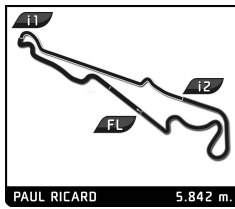


CLASSIC ENDURANCE RACING 1
DIX MILLE TOURS
RACE

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
1 CHEVRON B 19 1971															
1. Alexander FURIANI P-2L															
1	1	3:33.807 B	42.764	53.146	1:57.897		3:33.807	7	1	2:36.288 B	39.155	43.403	1:13.730	231.8	24:32.681
2	1	5:06.295 B	1:26.063	1:23.381	2:16.851		8:40.102	8	1	4:59.543 B	2:57.426	42.925	1:19.192		29:32.224
3	1	4:58.920	1:42.933	1:32.125	1:43.862		13:39.022	9	1	5:00.851	3:15.564	43.343	1:01.944		34:33.075
4	1	3:26.224	56.748	1:09.868	1:19.608	118.2	17:05.246	10	1	2:24.918	40.139	44.101	1:00.678	216.9	36:57.993
5	1	2:19.401	38.499	41.819	59.083	224.1	19:24.647	11	1	3:00.627 B	46.965	49.088	1:24.574	157.4	39:58.620
6	1	2:19.947	38.243	42.119	59.585	225.5	21:44.594	8 CHEVRON B8 1968							
7	1	2:19.924	38.441	41.995	59.488	226.4	24:04.518	1. Sandy WATSON P-2L							
8	1	2:20.605	38.346	42.677	59.582	226.4	26:25.123	2. Martin O'CONNELL							
9	1	2:20.208	38.478	42.122	59.608	226.9	28:45.331	1	1	3:55.048 B	45.519	1:08.146	2:01.383		3:55.048
10	1	2:19.074	38.617	41.805	58.652	226.4	31:04.405	2	1	5:04.010 B	1:13.067	1:22.459	2:28.484		8:59.058
11	1	2:33.044 B	38.599	42.536	1:11.909	229.3	33:37.449	3	2	4:47.312	1:32.415	1:31.520	1:43.377		13:46.370
12	1	3:39.488	1:57.020	42.749	59.719		37:16.937	4	2	3:25.353	56.772	1:10.626	1:17.955	128.3	17:11.723
13	1	2:21.721	38.561	42.058	1:01.102	226.9	39:38.658	5	2	2:21.303	38.978	42.371	59.954	220.4	19:33.026
14	1	2:19.990	38.583	42.414	58.993	227.8	41:58.648	6	2	2:21.190	38.850	42.605	59.735	217.7	21:54.216
15	1	2:20.914	38.345	42.448	1:00.121	229.3	44:19.562	7	2	2:21.495	38.343	42.549	1:00.603	217.7	24:15.711
16	1	2:21.330	39.496	42.766	59.068	228.8	46:40.892	8	2	2:32.260 B	38.557	42.930	1:10.773	218.2	26:47.971
17	1	2:17.682	37.794	41.206	58.682	228.3	48:58.574	9	1	3:51.891	2:00.209	46.388	1:05.294		30:39.862
18	1	2:20.008	37.820	42.559	59.629	227.4	51:18.582	10	1	2:41.139 B	42.706	46.110	1:12.323	205.7	33:21.001
19	1	2:20.143	38.290	41.593	1:00.260	227.8	53:38.725	11	1	2:53.355	1:01.224	47.586	1:04.545		36:14.356
20	1	2:19.497	38.041	41.757	59.699	227.8	55:58.222	12	1	2:32.303	42.339	46.449	1:03.515	207.7	38:46.659
21	1	2:21.926	38.842	42.538	1:00.546	227.4	58:20.148	13	1	2:30.556	41.304	45.906	1:03.346	208.1	41:17.215
22	1	2:20.438	39.306	42.334	58.798	227.4	1:00:40.586	14	1	2:28.353	40.220	44.695	1:03.438	211.8	43:45.568
4 FORD GT 40 1965															
1. Olivier BREITMAYER GT1															
1	1	5:21.906 B	1:11.931	1:19.613	2:50.362		5:21.906	15	1	2:31.205	40.856	45.752	1:04.597	209.7	46:16.773
2	1	4:48.577 B	1:14.868	1:02.284	2:31.425		10:10.483	16	1	2:31.931	41.614	46.689	1:03.628	199.6	48:48.704
3	1	4:03.017	1:10.775	1:11.400	1:40.842		14:13.500	17	1	2:33.078	41.893	46.736	1:04.449	206.5	51:21.782
4	1	3:27.338	57.219	1:13.548	1:16.571	153.4	17:40.838	11 MCLAREN M8C DFV 1970							
5	1	2:41.222	44.672	47.276	1:09.274	189.8	20:22.060	1. Marc DEVIS P+2L							
