960	41.924	45.559	1:04.477	219.5	30:27.128					
4	1	10:22.251	B 39.301	44.410	8:58.540	217.7	27:23.192	12	1	2:32.790	41.854	44.745	1:06.191	213.4	32:59.918					
5	1	3:10.724	1:15.034	50.967	1:04.723		30:33.916	13	1	2:52.961	B 44.429	50.197	1:18.335	203.8	35:52.879					
6	1	2:21.549	38.747	41.587	1:01.215	220.4	32:55.465	14	1	3:53.834	2:04.113	43.571	1:06.150		39:46.713					
7	1	2:19.521	38.909	41.741	58.871	218.2	35:14.986	15	1	2:30.933	42.821	43.760	1:04.352	201.5	42:17.646					
								16	1	2:29.254	40.962	43.546	1:04.746	209.7	44:46.900					
								17	1	3:32.138	B 42.165	56.040	1:53.933	205.3	48:19.038					
17 PORSCHE 906 Carrera 6 1966																				
1.David NOGAREDA ESTIVIL P-2L																				
1	1	3:54.640	1:24.690	1:08.708	1:21.242		3:54.640	1	1	3:51.512	1:55.898	46.864	1:08.750		3:51.512					
2	1	3:11.290	53.314	59.637	1:18.339	139.5	7:05.930	2	1	2:26.248	41.280	43.111	1:01.857	208.1	6:17.760					
3	1	4:20.784	52.261	2:05.351	1:23.172	142.7	11:26.714	3	1	2:28.454	41.293	42.877	1:04.284	205.3	8:46.214					
4	1	3:11.111	52.827	59.153	1:19.131	138.8	14:37.825	4	1	2:28.254	40.788	43.331	1:04.135	216.4	11:14.468					
5	1	3:28.045	B 53.308	59.437	1:35.300	138.1	18:05.870	5	1	2:26.965	41.963	43.755	1:01.247	166.2	13:41.433					
6	1	5:10.538	2:54.957	57.472	1:18.109		23:16.408	6	1	2:22.897	39.499	42.570	1:00.828	218.2	16:04.330					
7	1	3:10.050	52.460	58.687	1:18.903	140.8	26:26.458	7	1	2:20.772	38.925	41.655	1:00.192	222.2	18:25.102					
8	1	3:09.936	52.560	58.570	1:18.806	141.4	29:36.394	8	1	2:41.836	B 38.944	42.903	1:19.989	218.2	21:06.938					
9	1	3:14.626	57.294	59.216	1:18.116	142.5	32:51.020													
10	1	3:08.783	52.280	58.409	1:18.094	142.3	35:59.803													
11	1	3:06.926	51.666	58.349	1:16.911	140.8	39:06.729													
12	1	3:06.908	51.804	57.756	1:17.348	141.7	42:13.637													
13	1	3:06.546	52.688	57.092	1:16.766	138.5	45:20.183													
18 PORSCHE 911 RS 3.0L 1974																				
1.Didier CALMELS GT1																				
2.Gérard LARROUSSE																				
1	1	5:02.666	2:43.226	57.375	1:22.065		5:02.666	1	1	3:06.546	1:08.625	49.632	1:08.289		3:06.546					
2	1	3:01.249	51.916	52.619	1:16.714	167.7	8:03.915	2	1	2:35.342	43.091	46.149	1:06.102	193.2	5:41.888					
3	1	2:58.306	49.149	53.004	1:16.153	183.1	11:02.221	3	1	2:35.898	45.227	46.330	1:04.341	192.5	8:17.786					
4	1	2:50.843	48.150	50.520	1:12.173	189.1	13:53.064	4	1	2:35.064	42.510	46.357	1:06.197	208.5	10:52.850					
5	1	2:49.874	46.526	50.363	1:12.985	196.0	16:42.938	5	1	2:28.714	41.361	44.522	1:02.831	200.0	13:21.564					
6	1	2:48.148	46.820	49.355	1:11.973	191.2	19:31.086	6	1	2:29.074	40.935	44.643	1:03.496	203.4	15:50.638					
7	1	8:12.179	B 46.311	50.223	6:35.645	196.0	27:43.265	7	1	2:31.545	42.724	44.481	1:04.340	194.9	18:22.183					
8	1	3:20.408	1:13.742	53.011	1:13.655		31:03.673	8	1	5:10.578	B 41.259	46.625	3:42.694	201.9	23:32.761					
9	1	2:43.282	45.075	48.702	1:09.505	196.7	33:46.955	9	1	2:51.622	1:01.797	45.978	1:03.847		26:24.383					
10	1	2:42.879	45.086	48.321	1:09.472	198.5	36:29.834	10	1	2:29.872	41.799	44.979	1:03.094	201.1	28:54.255					
11	1	2:48.060	46.967	48.052	1:13.041	197.4	39:17.894	11	1	2:28.283	40.970	45.149	1:02.164	204.2	31:22.538					
12	1	2:41.392	44.252	48.105	1:09.035	194.2	41:59.286	12	1	2:27.893	41.245	44.736	1:01.912	205.7	33:50.431					
13	1	6:33.823	B 48.268	52.635	4:52.920	196.7	48:33.109	13	1	2:49.106	B 43.067	48.451	1:17.588	174.5	36:39.537					
21 DETOMASO Pantera 1971																				
1.Detlef VON DER LIECK GT1																				
2.Ralf KELLENERS																				
1	1	3:34.796	1:41.040	49.842	1:03.914		3:34.796	1	1	3:46.965	1:40.563	52.134	1:14.268		3:46.965					
2	1	2:22.712	39.558	42.221	1:00.933	217.3	5:57.508	2	1	2:50.382	47.308	50.183	1:12.891	184.3	6:37.347					
3	1	2:36.680	B 40.167	45.388	1:11.125	219.5	8:34.188	3	1	2:46.628	47.196	49.328	1:10.104	176.8	9:23.975					
4	1	4:06.181	2:14.940	45.673	1:05.568		12:40.369	4	1	2:50.996	46.522	50.825	1:13.649	185.2	12:14.971					
5	1	2:32.383	42.178	44.405	1:05.800	187.5	15:12.752	5	1	2:44.673	45.917	48.983	1:09.773	192.9	14:59.644					
6	1	2:34.034	41.917	44.268	1:07.849	203.8	17:46.786	6	1	2:42.534	45.061	47.018	1:10.455	199.6	17:42.178					
7	1	2:35.521	43.075	44.974	1:07.472	197.1	20:22.307	7	1	2:38.602	43.800	47.483	1:07.319	204.9	20:20.780					
8	1	2:33.245	43.659	44.996	1:04.590	184.0	22:55.552	8	1	2:43.223	44.072	49.345	1:09.806	201.1	23:04.003					
								9	1	2:37.618	43.749	46.521	1:07.348	206.9	25:41.621					
								10	1	2:40.681	44.957	47.107	1:08.617	193.5	28:22.302					
								11	1	2:41.106	44.606	47.669	1:08.831	194.6	31:03.408					
								12	1	2:37.322	43.738	47.165	1:06.419	204.2	33:40.730					
								13	1	2:36.632	43.775	45.293	1:07.564	216.4	36:17.362					
								14	1	2:36.546	42.298	45.118	1:09.130	210.1	38:53.908					
								15	1	2:35.186	43.036	46.327	1:05.823	209.3	41:29.094					
								16	1	2:59.262	B 42.680	46.095	1:30.487	207.7	44:28.356					



