

# CLASSIC ENDURANCE RACING 1

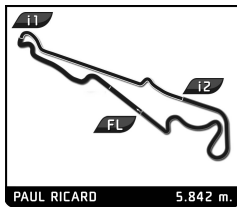
## DIX MILLE TOURS

### QUALIFYING

### Sector Analysis

							<span style="color: green;">■</span> Personal Best <span style="color: purple;">■</span> Session Best <span style="color: blue;">■</span> 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	
<b>1</b>		CHEVRON B 19 1971 1.Alexander FURIANI					P-2L		6	1	<span style="color: green;">2:18.980</span>	<span style="color: green;">37.806</span>	<span style="color: green;">41.587</span>	59.587	240.5	23:00.237
1	1	5:36.974	3:44.799	47.648	1:04.527		5:36.974	7	1	2:20.215	38.507	42.591	<span style="color: green;">59.117</span>	245.5	25:20.452	
2	1	2:29.358	41.139	44.533	1:03.686	208.1	8:06.332	8	1	2:50.973 <b>B</b>	41.886	49.540	1:19.547	192.9	28:11.425	
3	1	2:23.952	39.683	42.517	1:01.752	222.2	10:30.284	9	1	8:23.822 <b>B</b>	6:12.702	50.392	1:20.728		36:35.247	
4	1	2:45.958	40.080	55.580	1:10.298	220.0	13:16.242									
5	1	<span style="color: green;">2:16.544</span>	<span style="color: green;">37.675</span>	<span style="color: green;">40.990</span>	<span style="color: green;">57.879</span>	223.1	15:32.786									
6	1	3:07.010 <b>B</b>	47.361	54.209	1:25.440	200.0	18:39.796									
7	1	15:47.937	...	54.226	1:05.891		34:27.733									
8	1	2:25.258	37.869	41.014	1:06.375	221.3	36:52.991									
9	1	2:56.834	45.478	48.678	1:22.678	162.9	39:49.825									
10	1	2:38.830 <b>B</b>	37.866	41.104	1:19.860	222.7	42:28.655									
<b>3</b>		PORSCHE 917 1970 1.Massimo PEDRAZZI 2.Gérard LAROUSSE					P+2L									
1	1	3:46.917	1:46.511	51.722	1:08.684		3:46.917									
2	1	2:43.986	43.679	53.285	1:07.022	197.8	6:30.903									
3	1	2:52.040 <b>B</b>	43.690	46.652	1:21.698	191.8	9:22.943									
4	1	4:13.849	2:31.707	42.663	59.479		13:36.792									
5	1	2:18.347	39.235	<span style="color: green;">40.816</span>	<span style="color: green;">58.296</span>	229.3	15:55.139									
6	1	<span style="color: green;">2:17.605</span>	<span style="color: green;">38.002</span>	41.272	58.331	230.3	18:12.744									
7	1	2:34.377 <b>B</b>	39.784	43.671	1:10.922	187.5	20:47.121									
<b>4</b>		FORD GT 40 1965 1.Olivier BREITMAYER					GT1									
1	1	3:27.345	1:29.700	48.534	1:09.111		3:27.345									
2	1	<span style="color: green;">2:38.469</span>	44.182	46.670	1:07.617	198.5	6:05.814									
3	1	2:38.586	44.087	47.022	1:07.477	210.1	8:44.400									
4	1	2:38.653	43.750	48.272	<span style="color: green;">1:06.631</span>	207.7	11:23.053									
5	1	2:39.444	<span style="color: green;">43.590</span>	49.087	1:06.767	203.0	14:02.497									
6	1	2:38.591	44.294	46.989	1:07.308	191.2	16:41.088									
7	1	2:55.855 <b>B</b>	44.703	47.763	1:23.389	198.2	19:36.943									
8	1	6:08.868	4:11.418	47.806	1:09.644		25:45.811									
9	1	2:41.914	46.041	47.368	1:08.505	179.4	28:27.725									
10	1	2:40.221	44.895	47.483	1:07.843	189.1	31:07.946									
11	1	2:49.650	43.909	56.195	1:09.546	200.0	33:57.596									
12	1	2:39.214	44.274	<span style="color: green;">46.228</span>	1:08.712	210.1	36:36.810									
13	1	2:38.868	43.956	47.012	1:07.900	198.5	39:15.678									
14	1	3:09.269 <b>B</b>	46.620	49.373	1:33.276	166.4	42:24.947									
<b>5</b>		PORSCHE 911 Carrera RSR 3.0L 1974 1.Uwe KOLB 2.Patrick KOLB					GT1									
1	1	9:11.561	7:04.447	52.307	1:14.807		9:11.561									
2	1	2:47.203	47.472	49.005	1:10.726	156.5	11:58.764									
3	1	2:44.591	46.038	48.697	1:09.856	192.9	14:43.355									
4	1	<span style="color: green;">2:42.617</span>	45.585	47.974	<span style="color: green;">1:09.058</span>	186.9	17:25.972									
5	1	2:54.320 <b>B</b>	<span style="color: green;">44.313</span>	48.706	1:21.301	191.2	20:20.292									
6	1	6:48.055	4:52.126	<span style="color: green;">45.307</span>	1:10.622		27:08.347									
<b>7</b>		LOLA T70 Mk III B 1969 1.Toni SEILER					P+2L									
1	1	7:55.793	6:08.676	44.329	1:02.788		7:55.793									
2	1	2:23.794	39.152	44.067	1:00.575	234.3	10:19.587									
3	1	2:42.761 <b>B</b>	39.149	45.130	1:18.482	231.3	13:02.348									
4	1	5:18.575	3:32.073	43.983	1:02.519		18:20.923									
5	1	2:20.334	38.602	41.685	1:00.047	242.2	20:41.257									
<b>8</b>		CHEVRON B8 1968 1.Sandy WATSON 2.Martin O'CONNELL					P-2L		6	1	<span style="color: green;">2:18.980</span>	<span style="color: green;">37.806</span>	<span style="color: green;">41.587</span>	59.587	240.5	23:00.237