6	1	2:39.418	43.776	46.965	1:08.677	212.2	22:01.478	2. Martin O'CONNELL							
7	1	2:39.773	43.391	46.995	1:09.387	208.5	25:41.251	1	1	4:55.438 B	1:03.113	1:15.050	2:37.275		4:55.438
8	1	2:41.178	45.742	46.680	1:08.756	210.1	28:22.429	2	1	4:50.813 B	1:11.090	46.428	2:53.295		9:46.251
9	1	2:55.666 B	44.425	48.312	1:22.929	202.2	31:18.095	3	1	4:17.142	1:09.684	1:29.206	1:38.252		14:03.393
10	1	4:04.563	2:08.502	46.857	1:09.204		35:22.658	4	1	3:26.390	59.412	1:12.360	1:14.618	139.2	17:29.783
11	1	2:39.799	44.721	47.398	1:07.680	206.9	38:02.457	5	1	2:21.678	39.377	42.132	1:00.169	223.6	19:51.461
12	1	2:38.859	43.802	47.040	1:08.017	198.5	40:41.316	6	1	2:20.301	38.955	41.932	59.414	233.3	22:11.762
13	1	2:42.084	43.978	49.204	1:08.902	212.2	43:23.400	7	1	2:20.371	38.165	41.555	1:00.651	228.8	24:32.133
14	1	2:39.558	42.838	47.944	1:08.776	212.6	46:02.958	8	1	2:19.526	38.470	41.270	59.786	227.8	26:51.659
15	1	2:41.453	43.244	47.050	1:11.159	205.7	48:44.411	9	1	2:22.018	39.539	43.028	59.451	225.9	29:13.677
16	1	2:40.149	43.741	47.164	1:09.244	210.9	51:24.560	10	1	2:30.487 B	38.229	41.769	1:10.489	234.8	31:44.164
17	1	2:42.076	44.418	47.763	1:09.895	184.9	54:06.636	11	2	3:28.730	1:50.284	40.147	58.299		35:12.894
18	1	2:45.618	43.901	47.013	1:14.704	204.9	56:52.254	12	2	2:14.558	37.571	39.877	57.110	228.8	37:27.452
19	1	2:42.870	44.636	48.055	1:10.179	207.3	59:35.124	13	2	2:15.838	37.245	40.788	57.805	243.2	39:43.290
20	1	2:46.372	48.492	47.711	1:10.169	159.5	1:02:21.496	14	2	2:17.685	38.759	40.496	58.430	222.7	42:00.975
7 LOLA T70 Mk III B 1969															
1. Toni SEILER P+2L															
1	1	3:46.742 B	45.022	1:05.700	1:56.020		3:46.742	15	2	2:17.852	37.801	40.722	59.329	240.0	44:18.827
2	1	5:03.961 B	1:17.060	1:22.901	2:24.000		8:50.703	16	2	2:19.582	38.965	41.153	59.464	234.3	46:38.409
3	1	4:51.093	1:37.616	1:30.960	1:42.517		13:41.796	17	2	2:20.772	38.415	41.791	1:00.566	232.3	48:59.181
4	1	3:25.855	58.361	1:09.683	1:17.811	95.7	17:07.651	18	2	2:24.945	38.958	43.078	1:02.909	225.9	51:24.126
5	1	2:25.536	40.653	42.934	1:01.949	192.9	19:33.187	19	2	2:31.071	40.443	45.720	1:04.908	212.6	53:55.197
6	1	2:23.206	39.046	43.070	1:01.090	235.3	21:56.393	12 PORSCHE 917 1969							
1. Claudio RODDARO P+2L															
1	1	4:20.588 B	49.318	1:15.244	2:16.026		4:20.588	1	1	4:20.588 B	49.318	1:15.244	2:16.026		4:20.588
2	1	5:00.076 B	1:03.835	1:16.698	2:39.543		9:20.664	2	1	5:00.076 B	1:03.835	1:16.698	2:39.543		9:20.664
3	1	4:33.129	1:22.519	1:30.387	1:40.223		13:53.793	3	1	4:33.129	1:22.519	1:30.387	1:40.223		13:53.793
4	1	3:24.780	58.433	1:10.742	1:15.605	138.1	17:18.573	4	1	3:24.780	58.433	1:10.742	1:15.605	138.1	17:18.573
5	1	2:24.400	39.518	43.151	1:01.731	203.8	19:42.973	5	1	2:24.400	39.518	43.151	1:01.731	203.8	19:42.973
6	1	2:21.374	39.087	42.451	59.836	238.9	22:04.347	6	1	2:21.374	39.087	42.451	59.836	238.9	22:04.347
7	1	2:20.371	39.059	41.704	59.608	226.9	24:24.718								