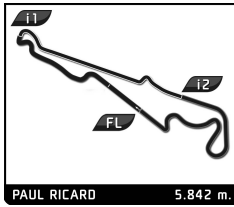
CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
29 PORSCHE 911 ST 2.5i 1972 1. Tommy ERIKSSON GT1															
1	1	4:56.542	2:39.648	58.018	1:18.876		4:56.542	6	1	2:32.735	42.583	45.266	1:04.886	198.5	36:31.143
2	1	3:06.316	51.420	56.299	1:18.597	164.9	8:02.858	7	1	2:38.803	44.466	44.208	1:10.129	201.1	39:09.946
3	1	3:09.256	52.048	58.486	1:18.722	167.2	11:12.114	8	1	2:31.972	42.907	44.485	1:04.580	200.7	41:41.918
4	1	3:05.814	51.975	55.434	1:18.405	160.0	14:17.928	9	1	2:30.730	41.526	44.595	1:04.609	201.5	44:12.648
5	1	3:11.294	50.993	58.392	1:21.909	164.9	17:29.222	10	1	3:27.785 B	41.974	53.460	1:52.351	203.0	47:40.433
6	1	3:32.314 B	55.383	1:00.336	1:36.595	145.6	21:01.536								
7	1	7:45.910	5:29.619	57.865	1:18.426		28:47.446								
8	1	3:09.256	52.269	57.070	1:19.917	160.5	31:56.702								
9	1	3:24.259 B	52.293	58.019	1:33.947	159.3	35:20.961								
30 LOLA T70 Mk III 1967 1. Nikolaus DITTING P+2L 2. Sam HANCOCK															
1	1	5:30.608	3:30.644	48.705	1:11.259	84.1	5:30.608								
2	1	2:49.643	45.417	56.294	1:07.932	175.9	8:20.251								
3	1	2:41.379	42.126	51.856	1:07.397	197.1	11:01.630								
4	1	2:27.568	41.465	43.443	1:02.660	199.3	13:29.198								
5	1	2:24.942	40.882	42.706	1:01.354	213.0	15:54.140								
6	1	2:35.695 B	40.326	43.871	1:11.498	221.3	18:29.835								
7	1	5:34.602	3:46.513	44.481	1:03.608	111.3	24:04.437								
8	1	2:27.783	41.572	43.298	1:02.913	208.5	26:32.220								
9	1	2:25.840	41.127	42.309	1:02.404	200.0	28:58.060								
10	1	2:25.821	40.503	43.210	1:02.108	221.3	31:23.881								
11	1	2:25.501	39.502	42.922	1:03.077	221.3	33:49.382								
12	1	2:26.111	40.022	43.732	1:02.357	223.1	36:15.493								
13	1	2:35.558	40.552	44.308	1:10.698	220.9	38:51.051								
14	1	2:27.784	41.739	43.193	1:02.852	216.4	41:18.835								
15	1	2:24.877	40.499	43.003	1:01.375	215.1	43:43.712								
16	1	3:08.530 B	44.856	48.475	1:35.199	190.5	46:52.242								
31 FORD GT 40 1966 1. Marc DONCIEUX GT1															
1	1	2:55.384	1:02.576	46.546	1:06.262		2:55.384								
2	1	2:34.887	41.958	44.254	1:08.675	198.5	5:30.271								
3	1	2:31.385	41.773	44.139	1:05.473	207.3	8:01.656								
4	1	2:30.392	42.415	44.142	1:03.835	210.9	10:32.048								
5	1	4:00.799 B	45.684	48.241	2:26.874	174.2	14:32.847								
6	1	3:13.421	1:16.447	47.430	1:09.544		17:46.268								
7	1	2:44.994	47.058	49.347	1:08.589	196.0	20:31.262								
8	1	2:42.396	45.422	47.544	1:09.430	205.7	23:13.658								
9	1	2:39.364	44.100	46.675	1:08.589	201.9	25:53.022								
10	1	2:38.018	44.081	46.321	1:07.616	198.2	28:31.040								
11	1	2:38.157	43.368	46.762	1:08.027	204.5	31:09.197								
12	1	2:40.732	43.017	49.250	1:08.465	216.0	33:49.929								
13	1	3:41.956	1:35.023	54.846	1:12.087	165.9	37:31.885								
14	1	2:39.565	44.650	46.675	1:08.240	181.5	40:11.450								
15	1	8:34.939 B	48.122	50.259	6:56.558	172.5	48:46.389								
32 CHEVRON B8 1969 1. Henrique GEMPERLE P-2L 2. Marc de SIEBENTHAL															
1	1	23:21.929	...	51.280	1:07.713		23:21.929								
2	1	2:36.587	45.109	46.476	1:05.002	191.2	25:58.516								
3	1	2:33.777	42.407	46.204	1:05.166	200.4	28:32.293								
4	1	2:37.557	42.787	46.744	1:08.026	205.3	31:09.850								
5	1	2:48.558	43.887	53.973	1:10.698	206.1	33:58.408								
33 LOLA T70 Mk III B 1969 1. David HART P+2L 2. Nicky PASTORELLI															
1	1	2:47.926	1:01.795	44.881	1:01.250		2:47.926								
2	1	2:26.068	40.856	44.018	1:01.194	216.9	5:13.994								
3	1	2:21.949	40.924	40.963	1:00.062	237.9	7:35.943								
4	1	2:18.064	38.283	40.826	58.955	235.8	9:54.007								
5	1	2:18.330	38.320	40.984	59.026	238.4	12:12.337								
6	1	2:19.759	37.951	42.113	59.695	240.0	14:32.096								
7	1	6:24.375 B	39.441	42.896	5:02.038	228.8	20:56.471								
8	1	2:50.493	1:04.412	40.901	1:05.180		23:46.964								
9	1	2:16.840	37.949	40.202	58.689	240.5	26:03.804								
10	1	2:18.067	37.369	41.738	58.960	240.5	28:21.871								
11	1	2:18.003	38.021	41.052	58.930	230.8	30:39.874								
12	1	2:17.141	37.656	40.286	59.199	240.5	32:57.015								
13	1	11:49.229 B	37.844	40.360	...	233.3	44:46.244								
34 LOLA T 212 1970 1. Armand MILLE P-2L															
1	1	5:36.788	3:34.699	51.841	1:10.248	92.6	5:36.788								
2	1	2:35.895	44.536	46.659	1:04.700	188.8	8:12.683								
3	1	2:52.631 B	43.627	50.006	1:18.998	204.5	11:05.314								
4	1	4:52.919	3:03.206	45.884	1:03.829	103.4	15:58.233								
5	1	2:27.161	41.695	43.899	1:01.567	200.7	18:25.394								
6	1	2:29.830	42.103	44.212	1:03.515	196.0	20:55.224								
7	1	2:43.846 B	41.840	44.714	1:17.292	206.1	23:39.070								
8	1	6:41.078	4:50.134	46.149	1:04.795	109.1	30:20.148								
9	1	3:08.912 B	42.493	49.955	1:36.464	203.0	33:29.060								
35 CHEVRON B6 1967 1. Stephan KOENIG P-2L															
1	1	5:24.309	3:20.638	52.349	1:11.322		5:24.309								
2	1	2:42.420	44.438	47.046	1:10.936	179.7	8:06.729								
3	1	2:47.182	46.720	51.767	1:08.695	177.6	10:53.911								
4	1	2:37.027	44.139	45.999	1:06.889	184.3	13:30.938								
5	1	2:36.720	42.572	46.249	1:07.899	196.7	16:07.658								
6	1	2:34.386	42.544	45.211	1:06.631	197.8	18:42.044								
7	1	2:50.719 B	43.652	45.907	1:21.160	183.7	21:32.763								
8	1	4:54.882	3:00.106	46.901	1:07.875		26:27.645								
9	1	2:37.584	43.642	46.967	1:06.975	182.7	29:05.229								
10	1	2:33.919	41.689	45.878	1:06.352	195.3	31:39.148								
11	1	2:34.093	41.998	45.972	1:06.123	197.1	34:13.241								
12	1	2:32.206	42.092	44.522	1:05.592	194.6	36:45.447								
13	1	2:51.716 B	42.638	47.179	1:21.899	190.5	39:37.163								
36 FORD GT 40 (C) 1965 1. Hans HUGENHOLTZ INV															
1	1	3:39.294	1:28.536	57.499	1:13.259		3:39.294								
2	1	2:44.277	46.782	48.323	1:09.172	170.3	6:23.571								
3	1	3:19.868 B	45.530	46.591	1:47.747	174.5	9:43.439								
4	1	5:00.120	3:05.307	48.258	1:06.555		14:43.559								
5	1	2:40.046	44.015	45.033	1:10.998	185.9	17:23.605								