1	1	3:19.246	1:27.355	45.178	1:06.713		3:19.246	7	1	<span style="color: green;">2:21.508</span>	<span style="color: green;">38.639</span>	<span style="color: green;">42.834</span>	<span style="color: green;">1:00.035</span>	213.4	5:40.754	
2	1	2:52.577 <b>B</b>	43.838	47.943	1:20.796	213.4	8:33.331	8	1	2:50.973 <b>B</b>	41.886	49.540	1:19.547	192.9	28:11.425	
3	1	2:52.577 <b>B</b>	43.838	47.943	1:20.796	213.4	8:33.331	9	1	8:23.822 <b>B</b>	6:12.702	50.392	1:20.728		36:35.247	
4	1	4:14.020	2:23.014	45.630	1:05.376		12:47.351									
5	1	2:35.009	41.457	44.701	1:08.851	207.7	15:22.360									
6	1	2:30.302	41.445	44.830	1:04.027	209.3	17:52.662									
7	1	2:30.333	41.931	43.878	1:04.524	208.1	20:22.995									
8	1	2:36.907	41.706	48.666	1:06.535	205.7	22:59.902									
9	1	2:44.433 <b>B</b>	43.497	45.977	1:14.959	184.6	25:44.335									
<b>11</b>		MCLAREN M8C DFV 1970 1.Marc DEVIS 2.Martin O'CONNELL					P+2L		1	1	3:36.717	1:41.601	48.842	<span style="color: green;">1:06.274</span>		3:36.717
1	1	3:36.717	1:41.601	48.842	<span style="color: green;">1:06.274</span>		3:36.717	2	1	2:42.340 <b>B</b>	<span style="color: green;">41.636</span>	<span style="color: green;">45.620</span>	1:15.084	194.9	6:19.057	
<b>12</b>		PORSCHE 917 1969 1.Claudio RODDARO					P+2L									
1	1	4:24.275	2:33.173	46.616	1:04.486		4:24.275									
2	1	2:26.659	41.002	43.293	1:02.364	204.5	6:50.934									
3	1	2:23.957	40.114	42.437	1:01.406	216.0	9:14.891									
4	1	2:25.249	41.323	43.041	1:00.885	189.8	11:40.140									
5	1	<span style="color: green;">2:22.365</span>	<span style="color: green;">39.180</span>	42.824	1:00.361	219.5	14:02.505									
6	1	2:22.563	39.217	42.546	1:00.800	217.7	16:25.068									
7	1	2:22.877	40.915	<span style="color: green;">42.320</span>	<span style="color: green;">59.642</span>	219.1	18:47.945									
8	1	2:38.321 <b>B</b>	39.615	42.862	1:15.844	212.6	21:26.266									
<b>14</b>		LOLA T 212 1971 1.Mauro POPONCINI 2.Thomas JAMIN					P-2L		1	1	3:25.939	1:32.594	47.056	1:06.289		3:25.939
1	1	3:25.939	1:32.594	47.056	1:06.289		3:25.939	2	1	2:32.980	43.010	44.627	1:05.343	196.7	5:58.919	
2	1	2:32.980	43.010	44.627	1:05.343	196.7	5:58.919	3	1	2:47.743 <b>B</b>	44.249	46.097	1:17.397	202.6	8:46.662	
3	1	2:47.743 <b>B</b>	44.249	46.097	1:17.397	202.6	8:46.662	4	1	3:45.213	1:54.431	44.512	1:06.270		12:31.875	
4	1	3:45.213	1:54.431	44.512	1:06.270		12:31.875	5	1	2:33.581	43.975	44.005	1:05.601	187.8	15:05.456	
5	1	2:33.581	43.975	44.005	1:05.601	187.8	15:05.456	6	1	2:33.249	43.087	44.811	1:05.351	204.5	17:38.705	
6	1	2:33.249	43.087	44.811	1:05.351	204.5	17:38.705	7	1	2:32.124	43.443	43.428	1:05.253	199.3	20:10.829	
7	1	2:32.124	43.443	43.428	1:05.253	199.3	20:10.829	8	1	2:53.632 <b>B</b>	45.402	47.492	1:20.738	192.5	23:04.461	
8	1	2:53.632 <b>B</b>	45.402	47.492	1:20.738	192.5	23:04.461	9	1	4:40.913	2:59.703	41.729	59.481		27:45.374	
9	1	4:40.913	2:59.703	41.729	59.481		27:45.374	10	1	2:18.464	38.524	41.374	<span style="color: green;">58.566</span>	225.0	30:03.838	
10	1	2:18.464	38.524	41.374	<span style="color: green;">58.566</span>	225.0	30:03.838	11	1	2:19.773	38.495	41.503	59.775	225.5	32:23.611	
11	1	2:19.773	38.495	41.503	59.775	225.5	32:23.611	12	1	2:20.493	38.210	41.724	1:00.559	226.9	34:44.104	
12	1	2:20.493	38.210	41.724	1:00.559	226.9	34:44.104	13	1	2:20.292	38.954	41.592	59.746	218.6	37:04.396	
13	1	2:20.292	38.954	41.592	59.746	218.6	37:04.396	14	1	2:20.621	38.964	42.003	59.654	226.4	39:25.017	
14	1	2:20.621	38.964	42.003	59.654	226.4	39:25.017	15	1	2:21.514	38.522	43.873	59.119	224.5	41:46.531	
15	1	2:21.514	38.522	43.873	59.119	224.5	41:46.531	16	1	<span style="color: green;">2:18.137</span>	<span style="color: green;">37.788</span>	<span style="color: green;">41.308</span>	59.041	224.5	44:04.668	
16	1	<span style="color: green;">2:18.137</span>	<span style="color: green;">37.788</span>	<span style="color: green;">41.308</span>	59.041	224.5	44:04.668	17	1	2:20.808	39.016	42.252	59.540	225.9	46:25.476	
17	1	2:20.808	39.016	42.252	59.540	225.9	46:25.476									
<b>16</b>		LOLA T 212 1971 1.Serge KRIKHOFF					P-2L		1	1	3:22.061	1:28.233	47.478	1:06.350		3:22.061
1	1															