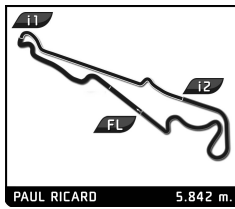


CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS RACE

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
14 LOLAT 212 1971 P-2L															
1.Mauro POPONCINI															
2.Thomas JAMIN															
1	1	3:40.481 B	45.921	58.848	1:55.712		3:40.481	18	1	2:19.999	37.952	41.946	1:00.101	228.8	51:23.650
2	2	5:05.652 B	1:21.497	1:23.218	2:20.937		8:46.133	19	1	2:20.223	38.075	42.625	59.523	229.8	53:43.873
3	2	4:54.544	1:39.357	1:31.927	1:43.260		13:40.677	20	1	2:20.347	38.850	42.400	59.097	220.9	56:04.220
4	2	3:26.032	57.192	1:09.655	1:19.185	111.5	17:06.709	21	1	2:21.186	38.046	41.778	1:01.362	231.8	58:25.406
5	2	2:20.830	38.691	42.807	59.332	225.0	19:27.539	22	1	2:18.244	37.545	41.664	59.035	231.3	1:00:43.650
6	2	2:19.812	38.154	41.936	59.722	227.8	21:47.351	17 PORSCHE 906 Carrera 6 1966 P-2L							
7	2	2:19.352	37.810	41.758	59.784	226.4	24:06.703	1.David NOGAREDA ESTIVII							
8	2	2:20.641	39.165	42.446	59.030	228.8	26:27.344	1	1	5:12.685 B	1:05.613	1:19.745	2:47.327		5:12.685
9	2	2:19.220	37.944	41.697	59.579	227.4	28:46.564	2	1	4:45.283 B	1:11.968	52.634	2:40.681		9:57.968
10	2	2:20.244	38.609	42.597	59.038	222.7	31:06.808	3	1	4:10.714	1:07.240	1:24.805	1:38.669		14:08.682
11	2	2:21.213	39.248	41.672	1:00.293	220.9	33:28.021	4	1	3:29.754	58.982	1:13.561	1:17.211	145.7	17:38.436
12	2	2:29.473 B	38.104	41.468	1:09.901	225.0	35:57.494	18 PORSCHE 911 RS 3.0L 1974 GT1							
13	1	5:10.140	3:20.165	45.672	1:04.303		41:07.634	1.Didier CALMELS							
14	1	2:33.003	42.179	45.661	1:05.163	188.5	43:40.637	2.G�rard LARROUSSE							
15	1	2:29.851	40.889	44.552	1:04.410	210.1	46:10.488	1	1	5:08.052 B	1:04.779	1:18.843	2:44.430		5:08.052
16	1	2:28.908	41.641	43.696	1:03.571	207.3	48:39.396	2	2	5:19.142 B	1:25.459	1:42.547	2:11.136		10:27.194
17	1	2:31.848	42.761	44.770	1:04.317	217.3	51:11.244	3	2	4:43.553	2:36.800	51.857	1:14.896		15:10.747
18	1	2:28.868	41.349	44.864	1:02.655	199.3	53:40.112	4	2	2:49.198	46.475	49.121	1:13.602	179.1	17:59.945
19	1	2:28.269	40.864	44.180	1:03.225	206.9	56:08.381	5	2	2:42.601	45.588	48.318	1:08.695	202.2	20:42.546
20	1	2:30.910	42.106	44.943	1:03.861	205.3	58:39.291	6	2	2:39.809	43.676	48.053	1:08.080	200.4	23:22.355