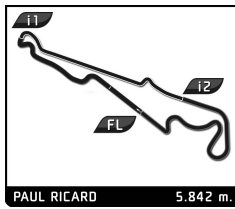
CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

Personal Best							Session Best							B Crossing the finish line in pit lane						
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed					
42 LOLA T 212 1971																				
1.Christophe BEAUDON P-2L																				
1	1	5:02.866	2:51.904	52.877	1:18.085		5:02.866	3	1	3:05.953	53.020	55.022	1:17.911	152.5	11:54.847					
2	1	3:03.253	52.195	53.280	1:17.778	173.1	8:06.119	4	1	3:02.878	52.506	53.472	1:16.900	160.0	14:57.725					
3	1	2:55.127	49.661	51.892	1:13.574	158.4	11:01.246	5	1	3:01.188	51.093	54.660	1:15.435	165.1	17:58.913					
4	1	2:44.205	46.114	47.748	1:10.343	172.8	13:45.451	6	1	2:57.293	50.388	52.058	1:14.847	171.4	20:56.206					
5	1	2:40.101	44.579	47.453	1:08.069	192.9	16:25.552	7	1	3:00.002	49.010	52.535	1:18.457	172.2	23:56.208					
6	1	2:38.944	43.511	48.016	1:07.417	198.9	19:04.496	8	1	2:56.882	49.629	52.978	1:14.275	172.0	26:53.090					
7	1	2:40.732	44.891	47.677	1:08.164	211.8	21:45.228	9	1	3:01.109	49.889	54.535	1:16.685	172.8	29:54.199					
8	1	2:37.885	43.997	46.988	1:06.900	204.5	24:23.113	10	1	2:57.228	48.878	53.570	1:14.780	167.7	32:51.427					
9	1	2:37.071	43.772	47.777	1:05.522	207.7	27:00.184	11	1	2:59.703	48.544	55.120	1:16.039	177.0	35:51.130					
10	1	2:37.789	43.329	46.474	1:07.986	213.9	29:37.973	12	1	2:57.668	49.780	53.143	1:14.745	165.9	38:48.798					
11	1	3:10.031	45.509	43.954	1:40.568	177.0	32:48.004	13	1	2:58.346	50.328	52.513	1:15.505	174.8	41:47.144					
12	1	7:33.169	5:40.902	46.359	1:05.908		40:21.173	14	1	2:56.796	48.950	52.827	1:15.019	176.2	44:43.940					
13	1	2:41.633	44.375	46.112	1:11.146	216.0	43:02.806	15	1	3:38.223	B 50.239	55.255	1:52.729	168.0	48:22.163					
43 PORSCHE 911 T 1967																				
1.Philippe GOUTARD GT1																				
2.Gilles MOREL																				
1	1	4:08.706	1:23.659	1:08.788	1:36.259		4:08.706	3	1	3:10.983	1:11.224	51.992	1:07.767		3:10.983					
2	1	3:38.315	58.946	1:05.220	1:34.149	126.0	7:47.021	4	1	2:37.198	43.792	46.529	1:06.877	197.8	5:48.181					
3	1	4:56.210	B 59.495	1:08.609	2:48.106	154.9	12:43.231	5	1	2:42.548	44.382	50.594	1:07.572	185.6	8:30.729					
4	1	3:56.260	1:18.900	1:04.595	1:32.765		16:39.491	6	1	2:45.103	43.899	48.561	1:12.643	194.6	11:15.832					
5	1	3:39.269	1:00.200	1:04.942	1:34.127	140.3	20:18.760	7	1	3:08.677	B 45.611	47.164	1:35.902	185.6	14:24.509					
6	1	5:28.314	B 1:00.513	1:02.477	3:25.324	141.5	25:47.074	8	1	6:27.274	4:31.253	47.708	1:08.313		20:51.783					
7	1	3:49.653	1:19.151	1:01.245	1:29.257	84.6	29:36.727	9	1	2:37.379	43.288	47.730	1:06.361	197.4	23:29.162					
8	1	3:27.689	56.481	1:03.817	1:27.391	155.8	33:04.416	10	1	2:33.916	43.324	45.221	1:05.371	199.6	26:03.078					
9	1	3:22.160	54.634	1:01.560	1:25.966	158.1	36:26.576	11	1	2:29.666	41.997	44.399	1:03.270	201.9	28:32.744					
10	1	3:19.316	54.169	59.138	1:26.009	160.7	39:45.892	12	1	3:08.892	B 43.191	53.365	1:32.336	211.4	31:41.636					
11	1	3:24.179	56.971	1:00.670	1:26.538	156.3	43:10.071	13	1	6:19.069	3:58.772	58.942	1:21.355		38:00.705					
44 CHEVRON BB 1968																				
1.Rory JACK P-2L																				
2.Patrick JACK																				