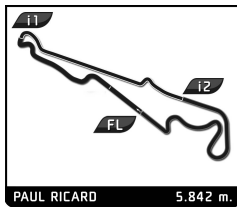
# CLASSIC ENDURANCE RACING 1

## DIX MILLE TOURS

### QUALIFYING

### 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	
8	1	2:57.929	48.886	53.911	1:15.132	176.5	33:53.121	7	1	2:43.482	1:02.222	41.520	59.740		19:17.858	
9	1	3:23.881 B	51.539	59.932	1:32.410	176.8	37:17.002	8	1	2:13.605	36.587	40.269	56.749	244.3	21:31.463	
<b>30</b>		LOLA T70 Mk III 1967					P+2L		9	1	2:13.640	37.286	39.697	56.657	244.3	23:45.103
		1.Nikolaus DITTING							10	1	5:23.301 B	36.118	40.132	4:07.051	243.8	29:08.404
		2.Sam HANCOCK							11	1	2:36.707	59.168	40.937	56.602		31:45.111
1	1	2:56.853	1:07.090	47.088	1:02.675	108.1	2:56.853	12	1	6:47.341 B	36.963	39.559	5:30.819	235.8	38:32.452	
2	1	2:20.407	38.698	41.644	1:00.065	213.0	5:17.260	13	1	2:32.903	56.131	39.739	57.033		41:05.355	
3	1	2:19.330	38.553	41.326	59.451	220.0	7:36.590	14	1	2:17.010	36.156	39.573	1:01.281	249.4	43:22.365	
4	1	2:30.950 B	38.399	41.054	1:11.497	217.3	10:07.540	15	1	3:25.355 B	36.220	39.423	2:09.712	247.7	46:47.720	
5	1	6:15.475	4:25.786	44.806	1:04.883		16:23.015	<b>35</b>		LOLA T 212 1970					P-2L	
6	1	2:26.793	40.802	43.262	1:02.729	210.9	18:49.808			1.Armand MILLE						
7	1	2:24.260	39.496	43.484	1:01.280	226.9	21:14.068	1	1	5:51.487	3:54.160	51.064	1:06.263	95.1	5:51.487	
8	1	2:25.058	39.507	42.624	1:02.927	227.8	23:39.126	2	1	2:34.199	42.919	45.317	1:05.963	200.7	8:25.686	
9	1	2:25.073	39.416	42.205	1:03.452	217.7	26:04.199	3	1	2:42.130 B	41.024	43.873	1:17.233	213.9	11:07.816	
10	1	2:24.031	39.321	42.364	1:02.346	221.8	28:28.230	4	1	3:32.737	1:45.948	44.300	1:02.489	119.9	14:40.553	
11	1	2:30.875	40.765	46.119	1:03.991	211.4	30:59.105	5	1	2:23.561	39.954	43.224	1:00.383	216.0	17:04.114	
12	1	2:26.475	40.979	42.626	1:02.870	204.5	33:25.580	6	1	2:23.406	39.376	43.649	1:00.381	217.7	19:27.520	
13	1	2:48.854 B	40.296	47.562	1:20.996	214.3	36:14.434	7	1	2:25.059	40.487	43.731	1:00.841	215.6	21:52.579	
<b>31</b>		FORD GT 40 1966					GT1		8	1	2:42.220 B	39.648	42.966	1:19.606	216.4	24:34.799
		1.Marc DONCIEUX							9	1	4:51.432	3:04.919	43.199	1:03.314	117.3	29:26.231
1	1	3:02.618	1:03.817	49.251	1:09.550		3:02.618	10	1	2:23.779	39.922	43.884	59.973	216.0	31:50.010	
2	1	2:41.693	44.579	47.642	1:09.472	168.0	5:44.311	11	1	2:20.583	38.735	42.571	59.277	219.1	34:10.593	
3	1	2:34.899	42.949	45.656	1:06.294	193.2	8:19.210	12	1	2:23.524	38.986	44.125	1:00.413	218.2	36:34.117	
4	1	2:37.006	43.328	46.205	1:07.473	198.2	10:56.216	13	1	2:20.917	38.457	42.661	59.799	216.9	38:55.034	
5	1	2:37.565	43.228	47.333	1:07.004	204.5	13:33.781	14	1	2:19.242	38.648	42.191	58.403	218.6	41:14.276	
6	1	2:35.587	42.911	46.545	1:06.131	206.1	16:09.368	15	1	2:18.910	38.284	42.190	58.436	219.5	43:33.186	
7	1	2:35.197	42.897	45.419	1:06.881	197.1	18:44.565	16	1	2:20.231	38.208	41.787	1:00.236	218.6	45:53.417	
8	1	2:34.957	42.670	45.741	1:06.546	200.7	21:19.522	<b>37</b>		CHEVRON B6 1967					P-2L	
9	1	5:29.301 B	48.120	54.717	3:46.464	216.9	26:48.823			1.Stephan KOENIG						
10	1	3:11.737	1:17.739	47.768	1:06.230		30:00.560	1	1	4:50.927	2:54.928	48.753	1:07.246		4:50.927	
11	1	2:33.906	42.661	45.416	1:05.829	215.6	32:34.466	2	1	2:39.389	43.618	46.023	1:09.748	189.5	7:30.316	
12	1	2:36.778	43.346	46.058	1:07.374	199.3	35:11.244	3	1	2:41.627	44.053	49.473	1:08.101	186.9	10:11.943	
13	1	2:44.200	45.513	50.012	1:08.675	198.5	37:55.444	4	1	2:41.596	45.106	46.865	1:09.625	166.7	12:53.539	
14	1	4:19.598 B	43.557	46.928	2:49.113	203.8	42:15.042	5	1	2:36.618	43.616	46.285	1:06.717	195.3	15:30.157	
<b>32</b>		CHEVRON B8 1969					P-2L		6	1	2:32.877	41.990	45.644	1:05.243	195.7	18:03.034
		1.Henrique GEMPERLE							7	1	2:51.619 B	43.456	47.816	1:20.347	198.2	20:54.653
		2.Marc de SIEBENTHAL							8	1	4:50.651	2:58.094	46.173	1:06.384		25:45.304
1	1	4:46.495	2:53.232	49.356	1:03.907		4:46.495	9	1	2:34.744	42.843	45.751	1:06.150	191.5	28:20.048	
2	1	2:26.176	40.208	43.458	1:02.510	206.5	7:12.671	10	1	2:35.911	42.730	45.951	1:07.230	186.5	30:55.959	
3	1	2:29.013	40.496	45.795	1:02.722	208.5	9:41.684	11	1	2:31.458	42.043	45.056	1:04.359	191.8	33:27.417	
4	1	2:25.498	39.926	43.605	1:01.967	207.7	12:07.182	12	1	2:31.031	41.435	45.167	1:04.429	193.2	35:58.448	
5	1	3:00.320 B	44.208	52.803	1:23.309	209.3	15:07.502	13	1	2:39.861	43.225	47.879	1:08.757	203.4	38:38.309	
6	1	7:04.208	5:14.150	46.164	1:03.894		22:11.710	14	1	2:31.372	42.236	44.682	1:04.454	194.2	41:09.681	
7	1	2:31.601	41.211	44.591	1:05.799	200.7	24:43.311	15	1	2:31.647	41.291	45.281	1:05.075	203.4	43:41.328	
8	1	2:29.279	41.212	44.428	1:03.639	202.6	27:12.590	16	1	3:01.901 B	41.412	1:00.292	1:20.197	203.0	46:43.229	
9	1	2:49.980	45.108	51.982	1:12.890	192.5	30:02.570	<b>40</b>		FORD GT 40 (C) 1965					INV	
10	1	2:57.203 B	46.159	51.963	1:19.081	164.6	32:59.773			1.Hans HUGENHOLTZ						
<b>34</b>		LOLA T70 Mk III B 1969					P+2L		1	1	3:07.186	1:09.453	49.556	1:08.177		3:07.186
		1.David HART							2	1	2:38.315	45.232	44.941	1:08.142	192.5	5:45.501
		2.Nicky PASTORELLI							3	1	4:05.401 B	42.227	45.503	2:37.671	212.6	9:50.902
1	1	2:42.138	55.691	45.985	1:00.462		2:42.138	4	1	2:54.234	1:04.298	44.937	1:04.999		12:45.136	
2	1	2:20.753	40.645	40.985	59.123	190.8	5:02.891	5	1	2:30.604	42.274	44.547	1:03.783	198.9	15:15.740	
3	1	2:18.927	37.510	41.652	59.765	233.8	7:21.818	6	1	4:56.096 B	41.475	45.593	3:29.028	220.0	20:11.836	
4	1	2:15.450	37.102	40.075	58.273	240.5	9:37.268	7	1	2:53.129	1:03.613	45.418	1:04.098		23:04.965	
5	1	2:16.822	37.149	41.090	58.583	242.7	11:54.090									
6	1	4:40.286 B	39.517	42.891	3:17.878	215.6	16:34.376									