21	1	2:27.903	40.853	44.245	1:02.805	215.1	1:01:07.194	7	2	2:39.815	43.946	47.991	1:07.878	202.2	26:02.170
16 LOLAT 212 1971 P-2L															
1.Serge KRIKNOFF															
1	1	3:38.993 B	45.657	54.277	1:59.059		3:38.993	8	2	2:40.282	43.163	47.824	1:09.295	202.2	28:42.452
2	1	5:05.776 B	1:22.342	1:23.165	2:20.269	82.4	8:44.769	9	2	2:54.131 B	45.465	50.308	1:18.358	199.6	31:36.583
3	1	4:55.248	1:39.984	1:31.882	1:43.382	64.0	13:40.017	10	1	5:20.227	3:16.551	52.060	1:11.616		36:56.810
4	1	3:26.106	57.243	1:09.682	1:19.181	108.3	17:06.123	11	1	3:43.457 B	58.109	1:04.335	1:41.013	177.3	40:40.267
5	1	2:22.445	39.711	42.934	59.800	219.5	19:28.568	21 DE TOMASO Pantera 1971 GT1							
6	1	2:19.929	38.420	42.409	59.100	227.8	21:48.497	1.Detlef VON DER LIECK							
7	1	2:19.677	38.211	42.387	59.079	229.3	24:08.174	2.Ralf KELLENNERS							
8	1	2:21.228	38.793	43.133	59.302	224.5	26:29.402	1	1	3:57.768 B	50.335	1:04.045	2:03.388		3:57.768
9	1	2:19.925	38.181	42.251	59.493	227.4	28:49.327	2	1	5:03.491 B	1:11.109	1:22.728	2:29.654		9:01.259
10	1	2:21.362	39.533	42.373	59.456	230.3	31:10.689	3	1	4:45.511	1:31.831	1:31.285	1:42.395		13:46.770
11	1	3:26.664 B	38.708	44.322	2:03.634	222.2	34:37.353	4	1	3:26.767	57.374	1:10.368	1:19.025	124.3	17:13.537
12	1	2:45.862	1:04.031	42.594	59.237		37:23.215	5	1	2:28.784	40.507	44.453	1:03.824	214.7	19:42.321
13	1	2:19.655	38.497	41.879	59.279	227.8	39:42.870	6	1	2:32.095	42.321	44.797	1:04.977	221.3	22:14.416
14	1	2:22.289	41.046	41.882	59.361	220.9	42:05.159	7	1	2:31.499	40.722	45.040	1:05.737	215.1	24:45.915
15	1	2:17.826	37.774	41.433	58.619	229.3	44:22.985	8	1	2:29.350	40.946	44.185	1:04.219	216.0	27:15.265
16	1	2:21.847	38.462	42.480	1:00.905	231.3	46:44.832	9	1	2:45.602 B	41.469	44.585	1:19.548	211.4	30:00.867
17	1	2:18.819	37.703	41.948	59.168	230.3	49:03.651	10	2	3:35.396	1:47.962	44.809	1:02.625		33:36.263
23 CHEVRON B 21 1971 P-2L															
1.Romain BELLETESTE															
2.Geoffroy PETER															
1	1	3:43.852 B	46.275	1:03.843	1:53.734		3:43.852	11	2	2:24.389	39.838	42.886	1:01.665	223.1	36:00.652
2	1	5:04.101 B	1:19.190	1:22.857	2:22.054		8:47.953	12	2	2:23.951	39.276	42.827	1:01.848	225.5	38:24.603
3	1	4:53.650	1:38.620	1:31.686	1:43.344		13:41.603	13	2	2:23.870	39.162	43.053	1:01.655	223.6	40:48.473