1	1	4:56.387	2:54.883	50.373	1:11.131		4:56.387	3	1	3:13.815	47.308	1:07.301			5:08.424					
2	1	2:34.934	43.301	45.615	1:06.018	197.1	7:31.321	4	1	2:36.504	42.560	46.630	1:07.314	208.5	7:44.928					
3	1	2:30.786	41.888	45.286	1:03.612	199.3	10:02.107	5	1	3:37.145	B 41.242	45.050	2:10.853	216.9	11:22.073					
4	1	2:31.454	41.787	44.547	1:05.120	209.3	12:33.561	6	1	2:55.903	1:04.308	44.946	1:06.649		14:17.976					
5	1	2:30.309	41.594	45.112	1:03.603	203.0	15:03.870	7	1	2:34.051	41.860	45.895	1:06.296	216.9	16:52.027					
6	1	2:34.959	43.546	45.912	1:05.501	202.6	17:38.829	8	1	2:32.828	41.962	45.008	1:05.858	220.0	19:24.855					
7	1	2:29.358	41.659	44.074	1:03.625	204.9	20:08.187	9	1	2:30.762	42.084	44.268	1:04.410	212.6	21:55.617					
8	1	2:47.575	B 42.297	46.974	1:18.304	188.2	22:55.762	10	1	2:30.239	40.918	44.133	1:05.188	215.6	24:25.856					
9	1	3:57.223	2:01.216	47.961	1:08.046		26:52.985	11	1	8:23.342	B 41.833	44.374	6:57.135	211.4	32:49.198					
10	1	2:34.541	42.736	45.398	1:06.407	197.4	29:27.526	12	1	2:59.577	51.487	55.873	1:12.217	149.6	8:36.173					
11	1	2:32.806	41.345	46.029	1:05.432	204.9	32:00.332	13	1	2:56.791	50.429	53.589	1:12.773	161.4	11:32.964					
12	1	2:36.796	43.972	46.967	1:05.857	193.2	34:37.128	14	1	2:54.080	49.944	53.376	1:10.760	159.8	14:27.044					
13	1	2:34.564	42.246	46.560	1:05.758	201.1	37:11.692	15	1	2:57.279	48.734	55.689	1:12.856	164.4	17:24.323					
14	1	2:33.473	42.223	46.076	1:05.174	201.5	39:45.165	16	1	3:00.446	51.950	53.003	1:15.493	163.9	20:24.769					
15	1	2:36.889	43.535	46.909	1:06.445	201.5	42:22.054	17	1	2:56.761	50.783	54.671	1:11.307	161.2	23:21.530					
16	1	2:35.025	42.691	45.922	1:06.412	202.2	44:57.079	18	1	2:50.645	49.318	51.404	1:09.923	145.7	26:12.175					
17	1	3:31.651	B 47.594	56.843	1:47.214	198.5	48:28.730	19	1	2:52.970	48.234	51.406	1:13.330	159.3	29:05.145					
45 CHEVRON B 16 1970																				
1.Jean-Pierre CASZALOT P-2L																				
1	1	5:36.596	3:17.325	1:01.585	1:17.686		5:36.596	3	1	2:57.818	49.411	52.687	1:15.720	162.4	32:02.963					
2	1	2:59.577	51.487	55.873	1:12.217	149.6	8:36.173	4	1	3:00.499	51.369	52.508	1:16.622	157.0	35:03.462					
3	1	2:56.791	50.429	53.589	1:12.773	161.4	11:32.964	5	1	3:05.877	55.650	55.642	1:14.585	126.3	38:09.339					
4	1	2:54.080	49.944	53.376	1:10.760	159.8	14:27.044	6	1	2:56.589	50.343	51.462	1:14.784	160.2	41:05.928					
5	1	2:57.279	48.734	55.689	1:12.856	164.4	17:24.323													
6	1	3:00.446	51.950	53.003	1:15.493	163.9	20:24.769													
7	1	2:56.761	50.783	54.671	1:11.307	161.2	23:21.530													
8	1	2:50.645	49.318	51.404	1:09.923	145.7	26:12.175													
9	1	2:52.970	48.234	51.406	1:13.330	159.3	29:05.145													
10	1	2:57.818	49.411	52.687	1:15.720	162.4	32:02.963													
11	1	3:00.499	51.369	52.508	1:16.622	157.0	35:03.462													
12	1	3:05.877	55.650	55.642	1:14.585	126.3	38:09.339													
13	1	2:56.589	50.343	51.462	1:14.784	160.2	41:05.928													
46 PORSCHE 911 Carrera RS 2,7L 1973																				
1.Alice BOURIEZ GT1																				
1	1	5:37.309	3:14.914	59.234	1:23.161		5:37.309													
2	1	3:11.585	54.632	56.650	1:20.303	141.7	8:48.894													