# CLASSIC ENDURANCE RACING 1

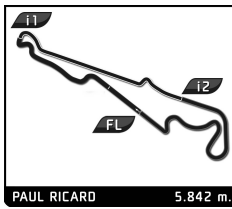
## DIX MILLE TOURS

### QUALIFYING

### 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	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
<b>43</b> PORSCHE 911 T 1967																							
1. Philippe GOUTARD GT1																							
2. Gilles MOREL																							
1	1	4:10.424	1:35.021	1:04.697	1:30.706		4:10.424	1	1	3:53.856	1:55.519	48.975	1:09.362		3:53.856	1	1	3:53.856	1:55.519	48.975	1:09.362		3:53.856
2	1	3:27.470	57.125	1:01.160	1:29.185	158.8	7:37.894	2	1	2:39.753	44.611	47.368	1:07.774	176.5	6:33.609	2	1	2:39.753	44.611	47.368	1:07.774	176.5	6:33.609
3	1	3:27.725	57.130	1:02.259	1:28.336	168.5	11:05.619	3	1	2:38.311	43.548	47.373	1:07.390	194.2	9:11.920	3	1	2:38.311	43.548	47.373	1:07.390	194.2	9:11.920
4	1	5:13.358	57.247	1:01.170	3:14.941	162.4	16:18.977	4	1	2:34.937	42.752	46.466	1:05.719	203.4	11:46.857	4	1	2:34.937	42.752	46.466	1:05.719	203.4	11:46.857
5	1	3:38.749	1:19.365	56.500	1:22.884	84.6	19:57.726	5	1	2:33.342	43.160	44.945	1:05.237	202.6	14:20.199	5	1	2:33.342	43.160	44.945	1:05.237	202.6	14:20.199
6	1	3:11.338	52.897	56.406	1:22.035	169.3	23:09.064	6	1	2:31.565	42.437	44.970	1:04.158	204.5	16:51.764	6	1	2:31.565	42.437	44.970	1:04.158	204.5	16:51.764
7	1	3:09.595	51.855	55.919	1:21.821	163.9	26:18.659	7	1	2:31.363	41.632	44.854	1:04.877	205.3	19:23.127	7	1	2:31.363	41.632	44.854	1:04.877	205.3	19:23.127
8	1	3:10.931	51.552	56.297	1:23.082	170.6	29:29.590	8	1	2:35.597	43.403	47.712	1:04.482	200.7	21:58.724	8	1	2:35.597	43.403	47.712	1:04.482	200.7	21:58.724
9	1	3:09.650	51.152	56.326	1:22.172	169.5	32:39.240	9	1	2:29.583	41.657	44.509	1:03.417	210.1	24:28.307	9	1	2:29.583	41.657	44.509	1:03.417	210.1	24:28.307
10	1	3:10.902	51.677	56.989	1:22.236	170.1	35:50.142	10	1	3:10.583	46.747	53.917	1:29.919	175.9	27:38.890	10	1	3:10.583	46.747	53.917	1:29.919	175.9	27:38.890
11	1	3:11.358	52.449	56.777	1:22.132	170.9	39:01.500	11	1	6:30.654	4:15.607	56.641	1:18.406		34:09.544	11	1	6:30.654	4:15.607	56.641	1:18.406		34:09.544
12	1	3:11.812	52.185	56.390	1:23.237	167.7	42:13.312	12	1	2:55.257	49.686	51.010	1:14.561	185.6	37:04.801	12	1	2:55.257	49.686	51.010	1:14.561	185.6	37:04.801
13	1	3:12.580	52.352	57.351	1:22.877	168.0	45:25.892	13	1	2:51.782	46.326	51.248	1:14.208	190.8	39:56.583	13	1	2:51.782	46.326	51.248	1:14.208	190.8	39:56.583
14	1	2:51.556	48.124	50.185	1:13.247	177.6	42:48.139	14	1	2:48.436	46.572	50.172	1:11.692	182.4	45:36.575	14	1	2:48.436	46.572	50.172	1:11.692	182.4	45:36.575
15	1	2:48.436	46.572	50.172	1:11.692	182.4	45:36.575	15	1	2:48.436	46.572	50.172	1:11.692	182.4	45:36.575	15	1	2:48.436	46.572	50.172	1:11.692	182.4	45:36.575
<b>47</b> CHEVRON B 16 1970																							
1. Joseph ZAGO P-2L																							
2. Jacques ROUCOLLE																							
1	1	3:53.856	1:55.519	48.975	1:09.362		3:53.856	1	1	3:53.856	1:55.519	48.975	1:09.362		3:53.856	1	1	3:53.856	1:55.519	48.975	1:09.362		3:53.856
2	1	2:39.753	44.611	47.368	1:07.774	176.5	6:33.609	2	1	2:39.753	44.611	47.368	1:07.774	176.5	6:33.609	2	1	2:39.753	44.611	47.368	1:07.774	176.5	6:33.609
3	1	2:38.311	43.548	47.373	1:07.390	194.2	9:11.920	3	1	2:38.311	43.548	47.373	1:07.390	194.2	9:11.920	3	1	2:38.311	43.548	47.373	1:07.390	194.2	9:11.920
4	1	2:34.937	42.752	46.466	1:05.719	203.4	11:46.857	4	1	2:34.937	42.752	46.466	1:05.719	203.4	11:46.857	4	1	2:34.937	42.752	46.466	1:05.719	203.4	11:46.857
5	1	2:33.342	43.160	44.945	1:05.237	202.6	14:20.199	5	1	2:33.342	43.160	44.945	1:05.237	202.6	14:20.199	5	1	2:33.342	43.160	44.945	1:05.237	202.6	14:20.199
6	1	2:31.565	42.437	44.970	1:04.158	204.5	16:51.764	6	1	2:31.565	42.437	44.970	1:04.158	204.5	16:51.764	6	1	2:31.565	42.437	44.970	1:04.158	204.5	16:51.764
7	1	2:31.363	41.632	44.854	1:04.877	205.3	19:23.127	7	1	2:31.363	41.632	44.854	1:04.877	205.3	19:23.127	7	1	2:31.363	41.632	44.854	1:04.877	205.3	19:23.127
8	1	2:35.597	43.403	47.712	1:04.482	200.7	21:58.724	8	1	2:35.597	43.403	47.712	1:04.482	200.7	21:58.724	8	1	2:35.597	43.403	47.712	1:04.482	200.7	21:58.724
9	1	2:29.583	41.657	44.509	1:03.417	210.1	24:28.307	9	1	2:29.583	41.657	44.509	1:03.417	210.1	24:28.307	9	1	2:29.583	41.657	44.509	1:03.417	210.1	24:28.307
10	1	3:10.583	46.747	53.917	1:29.919	175.9	27:38.890	10	1	3:10.583	46.747	53.917	1:29.919	175.9	27:38.890	10	1	3:10.583	46.747	53.917	1:29.919	175.9	27:38.890
11	1	6:30.654	4:15.607	56.641	1:18.406		34:09.544	11	1	6:30.654	4:15.607	56.641	1:18.406		34:09.544	11	1	6:30.654	4:15.607	56.641	1:18.406		34:09.544
12	1	2:55.257	49.686	51.010	1:14.561	185.6	37:04.801	12	1	2:55.257	49.686	51.010	1:14.561	185.6	37:04.801	12	1	2:55.257	49.686	51.010	1:14.561	185.6	37:04.801
13	1	2:51.782	46.326	51.248	1:14.208	190.8	39:56.583	13	1	2:51.782	46.326	51.248	1:14.208	190.8	39:56.583	13	1	2:51.782	46.326	51.248	1:14.208	190.8	39:56.583
14	1	2:51.556	48.124	50.185	1:13.247	177.6	42:48.139	14	1	2:51.556	48.124	50.185	1:13.247	177.6	42:48.139	14	1	2:51.556	48.124	50.185	1:13.247	177.6	42:48.139
15	1	2:48.436	46.572	50.172	1:11.692	182.4	45:36.575	15	1	2:48.436	46.572	50.172	1:11.692	182.4	45:36.575	15	1	2:48.436	46.572	50.172	1:11.692	182.4	45:36.575
<b>48</b> PORSCHE 908/3 1969																							
1. Peter VÖGELE P+2L																							
1	1	3:02.470	1:04.302	50.145	1:08.023		3:02.470	1	1	3:02.470	1:04.302	50.145	1:08.023		3:02.470	1	1	3:02.470	1:04.302	50.145	1:08.023		3:02.470
2	1	2:27.668	40.814	43.933	1:02.921	205.3	5:30.138	2	1	2:27.668	40.814	43.933	1:02.921	205.3	5:30.138	2	1	2:27.668	40.814	43.933	1:02.921	205.3	5:30.138
3	1	3:10.820	40.782	44.006	1:46.032	218.6	8:40.958	3	1	3:10.820	40.782	44.006	1:46.032	218.6	8:40.958	3	1	3:10.820	40.782	44.006	1:46.032	218.6	8:40.958
4	1	2:54.585	1:03.834	44.968	1:05.783		11:35.543	4	1	2:54.585	1:03.834	44.968	1:05.783		11:35.543	4	1	2:54.585	1:03.834	44.968	1:05.783		11:35.543
5	1	2:30.011	41.677	45.867	1:02.467	216.4	14:05.554	5	1	2:30.011	41.677	45.867	1:02.467	216.4	14:05.554	5	1	2:30.011	41.677	45.867	1:02.467	216.4	14:05.554
6	1	2:26.475	40.583	43.693	1:02.199	224.5	16:32.029	6	1	2:26.475	40.583	43.693	1:02.199	224.5	16:32.029	6	1	2:26.475	40.583	43.693	1:02.199	224.5	16:32.029
7	1	2:25.315	39.986	43.496	1:01.833	223.6	18:57.344	7	1	2:25.315	39.986	43.496	1:01.833	223.6	18:57.344	7	1	2:25.315	39.986	43.496	1:01.833	223.6	18:57.344
8	1	4:10.033	43.039	46.399	2:40.595	185.6	23:07.377	8	1	4:10.033	43.039	46.399	2:40.595	185.6	23:07.377	8	1	4:10.033	43.039	46.399	2:40.595	185.6	23:07.377
9	1	2:53.064	1:03.331	44.463	1:05.270		26:00.441	9	1	2:53.064	1:03.331	44.463	1:05.270		26:00.441	9	1	2:53.064	1:03.331	44.463	1:05.270		26:00.441
10	1	2:27.225	39.492	42.927	1:04.806	225.9	28:27.666	10	1	2:27.225	39.492	42.927	1:04.806	225.9	28:27.666	10	1	2:27.225	39.492	42.927	1:04.806	225.9	28:27.666
11	1	2:24.345	39.445	42.777	1:02.123	216.0	30:52.011	11	1	2:24.345	39.445	42.777	1:02.123	216.0	30:52.011	11	1	2:24.345	39.445	42.777	1:02.123	216.0	30:52.011
12	1	2:23.678	39.467	42.935	1:01.276	214.3	33:15.689	12	1	2:23.678	39.467	42.935	1:01.276	214.3	33:15.689	12	1	2:23.678	39.467	42.935	1:01.276	214.3	33:15.689
13	1	5:06.190	39.775	43.431	3:42.984	216.0	38:21.879	13	1	5:06.190	39.775	43.431	3:42.984	216.0	38:21.879	13	1	5:06.190	39.775	43.431	3:42.984	216.0	38:21.879
<b>50</b> CHEVRON B 16 1970																							
1. Jean-Pierre CASZALOT P-2L																							
1	1	3:31.841	1:23.550	54.935	1:13.356		3:31.841	1	1	3:31.841	1:23.550	54.935	1:13.356		3:31.841	1	1	3:31.841	1:23.550	54.935	1:13.356		3:31.841
2	1	2:45.821	46.389	51.321	1:08.111	174.2	6:17.662	2	1	2:45.821	46.389	51.321	1:08.111	174.2	6:17.662								