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS RACE

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
4	1	3:25.525	57.143	1:09.682	1:18.700	110.3	17:07.128	2	1	4:51.115 B	1:07.544	51.299	2:52.272		9:44.758
5	1	2:23.060	39.835	42.869	1:00.356	203.4	19:30.188	3	1	4:17.794	1:10.544	1:28.605	1:38.645		14:02.552
6	1	2:21.930	39.286	42.188	1:00.456	224.5	21:52.118	4	1	3:27.536	59.826	1:11.657	1:16.053	139.9	17:30.088
7	1	2:24.210	38.847	43.356	1:02.007	220.4	24:16.328	5	1	2:36.440	42.911	47.214	1:06.315	204.9	20:06.528
8	1	2:22.991	39.503	42.738	1:00.750	208.5	26:39.319	6	1	2:35.243	42.082	47.155	1:06.006	213.4	22:41.771
9	1	2:24.134	39.220	43.261	1:01.653	222.7	29:03.453	7	1	2:33.753	42.242	46.013	1:05.498	209.3	25:15.524
10	1	2:36.909 B	39.643	43.283	1:13.983	215.1	31:40.362	8	1	3:41.814 B	42.958	47.717	2:11.139	198.5	28:57.338
11	1	3:42.808	2:00.271	42.299	1:00.238		35:23.170	9	1	2:55.587	1:03.425	45.850	1:06.312		31:52.925
12	1	2:22.904	39.510	42.829	1:00.565	215.6	37:46.074	10	1	2:35.676	42.812	45.958	1:06.906	201.5	34:28.601
13	1	2:23.725	38.708	42.993	1:02.024	223.6	40:09.799	11	1	2:37.600	42.977	47.825	1:06.798	209.3	37:06.201
14	1	2:22.263	39.155	43.293	59.815	209.3	42:32.062	12	1	2:35.002	42.906	45.615	1:06.481	220.0	39:41.203
15	1	2:21.227	38.687	42.927	59.613	220.0	44:53.289	13	1	2:58.830	43.848	45.906	1:29.076	220.9	42:40.033
16	1	2:21.579	39.441	42.080	1:00.058	205.7	47:14.868	14	1	2:37.819	44.336	46.273	1:07.210	186.2	45:17.852
17	1	2:21.518	38.950	42.137	1:00.431	223.1	49:36.386	15	1	2:35.976	42.983	46.361	1:06.632	208.1	47:53.828
18	1	2:23.636	39.807	43.203	1:00.626	215.6	52:00.022	16	1	2:37.584	43.452	47.314	1:06.818	208.1	50:31.412
19	1	2:22.047	39.224	42.527	1:00.296	222.2	54:22.069	17	1	2:34.915	42.656	46.279	1:05.980	217.3	53:06.327
20	1	2:23.729	38.805	43.229	1:01.695	223.1	56:45.798	18	1	3:29.855	43.571	1:06.518	1:39.766	208.5	56:36.182
21	1	2:25.053	39.160	44.367	1:01.526	219.1	59:10.851	19	1	2:57.776	44.616	48.820	1:24.340	200.0	59:33.958
22	1	2:21.918	38.759	42.463	1:00.696	218.6	1:01:32.769								

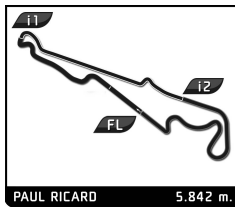
24		CHEVRON B 16 1971		P-2L			
		1.François BOURDIN					
1	1	4:39.122 B	57.386	1:14.103	2:27.633	4:39.122	
2	1	4:54.660 B	1:01.409	1:06.289	2:46.962	9:33.782	
3	1	4:23.223	1:14.911	1:29.867	1:38.445	13:57.005	
4	1	3:27.610	1:00.094	1:12.128	1:15.388	133.7	17:24.615
5	1	2:33.806	42.935	46.654	1:04.217	203.0	19:58.421
6	1	2:28.831	40.742	45.145	1:02.944	208.9	22:27.252
7	1	2:28.934	40.635	45.221	1:03.078	206.9	24:56.186
8	1	2:29.853	41.665	45.012	1:03.176	208.9	27:26.039
9	1	2:30.129	40.946	44.830	1:04.353	210.5	29:56.168
10	1	3:30.265 B	40.850	45.039	2:04.376	205.3	33:26.433
11	1	2:52.914	1:03.153	45.738	1:04.023		36:19.347
12	1	2:28.562	40.791	45.445	1:02.326	205.3	38:47.909
13	1	2:27.830	40.973	44.487	1:02.370	201.9	41:15.739
14	1	2:26.644	40.496	44.442	1:01.706	209.7	43:42.383
15	1	2:28.271	40.174	45.000	1:03.097	213.4	46:10.654
16	1	2:29.513	42.028	45.660	1:01.825	210.1	48:40.167
17	1	2:27.141	41.367	44.135	1:01.639	212.6	51:07.308
18	1	2:27.107	39.852	44.850	1:02.405	208.9	53:34.415
19	1	2:28.825	40.612	45.122	1:03.091	211.8	56:03.240
20	1	2:29.339	41.266	45.063	1:03.010	203.0	58:32.579
21	1	2:27.167	40.859	44.560	1:01.748	207.3	1:00:59.746