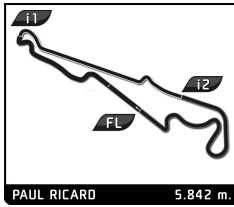
CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

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	1	2:55.551	49.967	51.721	1:13.863	145.7	44:01.479								
15	1	3:37.522 B	50.605	55.013	1:51.904	148.1	47:39.001								
55		CHEVROLET Corvete C3 1971 1. François HEBRARD GT1 2. Sacha HEBRARD													
1	1	2:57.764	52.938	52.948	1:11.878		2:57.764	1	1	3:17.260	1:14.779	51.116	1:11.365		3:17.260
2	1	2:45.230	47.206	48.505	1:09.519	173.1	5:42.994	2	1	2:33.044	43.170	44.738	1:05.136	186.5	5:50.304
3	1	2:44.825	45.880	48.556	1:10.389	173.9	8:27.819	3	1	2:34.620	42.834	45.474	1:06.312	214.3	8:24.924
4	1	2:46.382	46.069	48.658	1:11.655	172.2	11:14.201	4	1	2:53.838 B	42.029	48.864	1:22.945	219.5	11:18.762
5	1	2:43.579	45.453	48.334	1:09.792	181.8	13:57.780	5	1	3:54.468	2:04.960	44.279	1:05.229		15:13.230
6	1	2:52.479 B	45.399	46.953	1:20.127	183.1	16:50.259	6	1	2:34.332	42.203	44.849	1:07.280	201.9	17:47.562
7	1	5:33.671	3:21.792	56.976	1:14.903		22:23.930	7	1	2:34.705	43.333	44.888	1:06.484	188.2	20:22.267
8	1	2:43.871	47.507	47.063	1:09.301	193.2	25:07.801	8	1	2:49.323 B	43.257	46.132	1:19.934	204.9	23:11.590
9	1	2:39.334	44.850	47.367	1:07.117	194.6	27:47.135	9	1	12:35.731	...	45.901	1:05.723		35:47.321
10	1	3:19.235 B	43.649	1:05.992	1:29.594	191.2	31:06.370	10	1	2:31.756	41.526	44.835	1:05.395	220.4	38:19.077
11	1	5:03.137	3:04.355	49.333	1:09.449		36:09.507	11	1	2:31.990	41.744	44.749	1:05.497	222.7	40:51.067
12	1	2:43.045	43.611	49.402	1:10.032	198.5	38:52.552	12	1	3:16.118 B	53.496	58.285	1:24.337	168.2	44:07.185
13	1	2:39.880	45.025	47.282	1:07.573	199.6	41:32.432								
14	1	2:37.474	43.895	46.658	1:06.921	202.2	44:09.906	66		PORSCHE 911 Carrera RSR 3.0L 1974 1. Didier DENAT GT1					
15	1	2:51.927 B	43.494	48.500	1:19.933	203.0	47:01.833	1	1	5:13.365	3:15.642	50.254	1:07.469		5:13.365
								2	1	2:35.400	43.272	47.938	1:04.190	200.0	7:48.765
								3	1	2:31.276	41.633	45.728	1:03.915	203.0	10:20.041
								4	1	2:30.869	42.593	44.623	1:03.653	203.4	12:50.910
								5	1	2:30.205	41.378	44.956	1:03.871	203.0	15:21.115
								6	1	2:29.238	41.260	44.438	1:03.540	203.0	17:50.353
								7	1	2:31.695	41.785	44.608	1:05.302	204.2	20:22.048
								8	1	2:30.167	42.807	44.617	1:02.743	203.0	22:52.215
								9	1	2:29.161	41.234	44.491	1:03.436	203.4	25:21.376
								10	1	2:40.792 B	41.213	44.709	1:14.870	201.1	28:02.168
56		CHEVRON B 19 1971 1. Joao Paulo CAMPOS COS P-2L 2. Alexandre BEIRAO													
1	1	2:57.881	1:03.235	46.812	1:07.834		2:57.881	69		FORD GT 40 1968 1. Mr JOHN OF B GT1 2. Soheil AYARI					
2	1	2:35.009	42.606	45.286	1:07.117	188.2	5:32.890	1	1	4:42.881	2:43.885	53.503	1:05.493		4:42.881
3	1	2:32.035	43.469	43.497	1:05.069	203.8	8:04.925	2	1	2:46.487 B	42.672	46.503	1:17.312	194.2	7:29.368
4	1	13:50.888 B	44.316	43.580	...	181.5	21:55.813	3	1	4:48.150	3:00.385	45.454	1:02.311		12:17.518
5	1	3:02.901	1:09.671	47.561	1:05.669		24:58.714	4	1	2:31.766	41.287	46.184	1:04.295	207.7	14:49.284
6	1	2:30.101	42.396	44.088	1:03.617	201.1	27:28.815	5	1	2:32.231	42.361	45.009	1:04.861	207.7	17:21.515
7	1	2:29.666	41.204	43.603	1:04.859	211.4	29:58.481	6	1	2:26.307	39.928	43.714	1:02.665	212.6	19:47.822
8	1	4:01.980 B	46.299	53.285	2:22.396	185.2	34:00.461	7	1	2:29.655	41.958	44.210	1:03.487	206.5	22:17.477