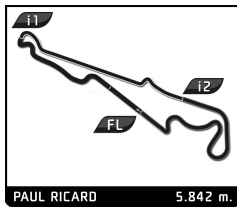
# CLASSIC ENDURANCE RACING 1

## DIX MILLE TOURS

### QUALIFYING

#### 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																																																																																																							
2	1	2:42.821	44.849	47.806	1:10.166	170.1	5:44.631	3	1	2:29.662	41.141	43.756	1:04.765	219.1	8:06.386																																																																																																							
3	1	2:41.297	45.695	47.267	1:08.335	180.0	8:25.928	4	1	23:47.983 B	46.903	51.156	...	155.6	31:54.369																																																																																																							
4	1	2:40.413	44.540	47.083	1:08.790	182.7	11:06.341	5	1	3:06.884	1:10.602	47.690	1:08.592	...	35:01.253																																																																																																							
5	1	2:38.418	43.574	47.524	1:07.320	191.5	13:44.759	6	1	2:29.827	42.210	43.880	1:03.737	194.9	37:31.080																																																																																																							
6	1	2:40.894	44.357	47.383	1:09.154	191.8	16:25.653	7	1	2:27.791	40.887	43.269	1:03.635	227.8	39:58.871																																																																																																							
7	1	3:17.883 B	49.677	58.646	1:29.560	179.7	19:43.536	8	1	3:46.423 B	49.849	55.900	2:00.674	157.0	43:45.294																																																																																																							
8	1	4:35.625	2:31.836	50.253	1:13.536	...	24:19.161	<div style="border: 1px solid black; padding: 5px;"> <b>66</b> PORSCHE 911 Carrera RSR 3.0L 1974                      1. Didier DENAT GT1                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>5:09.715</td><td>3:09.941</td><td>51.746</td><td>1:08.028</td><td>...</td><td>5:09.715</td></tr> <tr><td>2</td><td>1</td><td>2:28.252</td><td>40.846</td><td>43.936</td><td>1:03.470</td><td>206.5</td><td>7:37.967</td></tr> <tr><td>3</td><td>1</td><td>2:25.803</td><td>40.107</td><td>43.735</td><td>1:01.961</td><td>206.9</td><td>10:03.770</td></tr> <tr><td>4</td><td>1</td><td>2:26.265</td><td>40.022</td><td>43.792</td><td>1:02.451</td><td>206.9</td><td>12:30.035</td></tr> <tr><td>5</td><td>1</td><td>2:26.135</td><td>40.242</td><td>43.898</td><td>1:01.995</td><td>208.9</td><td>14:56.170</td></tr> <tr><td>6</td><td>1</td><td>2:50.194 B</td><td>44.863</td><td>48.109</td><td>1:17.222</td><td>163.4</td><td>17:46.364</td></tr> </table>							1	1	5:09.715	3:09.941	51.746	1:08.028	...	5:09.715	2	1	2:28.252	40.846	43.936	1:03.470	206.5	7:37.967	3	1	2:25.803	40.107	43.735	1:01.961	206.9	10:03.770	4	1	2:26.265	40.022	43.792	1:02.451	206.9	12:30.035	5	1	2:26.135	40.242	43.898	1:01.995	208.9	14:56.170	6	1	2:50.194 B	44.863	48.109	1:17.222	163.4	17:46.364																																																								
1	1	5:09.715	3:09.941	51.746	1:08.028	...	5:09.715																																																																																																															
2	1	2:28.252	40.846	43.936	1:03.470	206.5	7:37.967																																																																																																															
3	1	2:25.803	40.107	43.735	1:01.961	206.9	10:03.770																																																																																																															
4	1	2:26.265	40.022	43.792	1:02.451	206.9	12:30.035																																																																																																															
5	1	2:26.135	40.242	43.898	1:01.995	208.9	14:56.170																																																																																																															
6	1	2:50.194 B	44.863	48.109	1:17.222	163.4	17:46.364																																																																																																															
9	1	2:44.248	46.015	48.633	1:09.600	194.2	27:03.409																																																																																																															
10	1	2:38.761	43.932	47.068	1:07.761	207.7	29:42.170																																																																																																															
11	1	2:42.439	45.168	48.475	1:08.796	208.5	32:24.609																																																																																																															
12	1	2:38.822	43.441	47.400	1:07.981	207.7	35:03.431																																																																																																															
13	1	2:38.338	43.879	47.129	1:07.330	208.9	37:41.769																																																																																																															
14	1	2:37.996	43.256	46.838	1:07.902	207.7	40:19.765																																																																																																															
15	1	2:50.804 B	43.539	46.195	1:21.070	209.7	43:10.569																																																																																																															
<div style="border: 1px solid black; padding: 5px;"> <b>56</b> CHEVRON B 19 1971                      1. Joao Paulo CAMPOS COS P-2L                      2. Alexandre BEIRAO                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>3:05.666</td><td>1:17.138</td><td>44.306</td><td>1:04.222</td><td>...</td><td>3:05.666</td></tr> <tr><td>2</td><td>1</td><td>2:31.766</td><td>44.002</td><td>45.180</td><td>1:02.584</td><td>185.9</td><td>5:37.432</td></tr> <tr><td>3</td><td>1</td><td>2:28.151</td><td>41.168</td><td>43.405</td><td>1:03.578</td><td>200.0</td><td>8:05.583</td></tr> <tr><td>4</td><td>1</td><td>2:27.411</td><td>42.086</td><td>43.787</td><td>1:01.538</td><td>219.1</td><td>10:32.994</td></tr> <tr><td>5</td><td>1</td><td>2:22.569</td><td>39.421</td><td>42.086</td><td>1:01.062</td><td>221.3</td><td>12:55.563</td></tr> <tr><td>6</td><td>1</td><td>2:23.062</td><td>39.938</td><td>41.738</td><td>1:01.386</td><td>224.5</td><td>15:18.625</td></tr> <tr><td>7</td><td>1</td><td>2:25.242</td><td>39.110</td><td>44.032</td><td>1:02.100</td><td>223.1</td><td>17:43.867</td></tr> <tr><td>8</td><td>1</td><td>6:09.292 B</td><td>49.515</td><td>53.777</td><td>4:26.000</td><td>222.2</td><td>23:53.159</td></tr> <tr><td>9</td><td>1</td><td>3:02.966</td><td>1:14.438</td><td>44.467</td><td>1:04.061</td><td>...</td><td>26:56.125</td></tr> <tr><td>10</td><td>1</td><td>2:28.339</td><td>40.663</td><td>42.519</td><td>1:05.157</td><td>211.4</td><td>29:24.464</td></tr> <tr><td>11</td><td>1</td><td>2:27.580</td><td>42.672</td><td>43.556</td><td>1:01.352</td><td>219.1</td><td>31:52.044</td></tr> <tr><td>12</td><td>1</td><td>2:22.547</td><td>39.674</td><td>42.064</td><td>1:00.809</td><td>223.1</td><td>34:14.591</td></tr> <tr><td>13</td><td>1</td><td>2:22.181</td><td>39.338</td><td>41.942</td><td>1:00.901</td><td>222.7</td><td>36:36.772</td></tr> <tr><td>14</td><td>1</td><td>4:09.247 B</td><td>39.264</td><td>44.088</td><td>2:45.895</td><td>224.1</td><td>40:46.019</td></tr> </table>							1								1	3:05.666	1:17.138	44.306	1:04.222	...	3:05.666	2	1	2:31.766	44.002	45.180	1:02.584	185.9	5:37.432	3	1	2:28.151	41.168	43.405	1:03.578	200.0	8:05.583	4	1	2:27.411	42.086	43.787	1:01.538	219.1	10:32.994	5	1	2:22.569	39.421	42.086	1:01.062	221.3	12:55.563	6	1	2:23.062	39.938	41.738	1:01.386	224.5	15:18.625	7	1	2:25.242	39.110	44.032	1:02.100	223.1	17:43.867	8	1	6:09.292 B	49.515	53.777	4:26.000	222.2	23:53.159	9	1	3:02.966	1:14.438	44.467	1:04.061	...	26:56.125	10	1	2:28.339	40.663	42.519	1:05.157	211.4	29:24.464	11	1	2:27.580	42.672	43.556	1:01.352	219.1	31:52.044	12	1	2:22.547	39.674	42.064	1:00.809	223.1	34:14.591	13	1	2:22.181	39.338	41.942	1:00.901	222.7	36:36.772	14