29		PORSCHE 911 ST 2.5i 1972		GT1			
		1.Tommy ERIKSSON					
1	1	5:25.800 B	1:12.780	1:20.597	2:52.423	5:25.800	
2	1	4:47.632 B	1:13.490	1:22.125	2:12.017	10:13.432	
3	1	4:02.774	1:13.768	1:08.281	1:40.725	14:16.206	
4	1	3:31.485	55.979	1:15.812	1:19.694	150.2	17:47.691
5	1	3:04.671	50.099	56.692	1:17.880	169.5	20:52.362
6	1	3:05.170	50.253	56.275	1:18.642	166.7	23:57.532
7	1	3:28.653 B	55.660	1:00.057	1:32.936	164.9	27:26.185

31		FORD GT 40 1966		GT1		
		1.Marc DONCIEUX				
1	1	4:53.643 B	1:02.496	1:15.156	2:35.991	4:53.643

32		CHEVRON B8 1969		P-2L			
		1.Henrique GEMPERLE					
		2.Marc de SIEBENTHAL					
1	1	4:05.237 B	51.480	1:07.905	2:05.852	4:05.237	
2	2	5:02.195 B	1:11.727	1:19.065	2:31.403	9:07.432	
3	2	4:41.240	1:29.456	1:31.884	1:39.900	13:48.672	
4	2	3:27.054	57.920	1:10.591	1:18.543	121.1	17:15.726
5	2	2:29.682	40.899	46.225	1:02.558	213.0	19:45.408
6	2	2:26.401	39.684	44.200	1:02.517	213.9	22:11.809
7	2	2:28.530	40.098	45.312	1:03.120	212.6	24:40.339
8	2	2:26.301	40.144	43.669	1:02.488	213.0	27:06.640
9	2	2:34.040 B	40.144	44.660	1:09.236	211.4	29:40.680
10	1	3:57.511	2:06.903	46.250	1:04.358		33:38.191
11	1	2:30.430	41.136	45.263	1:04.031	204.5	36:08.621
12	1	2:30.514	40.792	45.905	1:03.817	208.1	38:39.135
13	1	2:30.005	41.469	45.409	1:03.127	208.1	41:09.140
14	1	2:30.357	41.105	45.975	1:03.277	208.5	43:39.497
15	1	2:28.794	40.496	45.150	1:03.148	203.0	46:08.291
16	1	2:31.146	41.613	45.299	1:04.234	200.7	48:39.437
17	1	2:30.082	41.316	45.252	1:03.514	208.5	51:09.519
18	1	2:32.705	41.785	46.379	1:04.541	206.9	53:42.224
19	1	2:30.126	41.335	44.937	1:03.854	206.1	56:12.350
20	1	2:30.043	40.774	45.418	1:03.851	207.3	58:42.393
21	1	2:29.656	40.396	46.025	1:03.235	206.9	1:01:12.049

34		LOLA T70 Mk III B 1969		P+2L			
		1.David HART					
		2.Nicky PASTORELLI					
1	1	4:16.204 B	43.129	1:20.089	2:12.986	4:16.204	
2	1	5:02.278 B	1:05.854	1:18.119	2:38.305	9:18.482	
3	2	4:34.509	1:23.331	1:31.016	1:40.162	13:52.991	
4	2	3:25.493	57.809	1:10.156	1:17.528	154.7	17:18.484
5	2	2:20.716	38.745	42.143	59.828	229.8	19:39.200
6	2	2:18.269	38.180	41.387	58.702	240.5	21:57.469
7	2	2:17.111	37.601	40.945	58.565	242.7	24:14.580
8	2	2:19.037	38.167	41.552	59.318	241.6	26:33.617
9	2	2:16.525	37.803	40.737	57.985	243.2	28:50.142
10	2	2:18.429	38.023	41.742	58.664	230.3	31:08.571
11	2	3:52.486 B	38.539	41.123	2:32.824	227.8	35:01.057
12	2	2:32.504	54.087	40.649	57.768		37:33.561