								8	1	2:54.058 B	42.726	47.769	1:23.563	188.5	25:11.535
57		LOLA T70 Mk III Spyder 1968 1. Christophe GADDAIS P+2L													
1	1	5:27.322	3:26.149	52.798	1:08.375		5:27.322	9	1	7:14.766	5:25.478	46.626	1:02.662		32:26.301
2	1	2:35.743	42.835	46.313	1:06.595	173.1	8:03.065	10	1	2:25.649	39.960	43.549	1:02.140	212.2	34:51.950
3	1	2:26.825	41.569	43.445	1:01.811	213.0	10:29.890	11	1	2:23.573	39.740	43.000	1:00.833	222.2	37:15.523
4	1	2:44.239 B	40.220	43.203	1:20.816	189.8	13:14.129	12	1	2:24.098	39.471	43.351	1:01.276	216.4	39:39.621
5	1	5:24.921	3:41.107	42.811	1:01.003		18:39.050	13	1	2:25.232	39.607	43.247	1:02.378	216.9	42:04.853
6	1	2:23.353	39.968	42.481	1:00.904	200.0	21:02.403	14	1	3:06.022 B	45.257	51.916	1:28.849	192.5	45:10.875
7	1	2:42.647 B	40.059	43.262	1:19.326	198.9	23:45.050	75		PORSCHE 911 RS 3.0l 1974 1. Eric MARTIN GT1					
8	1	5:10.936	3:24.580	43.664	1:02.692		28:55.986	1	1	4:42.825			1:14.412		4:42.825
9	1	2:24.483	40.045	42.757	1:01.681	205.7	31:20.469	2	1	2:50.043			1:12.937	171.4	7:32.868
10	1	2:25.886	39.267	44.900	1:01.719	224.1	33:46.355	3	1	2:49.755			1:13.712		10:22.623
11	1	2:24.069	39.302	43.949	1:00.818	208.5	36:10.424	4	1	2:42.955			1:09.196	186.9	13:05.578
12	1	2:25.185	39.193	43.375	1:02.617	224.1	38:35.609	76		CHEVRON B 16 1970 1. Ted TUPPEN P-2L					
13	1	2:22.693	39.134	41.768	1:01.791	221.8	40:58.302	1	1	4:56.183	2:49.262	52.387	1:14.534		4:56.183
14	1	2:26.701	39.506	41.270	1:05.925	220.0	43:25.003	2	1	2:36.631	44.620	46.195	1:05.816	190.5	7:32.814
15	1	2:51.167 B	44.838	45.905	1:20.424	177.9	46:16.170								
64		FORD GT 40 (C) 1969 1. Jean-Marc MERLIN GT1													
1	1	5:03.020	3:03.966	49.051	1:10.003		5:03.020								
2	1	2:38.802	45.516	47.325	1:05.961	187.5	7:41.822								
3	1	2:56.887 B	42.727	46.173	1:27.987	213.4	10:38.709								



CLASSIC ENDURANCE RACING 1
DIX MILLE TOURS
PRIVATE PRACTICE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
3	1	2:30.270	42.575	44.319	1:03.376	183.7	10:03.084	3	1	2:37.470	44.158	46.574	1:06.738	194.2	8:16.728
4	1	2:29.309	41.534	44.050	1:03.725	211.4	12:32.393	4	1	2:41.341	44.352	48.810	1:08.179	197.8	10:58.069
5	1	2:30.082	41.776	45.396	1:02.910	205.3	15:02.475	5	1	2:36.452	43.605	46.476	1:06.371	191.2	13:34.521
6	1	2:35.148	43.662	46.170	1:05.316	188.8	17:37.623	6	1	2:37.964	43.698	46.718	1:07.548	200.0	16:12.485
7	1	2:28.904	41.307	44.689	1:02.908	210.1	20:06.527	7	1	2:38.983	43.941	47.217	1:07.825	193.2	18:51.468
8	1	2:29.488	40.625	45.123	1:03.740	214.7	22:36.015	8	1	2:45.193 B	44.156	46.301	1:14.736	191.5	21:36.661
9	1	2:52.207 B	43.678	46.567	1:21.962	201.1	25:28.222	9	1	4:26.956	2:36.710	45.985	1:04.261		26:03.617
10	1	5:55.540	4:01.700	47.895	1:05.945		31:23.762	10	1	2:30.297	42.019	44.816	1:03.462	199.3	28:33.914
11	1	2:26.667	41.315	44.391	1:00.961	204.9	33:50.429	11	1	2:32.676	41.522	46.620	1:04.534	204.5	31:06.590
12	1	2:26.859	39.649	43.850	1:03.360	217.7	36:17.288	12	1	2:34.764	42.646	46.904	1:05.214	203.8	33:41.354
13	1	2:38.562	42.883	46.397	1:09.282	203.0	38:55.850	13	1	2:34.460	43.759	46.428	1:04.273	203.0	36:15.814
14	1	2:37.668	43.613	45.994	1:08.061	182.7	41:33.518	14	1	2:32.747	40.908	45.377	1:06.462	199.3	38:48.561
15	1	2:45.803 B	41.215	44.974	1:19.614	207.7	44:19.321	15	1	2:28.084	41.076	44.484	1:02.524	200.4	41:16.645
								16	1	3:04.848 B	46.463	52.894	1:25.491	183.1	44:21.493