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<div style="border: 1px solid black; padding: 5px;"> <b>57</b> LOJA T70 Mk III Coupe 1968                      1. Christophe GADAIS P+2L                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>6:42.307</td><td>4:45.253</td><td>49.615</td><td>1:07.439</td><td>...</td><td>6:42.307</td></tr> <tr><td>2</td><td>1</td><td>2:29.592</td><td>42.542</td><td>42.469</td><td>1:04.581</td><td>177.6</td><td>9:11.899</td></tr> <tr><td>3</td><td>1</td><td>2:46.831 B</td><td>42.080</td><td>45.669</td><td>1:19.082</td><td>204.2</td><td>11:58.730</td></tr> <tr><td>4</td><td>1</td><td>4:25.080</td><td>2:35.587</td><td>44.966</td><td>1:04.527</td><td>...</td><td>16:23.810</td></tr> <tr><td>5</td><td>1</td><td>2:26.836</td><td>41.369</td><td>43.220</td><td>1:02.247</td><td>204.2</td><td>18:50.646</td></tr> <tr><td>6</td><td>1</td><td>2:24.707</td><td>39.813</td><td>43.366</td><td>1:01.528</td><td>214.3</td><td>21:15.353</td></tr> <tr><td>7</td><td>1</td><td>2:24.409</td><td>39.583</td><td>42.474</td><td>1:02.352</td><td>224.1</td><td>23:39.762</td></tr> <tr><td>8</td><td>1</td><td>2:25.342</td><td>40.601</td><td>42.765</td><td>1:01.976</td><td>210.9</td><td>26:05.104</td></tr> <tr><td>9</td><td>1</td><td>2:24.250</td><td>39.978</td><td>42.261</td><td>1:02.011</td><td>201.5</td><td>28:29.354</td></tr> <tr><td>10</td><td>1</td><td>2:24.885</td><td>40.897</td><td>42.759</td><td>1:01.229</td><td>197.8</td><td>30:54.239</td></tr> <tr><td>11</td><td>1</td><td>2:22.887</td><td>39.539</td><td>42.623</td><td>1:00.725</td><td>218.6</td><td>33:17.126</td></tr> <tr><td>12</td><td>1</td><td>2:40.717 B</td><td>40.958</td><td>42.372</td><td>1:17.387</td><td>200.7</td><td>35:57.843</td></tr> </table>							1	1	6:42.307	4:45.253	49.615	1:07.439	...	6:42.307	2	1	2:29.592	42.542	42.469	1:04.581	177.6	9:11.899	3	1	2:46.831 B	42.080	45.669	1:19.082	204.2	11:58.730	4	1	4:25.080	2:35.587	44.966	1:04.527	...	16:23.810	5	1	2:26.836	41.369	43.220	1:02.247	204.2	18:50.646	6	1	2:24.707	39.813	43.366	1:01.528	214.3	21:15.353	7	1	2:24.409	39.583	42.474	1:02.352	224.1	23:39.762	8	1	2:25.342	40.601	42.765	1:01.976	210.9	26:05.104	9	1	2:24.250	39.978	42.261	1:02.011	201.5	28:29.354	10	1	2:24.885	40.897	42.759	1:01.229	197.8	30:54.239	11	1	2:22.887	39.539	42.623	1:00.725	218.6	33:17.126	12	1	2:40.717 B	40.958	42.372	1:17.387	200.7	35:57.843																
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<div style="border: 1px solid black; padding: 5px;"> <b>64</b> FORD GT 40 (C) 1969                      1. Jean-Marc MERLIN GT1                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>4:03.882</td><td>2:05.573</td><td>52.468</td><td>1:05.841</td><td>...</td><td>4:03.882</td></tr> <tr><td>2</td><td>1</td><td>2:32.295</td><td>42.846</td><td>45.423</td><td>1:04.026</td><td>193.2</td><td>6:36.177</td></tr> <tr><td>3</td><td>1</td><td>2:44.707 B</td><td>41.600</td><td>44.670</td><td>1:18.437</td><td>196.7</td><td>9:20.884</td></tr> </table>							1	1	4:03.882	2:05.573	52.468	1:05.841	...	4:03.882	2	1	2:32.295	42.846	45.423	1:04.026	193.2	6:36.177	3	1	2:44.707 B	41.600	44.670	1:18.437	196.7	9:20.884																																																																																								
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<div style="border: 1px solid black; padding: 5px;"> <b>65</b> CHEVROLET Corvette C3 1971                      1. MAVERICK GT1                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>3:03.534</td><td>1:05.450</td><td>49.995</td><td>1:08.089</td><td>...</td><td>3:03.534</td></tr> <tr><td>2</td><td>1</td><td>2:33.190</td><td>44.475</td><td>44.624</td><td>1:04.091</td><td>179.4</td><td>5:36.724</td></tr> </table>							1	1	3:03.534	1:05.450	49.995	1:08.089	...	3:03.534	2	1	2:33.190	44.475	44.624	1:04.091	179.4	5:36.724																																																																																																
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<div style="border: 1px solid black; padding: 5px;"> <b>75</b> PORSCHE 911 RS 3.0l 1974                      1. Eric MARTIN GT1                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>4:25.238</td><td>2:17.435</td><td>54.062</td><td>1:13.741</td><td>...</td><td>4:25.238</td></tr> <tr><td>2</td><td>1</td><td>2:46.272</td><td>45.773</td><td>50.640</td><td>1:09.859</td><td>183.7</td><td>7:11.510</td></tr> <tr><td>3</td><td>1</td><td>2:39.567</td><td>44.385</td><td>47.158</td><td>1:08.024</td><td>190.8</td><td>9:51.077</td></tr> <tr><td>4</td><td>1</td><td>2:38.934</td><td>44.156</td><td>47.369</td><td>1:07.409</td><td>188.5</td><td>12:30.011</td></tr> <tr><td>5</td><td>1</td><td>8:46.545 B</td><td>47.459</td><td>54.216</td><td>7:04.870</td><td>160.5</td><td>21:16.556</td></tr> <tr><td>6</td><td>1</td><td>3:35.580 B</td><td>1:10.872</td><td>55.313</td><td>1:29.395</td><td>...</td><td>24:52.136</td></tr> <tr><td>7</td><td>1</td><td>22:02.107 B</td><td>2:02.585</td><td>59.763</td><td>...</td><td>...</td><td>46:54.243</td></tr> </table>							1	1	4:25.238	2:17.435	54.062	1:13.741	...	4:25.238	2	1	2:46.272	45.773	50.640	1:09.859	183.7	7:11.510	3	1	2:39.567	44.385	47.158	1:08.024	190.8	9:51.077	4	1	2:38.934	44.156	47.369	1:07.409	188.5	12:30.011	5	1	8:46.545 B	47.459	54.216	7:04.870	160.5	21:16.556	6	1	3:35.580 B	1:10.872	55.313	1:29.395	...	24:52.136	7	1	22:02.107 B	2:02.585	59.763	...	...	46:54.243																																																								
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<div style="border: 1px solid black; padding: 5px;"> <b>76</b> CHEVRON B 16 1970                      1. Ted TUPPEN P-2L                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>2:46.327</td><td>53.332</td><td>47.693</td><td>1:05.302</td><td>...</td><td>2:46.327</td></tr> <tr><td>2</td><td>1</td><td>2:28.603</td><td>40.909</td><td>43.964</td><td>1:03.730</td><td>203.4</td><td>5:14.930</td></tr> <tr><td>3</td><td>1</td><td>2:27.150</td><td>39.908</td><td>44.103</td><td>1:03.139</td><td>215.1</td><td>7:42.080</td></tr> <tr><td>4</td><td>1</td><td>2:36.486</td><td>46.990</td><td>46.982</td><td>1:02.514</td><td>214.3</td><td>10:18.566</td></tr> <tr><td>5</td><td>1</td><td>2:31.230</td><td>41.046</td><td>45.485</td><td>1:04.699</td><td>220.0</td><td>12:49.796</td></tr> <tr><td>6</td><td>1</td><td>2:29.870</td><td>40.753</td><td>43.676</td><td>1:05.441</td><td>214.7</td><td>15:19.666</td></tr> <tr><td>7</td><td>1</td><td>2:26.951</td><td>40.365</td><td>44.139</td><td>1:02.447</td><td>216.0</td><td>17:46.617</td></tr> <tr><td>8</td><td>1</td><td>2:29.847</td><td>42.622</td><td>44.104</td><td>1:03.121</td><td>223.6</td><td>20:16.464</td></tr> <tr><td>9</td><td>1</td><td>2:26.176</td><td>40.782</td><td>44.193</td><td>1:01.201</td><td>215.1</td><td>22:42.640</td></tr> <tr><td>10</td><td>1</td><td>2:23.232</td><td>38.969</td><td>43.209</td><td>1:01.054</td><td>219.5</td><td>25:05.872</td></tr> <tr><td>11</td><td>1</td><td>3:09.386 B</td><td>45.524</td><td>53.166</td><td>1:30.696</td><td>206.5</td><td>28:15.258</td></tr> </table>							1	1	2:46.327	53.332	47.693	1:05.302	...	2:46.327	2	1	2:28.603	40.909	43.964	1:03.730	203.4	5:14.930	3	1	2:27.150	39.908	44.103	1:03.139	215.1	7:42.080	4	1	2:36.486	46.990	46.982	1:02.514	214.3	10:18.566	5	1	2:31.230	41.046	45.485	1:04.699	220.0	12:49.796	6	1	2:29.870	40.753	43.676	1:05.441	214.7	15:19.666	7	1	2:26.951	40.365	44.139	1:02.447	216.0	17:46.617	8	1	2:29.847	42.622	44.104	1:03.121	223.6	20:16.464	9	1	2:26.176	40.782	44.193	1:01.201	215.1	22:42.640	10	1	2:23.232	38.969	43.209	1:01.054	219.5	25:05.872	11	1	3:09.386 B	45.524	53.166	1:30.696	206.5	28:15.258																								
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10	1	2:23.232	38.969	43.209	1:01.054	219.5	25:05.872																																																																																																															
11	1	3:09.386 B	45.524	53.166	1:30.696	206.5	28:15.258																																																																																																															
<div style="border: 1px solid black; padding: 5px;"> <b>77</b> LOJA T70 Mk II Spyder 1966                      1. Alfred MOSER P+2L                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>4:00.263</td><td>2:00.690</td><td>49.366</td><td>1:10.207</td><td>...</td><td>4:00.263</td></tr> <tr><td>2</td><td>1</td><td>2:39.913</td><td>45.450</td><td>45.855</td><td>1:08.608</td><td>190.5</td><td>6:40.176</td></tr> </table>							1	1	4:00.263	2:00.690	49.366	1:10.207	...	4:00.263	2	1	2:39.913	45.450	45.855	1:08.608	190.5	6:40.176																																																																																																
1	1	4:00.263	2:00.690	49.366	1:10.207	...	4:00.263																																																																																																															
2	1	2:39.913	45.450	45.855	1:08.608	190.5	6:40.176																																																																																																															



**CLASSIC ENDURANCE RACING 1**  
**DIX MILLE TOURS**  
**QUALIFYING**

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	2:38.308	43.028	46.595	1:08.685	200.0	9:18.484	2	1	2:34.921	43.687	46.299	1:04.935	191.8	6:37.368
4	1	2:37.346	43.381	45.625	1:08.340	193.2	11:55.830	3	1	2:32.787	41.446	45.389	1:05.952	199.3	9:10.155
5	1	2:34.297	42.788	45.069	1:06.440	194.6	14:30.127	4	1	2:31.969	43.370	44.686	1:03.913	202.2	11:42.124
6	1	3:03.042 B	43.654	50.461	1:28.920	201.5	17:33.169	5	1	2:43.562 B	41.139	43.527	1:18.896	207.3	14:25.686
7	1	4:04.629	2:11.661	45.898	1:07.070		21:37.798	6	1	6:31.070	4:31.492	51.882	1:07.696		20:56.756
8	1	2:38.241	43.393	44.701	1:10.147	187.8	24:16.039	7	1	2:31.203	41.648	45.182	1:04.373	210.9	23:27.959
9	1	2:32.789	43.437	44.609	1:04.743	203.0	26:48.828	8	1	2:32.389	42.104	44.545	1:05.740	194.9	26:00.348
10	1	2:35.019	41.270	46.735	1:07.014	228.3	29:23.847	9	1	2:31.261	41.921	44.542	1:04.798	187.8	28:31.609
11	1	2:32.803	41.898	46.536	1:04.369	214.3	31:56.650	10	1	2:29.334	41.456	44.232	1:03.646	205.3	31:00.943
12	1	2:33.522	42.650	46.013	1:04.859	226.9	34:30.172	11	1	2:28.217	40.731	44.015	1:03.471	198.2	33:29.160
13	1	2:31.243	41.136	44.797	1:05.310	208.5	37:01.415	12	1	3:00.452 B	41.424	53.812	1:25.216	205.7	36:29.612
14	1	2:32.491	42.810	44.463	1:05.218	216.4	39:33.906	13	1	5:26.930	3:37.750	44.700	1:04.480	127.7	41:56.542
15	1	2:33.495	43.079	45.723	1:04.693	173.9	42:07.401	14	1	2:46.244 B	45.859	44.754	1:15.631	179.1	44:42.786
16	1	2:33.042	42.015	46.124	1:04.903	200.0	44:40.443								
17	1	2:32.253	42.217	44.786	1:05.250	196.4	47:12.696								

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

1	1	3:40.551	1:35.659	53.311	1:11.581		3:40.551
2	1	2:35.688	43.401	47.147	1:05.140	204.5	6:16.239
3	1	2:33.912	43.560	45.645	1:04.707	201.9	8:50.151
4	1	2:48.062	54.349	49.282	1:04.431	208.1	11:38.213
5	1	2:38.113	42.341	45.631	1:10.141	208.5	14:16.326
6	1	2:31.707	42.532	45.353	1:03.822	208.1	16:48.033
7	1	2:34.400	43.629	46.064	1:04.707	197.1	19:22.433
8	1	2:33.620	42.846	45.878	1:04.896	209.3	21:56.053
9	1	2:40.717	43.387	46.016	1:11.314	207.3	24:36.770
10	1	2:33.180	43.125	45.686	1:04.369	209.3	27:09.950
11	1	2:33.158	43.119	45.383	1:04.656	205.3	29:43.108
12	1	2:33.194	42.680	46.546	1:03.968	201.9	32:16.302
13	1	2:31.359	42.399	45.172	1:03.788	210.9	34:47.661
14	1	2:33.736	43.314	46.506	1:03.916	210.9	37:21.397
15	1	2:33.920	43.059	45.534	1:05.327	210.9	39:55.317