77 LOJA T70 Mk II Spyder 1966
1. Alfred MOSER P+2L

1	1	4:54.936	2:54.194	47.717	1:13.025		4:54.936
2	1	2:43.410	47.062	47.940	1:08.408	191.5	7:38.346
3	1	2:40.604	44.044	47.410	1:09.150	192.2	10:18.950
4	1	3:02.901 B	45.899	45.151	1:31.851	195.3	13:21.851
5	1	3:42.616	1:44.937	48.323	1:09.356		17:04.467
6	1	2:43.487	44.658	47.164	1:11.665	196.4	19:47.954
7	1	2:42.709	44.157	49.754	1:08.798	216.0	22:30.663
8	1	2:37.854	44.937	45.864	1:07.053	192.9	25:08.517
9	1	2:36.191	43.425	45.675	1:07.091	208.1	27:44.708
10	1	2:35.425	43.599	45.169	1:06.657	187.2	30:20.133
11	1	2:36.915	44.504	44.823	1:07.588	216.4	32:57.048
12	1	2:33.091	43.796	44.280	1:05.015	188.2	35:30.139
13	1	2:33.631	42.883	43.921	1:06.827	194.9	38:03.770
14	1	2:32.870	43.555	45.502	1:03.813	190.5	40:36.640
15	1	2:30.452	41.527	43.624	1:05.301	218.2	43:07.092
16	1	2:52.404 B	43.149	43.204	1:26.051	198.2	45:59.496

78 PORSCHE 911 RSR 3,0i 1974
1. Michel SPEYER GT1

1	1	4:36.431	2:32.015	53.808	1:10.608		4:36.431
2	1	2:35.080	44.202	45.744	1:05.134	201.5	7:11.511
3	1	2:33.673	43.917	45.296	1:04.460	196.4	9:45.184
4	1	2:37.113	43.443	45.368	1:08.302	203.0	12:22.297
5	1	2:34.787	43.872	45.311	1:05.604	205.7	14:57.084
6	1	2:33.598	43.316	45.524	1:04.758	195.7	17:30.682
7	1	2:32.620	42.940	45.360	1:04.320	204.5	20:03.302
8	1	2:34.786	42.699	47.071	1:05.016	206.1	22:38.088
9	1	2:38.916	42.862	45.999	1:10.055	207.3	25:17.004
10	1	2:54.198	42.956	1:05.411	1:05.831	204.5	28:11.202
11	1	2:34.540	43.507	45.712	1:05.321	204.2	30:45.742
12	1	2:32.483	42.937	44.980	1:04.566	201.5	33:18.225
13	1	2:34.808	43.124	46.345	1:05.339	204.9	35:53.033
14	1	2:40.221	43.271	45.663	1:11.287	204.5	38:33.254
15	1	2:32.470	42.712	45.228	1:04.530	198.9	41:05.724
16	1	2:33.186	43.016	45.652	1:04.518	204.5	43:38.910
17	1	3:09.801 B	43.227	45.923	1:40.651	206.9	46:48.711

80 PORSCHE 911 RSR 3,0i 1975
1. Richard HYWEL EVANS
2. Andrew SMITH GT1

1	1	3:00.396	1:01.380	50.082	1:08.934		3:00.396
2	1	2:38.862	43.921	47.119	1:07.822	197.4	5:39.258

84 SHELBY Cobra 427 Comp. 1965
1. Alain RÜEDE GT1

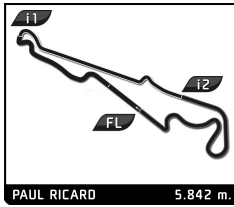
1	1	5:03.291	3:05.984	48.511	1:08.796	94.8	5:03.291
2	1	2:52.611	52.519	50.723	1:09.369	169.3	7:55.902
3	1	2:50.577 B	43.205	46.038	1:21.334	196.0	10:46.479
4	1	4:09.593	2:15.191	48.126	1:06.276		14:56.072
5	1	2:31.822	42.420	45.161	1:04.241	200.0	17:27.894
6	1	2:34.157	43.572	45.250	1:05.335	187.5	20:02.051
7	1	2:31.808	41.816	44.688	1:05.304	208.1	22:33.859
8	1	2:35.556	42.798	45.535	1:07.223	208.1	25:09.415
9	1	2:36.274	43.742	45.252	1:07.280	187.2	27:45.689
10	1	2:35.468	43.926	44.642	1:06.900	179.7	30:21.157
11	1	2:36.137	43.942	44.960	1:07.235	199.3	32:57.294
12	1	2:33.580	42.939	45.092	1:05.549	198.5	35:30.874
13	1	2:33.943	42.659	43.973	1:07.311	196.4	38:04.817
14	1	2:30.485	43.148	43.366	1:03.971	189.1	40:35.302
15	1	2:29.328	41.596	43.542	1:04.190	203.4	43:04.630
16	1	2:46.020 B	42.207	43.721	1:20.092	196.4	45:50.650