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

1	1	3:22.258	1:26.742	47.610	1:07.906		3:22.258
2	1	2:34.226	41.985	46.336	1:05.905	204.5	5:56.484
3	1	2:34.623	42.140	46.154	1:06.329	206.5	8:31.107
4	1	2:33.765	42.131	45.776	1:05.858	202.6	11:04.872
5	1	2:33.887	42.602	45.438	1:05.847	205.3	13:38.759
6	1	2:31.803	41.339	45.600	1:04.864	205.3	16:10.562
7	1	2:34.278	42.930	45.629	1:05.719	209.3	18:44.840
8	1	2:34.867	43.250	46.232	1:05.385	204.9	21:19.707
9	1	2:33.813	42.201	45.679	1:05.933	206.5	23:53.520
10	1	2:44.953 B	42.629	46.167	1:16.157	195.3	26:38.473
11	1	4:11.895	2:22.526	44.802	1:04.567		30:50.368
12	1	2:30.366	42.040	45.445	1:02.881	201.9	33:20.734
13	1	2:27.812	40.200	44.274	1:03.338	205.7	35:48.546
14	1	2:26.465	40.063	44.046	1:02.356	206.9	38:15.011
15	1	2:26.452	40.091	44.174	1:02.187	207.3	40:41.463
16	1	2:26.937	40.399	43.955	1:02.583	208.9	43:08.400
17	1	2:28.132	40.116	44.007	1:04.009	207.3	45:36.532

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

1	1	4:02.447	2:03.041	50.892	1:08.514		4:02.447
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**89** FORD GT 40 (C) 1966  
1. Olivier GALANT GT1

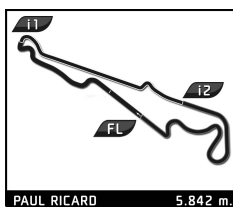
1	1	7:15.630	5:16.517	51.421	1:07.692		7:15.630
2	1	2:36.133	42.522	49.660	1:03.951	183.7	9:51.763
3	1	2:31.107	41.182	46.754	1:03.171	206.5	12:22.870
4	1	2:25.339	40.192	43.048	1:02.099	216.9	14:48.209
5	1	2:25.841	40.333	43.488	1:02.020	217.3	17:14.050
6	1	2:24.016	39.580	42.712	1:01.724	227.8	19:38.066
7	1	2:24.670	39.780	43.080	1:01.810	220.9	22:02.736
8	1	2:42.167 B	39.824	43.174	1:19.169	220.9	24:44.903
9	1	9:10.855	7:09.811	52.746	1:08.298		33:55.758
10	1	2:24.542	40.064	43.019	1:01.459	212.2	36:20.300
11	1	2:24.999	39.476	42.676	1:02.847	223.1	38:45.299
12	1	2:29.306	39.533	42.785	1:06.988	223.1	41:14.605
13	1	3:06.022 B	46.226	53.995	1:25.801	176.2	44:20.627

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

1	1	2:42.561	58.444	43.717	1:00.400		2:42.561
2	1	2:20.791	39.878	42.117	58.796	217.7	5:03.352
3	1	2:18.686	38.333	41.588	58.765	219.5	7:22.038
4	1	7:00.946 B	37.931	43.132	5:39.883	218.6	14:22.984
5	1	2:45.581	1:04.798	42.382	58.401		17:08.565
6	1	2:20.131	38.585	43.390	58.156	220.0	19:28.696
7	1	2:19.122	38.467	41.905	58.750	220.4	21:47.818
8	1	11:06.153 B	38.465	41.743	9:45.945	218.6	32:53.971
9	1	2:51.905	1:10.669	42.091	59.145		35:45.876
10	1	2:17.942	38.131	41.442	58.369	217.7	38:03.818
11	1	2:19.109	38.132	42.725	58.252	220.9	40:22.927
12	1	2:17.748	38.114	41.381	58.253	222.2	42:40.675
13	1	2:18.234	37.885	42.311	58.038	220.9	44:58.909
14	1	2:16.758	37.737	41.401	57.620	220.0	47:15.667

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

1	1	3:37.858	1:43.439	48.905	1:05.514	99.2	3:37.858
2	1	2:29.870	42.102	45.832	1:01.936	197.4	6:07.728
3	1	2:25.706	40.491	42.797	1:02.418	216.4	8:33.434
4	1	2:26.500	40.200	43.682	1:02.618	203.0	10:59.934
5	1	2:24.174	40.159	42.658	1:01.357	203.4	13:24.108
6	1	2:23.824	40.252	42.228	1:01.344	217.7	15:47.932
7	1	2:23.541	39.513	42.735	1:01.293	216.0	18:11.473
8	1	2:45.370 B	42.153	43.875	1:19.342	175.6	20:56.843



# CLASSIC ENDURANCE RACING 1

## DIX MILLE TOURS

### QUALIFYING

### 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
9	1	5:58.908	4:12.983	44.000	1:01.925	118.8	26:55.751								
10	1	2:23.865	<b>38.649</b>	43.242	1:01.974	223.1	29:19.616								
11	1	2:26.107	39.983	44.160	1:01.964	218.2	31:45.723								
12	1	2:35.036 <b>B</b>	40.564	45.471	1:09.001	197.4	34:20.759								

115		LOLA T 210 FVC 1970		1. Wolfgang HENSELER		P-2L	
1	1	3:41.132	1:52.249	45.775	1:03.108		3:41.132
2	1	2:30.197	43.222	44.872	<b>1:02.103</b>	205.7	6:11.329
3	1	<b>2:25.802</b>	<b>41.182</b>	<b>41.976</b>	1:02.644	180.0	8:37.131
4	1	11:21.620 <b>B</b>	45.086	48.399	9:48.135	189.8	19:58.751

121		FORD GT 40 (C) 1965		1. John DOE		GT1	
2. Philippe GACHE							
1	1	2:49.269	1:05.662	43.220	1:00.387	133.5	2:49.269
2	1	2:22.187	40.236	41.774	1:00.177	204.5	5:11.456
3	1	<b>2:21.068</b>	<b>38.514</b>	<b>41.729</b>	1:00.825	235.3	7:32.524
4	1	2:21.398	39.584	41.870	<b>59.944</b>	224.1	9:53.922
5	1	2:22.524	39.502	42.914	1:00.108	233.8	12:16.446
6	1	6:14.236 <b>B</b>	38.926	43.017	4:52.293	234.8	18:30.682
7	1	3:14.460	1:16.007	48.443	1:10.010		21:45.142
8	1	2:33.714	43.671	45.073	1:04.970	212.6	24:18.856
9	1	2:30.312	41.318	44.437	1:04.557	209.3	26:49.168
10	1	2:50.691	54.945	47.310	1:08.436	208.5	29:39.859
11	1	2:34.543	43.552	46.586	1:04.405	221.3	32:14.402
12	1	2:29.429	41.310	44.362	1:03.757	205.3	34:43.831
13	1	2:27.799	41.174	43.065	1:03.560	222.2	37:11.630
14	1	8:23.798 <b>B</b>	47.688	52.730	6:43.380	224.5	45:35.428

260		PORSCHE 911 Carrera RSR 2.8L 1973		1. Thomas SAIER		GT1	
1	1	4:24.083	2:15.641	55.282	1:13.160		4:24.083
2	1	2:43.187	44.464	49.370	1:09.353	195.7	7:07.270
3	1	2:43.260	44.810	50.606	1:07.844	198.9	9:50.530
4	1	2:50.041 <b>B</b>	45.513	47.217	1:17.311	198.5	12:40.571
5	1	4:17.749	2:22.830	46.891	1:08.028		16:58.320
6	1	2:42.087	43.777	49.392	1:08.918	197.1	19:40.407
7	1	2:55.881 <b>B</b>	45.489	48.567	1:21.825	194.6	22:36.288
8	1	5:06.493	3:10.067	48.101	1:08.325		27:42.781
9	1	<b>2:37.986</b>	43.719	46.892	1:07.375	195.3	30:20.767
10	1	3:03.187 <b>B</b>	48.164	54.158	1:20.865	190.8	33:23.954
11	1	4:34.916	2:26.023	51.881	1:17.012		37:58.870
12	1	2:38.101	43.910	<b>46.794</b>	1:07.397	198.5	40:36.971
13	1	2:38.542	<b>43.041</b>	48.143	<b>1:07.358</b>	197.8	43:15.513
14	1	2:43.965	44.044	48.616	1:11.305	192.5	45:59.478