89 FORD GT 40 (C) 1966
1. Olivier GALANT GT1

1	1	5:36.030	3:32.210	51.178	1:12.642		5:36.030
2	1	2:32.364	43.235	45.437	1:03.692	177.9	8:08.394
3	1	2:30.891	43.644	44.398	1:02.849	175.6	10:39.285
4	1	2:27.151	40.742	44.216	1:02.193	206.9	13:06.436
5	1	2:49.852 B	43.228	49.101	1:17.523	197.4	15:56.288
6	1	10:01.773	8:12.886	45.813	1:03.074		25:58.061
7	1	2:26.354	40.432	43.728	1:02.194	214.3	28:24.415
8	1	2:50.862	41.834	52.388	1:16.640	224.1	31:15.277
9	1	2:25.571	39.912	43.577	1:02.082	230.3	33:40.848
10	1	2:56.049 B	49.790	48.297	1:17.962	164.6	36:36.897
11	1	5:40.778	3:32.940	57.738	1:10.100		42:17.675
12	1	2:38.261	44.808	47.498	1:05.955	180.3	44:55.936
13	1	3:29.193 B	46.536	56.539	1:46.118	220.0	48:25.129

97 CHEVRON B 19 1971
1. Emmanuel BRIGAND P-2L

1	1	3:01.623	1:14.817	45.335	1:01.471		3:01.623
2	1	2:27.881	40.562	42.896	1:04.423	219.1	5:29.504
3	1	2:24.516	40.812	43.152	1:00.552	204.2	7:54.020
4	1	2:22.090	39.172	42.985	59.933	220.0	10:16.110
5	1	2:21.269	39.402	42.736	59.131	218.2	12:37.379



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
6	1	2:35.828 B	38.543	42.459	1:14.826	222.2	15:13.207	8	1	5:15.681	3:17.436	48.456	1:09.789		28:07.258
7	1	4:56.969	3:13.241	44.451	59.277		20:10.176	9	1	2:45.156	46.591	48.290	1:10.275	188.2	30:52.414
8	1	2:21.202	38.934	42.170	1:00.098	219.5	22:31.378	10	1	2:45.578	46.092	48.278	1:11.208	187.8	33:37.992
9	1	2:20.468	39.399	42.094	58.975	221.8	24:51.846	11	1	2:46.328	46.308	49.719	1:10.301	193.2	36:24.320
10	1	2:20.038	38.624	42.841	58.573	215.6	27:11.884	12	1	2:45.412	46.362	48.700	1:10.350	189.1	39:09.732
11	1	2:41.672 B	38.488	41.623	1:21.561	216.4	29:53.556	13	1	2:53.193 B	44.656	48.084	1:20.453	196.0	42:02.925

104 LOLA T70 Mk III B 1969
1. Jossierand de MURARD P+2L

1	1	3:59.594	2:00.127	51.455	1:08.012	105.6	3:59.594
2	1	2:37.711	44.969	46.435	1:06.307	161.9	6:37.305
3	1	2:36.137	44.130	46.409	1:05.598	190.8	9:13.442
4	1	2:42.273 B	43.225	44.922	1:14.126	198.9	11:55.715
5	1	5:40.469	3:49.995	45.998	1:04.476	100.7	17:36.184
6	1	2:29.234	41.757	43.922	1:03.555	197.1	20:05.418

115 LOLA T 210 FVC 1970
1. Wolfgang HENSELER P-2L

1	1	4:47.693	2:48.143	52.533	1:07.017		4:47.693
2	1	2:37.001	45.217	46.542	1:05.242	186.2	7:24.694
3	1	2:28.787	42.157	44.257	1:02.373	199.6	9:53.481
4	1	2:25.553	40.855	42.313	1:02.385	212.6	12:19.034
5	1	2:28.847	42.388	43.537	1:02.922	214.3	14:47.881
6	1	2:26.058	41.954	42.784	1:01.320	214.3	17:13.939
7	1	4:30.651 B	40.272	43.421	3:06.958	216.4	21:44.590
8	1	3:09.029	1:25.712	43.052	1:00.265		24:53.619
9	1	2:24.124	39.317	42.372	1:02.435	218.6	27:17.743
10	1	2:26.157	40.226	42.723	1:03.208	216.4	29:43.900
11	1	2:26.030	42.212	42.752	1:01.066	186.9	32:09.930
12	1	2:24.825	40.188	43.200	1:01.437	215.1	34:34.755
13	1	2:23.855	40.056	42.056	1:01.743	214.7	36:58.610
14	1	2:22.744	39.816	41.960	1:00.968	213.0	39:21.354
15	1	2:24.116	41.392	42.095	1:00.629	213.4	41:45.470
16	1	2:24.187	40.078	42.467	1:01.642	206.9	44:09.657

121 FORD GT 40 (C) 1965
1. John DOE GT1
2. Philippe GACHE

1	1	4:47.096	2:46.363	51.448	1:09.285	95.2	4:47.096
2	1	2:37.946	43.803	46.056	1:08.087	185.9	7:25.042
3	1	2:35.332	44.159	45.814	1:05.359	185.6	10:00.374
4	1	2:35.112	43.013	47.745	1:04.354	209.3	12:35.486
5	1	2:32.441	43.180	44.366	1:04.895	204.2	15:07.927
6	1	2:34.240	41.850	46.916	1:05.474	213.9	17:42.167
7	1	2:40.567	44.836	48.545	1:07.186	193.9	20:22.734
8	1	2:36.256	43.723	46.479	1:06.054	176.8	22:58.990
9	1	2:28.147	40.483	44.471	1:03.193	219.5	25:27.137
10	1	5:48.080 B	43.792	47.728	4:16.560	217.7	31:15.217

260 PORSCHE 911 Carrera RSR 2.8L 1973
1. Thomas SAIER GT1

1	1	3:17.978	1:05.726	57.596	1:14.656		3:17.978
2	1	2:54.123	46.880	51.378	1:15.865	196.0	6:12.101
3	1	3:07.493 B	48.759	54.193	1:24.541	166.4	9:19.594
4	1	4:53.139	2:50.889	50.911	1:11.339		14:12.733
5	1	2:51.506	49.540	49.540	1:12.426	186.2	17:04.239
6	1	2:48.568	47.259	51.144	1:10.165	189.8	19:52.807
7	1	2:58.770 B	46.211	50.216	1:22.343	184.3	22:51.577