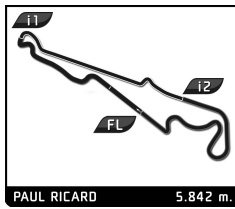


CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS RACE

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					
13	2	2:17.176	37.560	42.151	57.465	247.7	39:50.737	20	1	2:34.069	41.660	46.916	1:05.493	209.3	1:00:29.988					
14	2	2:14.446	36.518	40.057	57.871	246.6	42:05.183	42 LOLA T 212 1971 1.Christophe BEAUDON P-2L												
15	2	2:14.548	36.983	40.255	57.310	248.8	44:19.731	1	1	5:30.243	B 1:13.889	1:20.097	2:56.257		5:30.243					
16	2	2:15.216	37.384	40.317	57.515	242.2	46:34.947	2	1	4:46.731	B 1:11.070	1:20.755	2:14.906		10:16.974					
17	2	2:17.953	37.635	41.206	59.112	228.8	48:52.900	3	1	4:00.806	1:11.204	1:08.006	1:41.596		14:17.780					
18	2	2:18.072	38.268	41.774	58.030	230.8	51:10.972	4	1	3:30.349	55.835	1:14.987	1:19.527	144.8	17:48.129					
19	2	2:18.453	37.656	41.314	59.483	237.9	53:29.425	5	1	2:45.316	45.186	49.957	1:10.173	182.4	20:33.445					
20	2	2:19.069	37.808	42.950	58.311	225.9	55:48.494	6	1	2:40.856	43.611	48.922	1:08.323	208.9	23:14.301					
21	2	2:16.855	37.585	41.076	58.194	234.8	58:05.349	7	1	2:36.874	42.477	47.370	1:07.027	216.4	25:51.175					
22	2	2:14.306	36.300	40.638	57.368	247.1	1:00:19.655	8	1	2:35.671	42.998	46.928	1:05.745	217.3	28:26.846					
35 LOLA T 212 1970 1.Armand MILLE P-2L							9							1	2:36.174	43.191	47.319	1:05.664	175.6	31:03.020
1	1	3:53.386	B 48.949	1:03.693	2:00.744		3:53.386	10	1	2:57.168	B 43.822	49.192	1:24.154	209.7	34:00.188					
2	1	5:03.937	B 1:14.262	1:21.919	2:27.756	102.2	8:57.323	11	1	4:13.356	2:22.625	45.352	1:05.379		38:13.544					
3	1	4:48.059	1:33.544	1:31.067	1:43.448	89.1	13:45.382	12	1	2:30.411	41.098	44.643	1:04.670	212.6	40:43.955					
4	1	3:26.171	57.277	1:09.875	1:19.019	112.1	17:11.553	13	1	2:32.433	42.268	46.152	1:04.013	199.6	43:16.388					
5	1	2:26.519	41.419	44.100	1:01.000	218.6	19:38.072	14	1	2:30.805	41.426	45.163	1:04.216	200.7	45:47.193					
6	1	2:25.439	40.219	43.790	1:01.430	219.1	22:03.511	15	1	2:30.255	40.580	45.254	1:04.421	219.5	48:17.448					
7	1	2:24.011	40.647	42.887	1:00.477	217.3	24:27.522	16	1	2:31.324	40.262	44.493	1:06.569	220.9	50:48.772					
8	1	2:24.157	39.006	44.313	1:00.838	220.0	26:51.679	17	1	2:30.110	40.961	45.224	1:03.925	220.9	53:18.882					
9	1	2:24.575	40.338	43.398	1:00.839	220.4	29:16.254	18	1	2:32.889	42.278	46.240	1:04.371	212.2	55:51.771					
10	1	2:29.676	B 38.925	42.599	1:08.152	220.0	31:45.930	19	1	2:34.635	42.434	46.419	1:05.782	205.3	58:26.406					
11	1	3:43.689	1:59.564	42.965	1:01.160	122.6	35:29.619	20	1	2:30.447	41.066	45.721	1:03.660	214.7	1:00:56.853					
12	1	2:22.331	38.971	44.024	59.336	219.1	37:51.950	43 PORSCHE 911 T 1967 1.Philippe GOUTARD GT1 2.Gilles MOREL												
13	1	2:20.418	38.517	42.447	59.454	221.3	40:12.368	1	1	5:33.112	B 1:17.243	1:19.449	2:56.420		5:33.112					
14	1	2:20.699	38.254	42.463	59.982	223.1	42:33.067	2	1	4:46.951	B 1:13.307	1:20.268	2:13.376		10:20.063					
15	1	2:22.900	38.753	43.979	1:00.168	220.9	44:55.967	3	1	4:01.273	1:14.651	1:03.792	1:42.830		14:21.336					
16	1	2:24.130	39.268	45.280	59.582	219.1	47:20.097	4	1	3:38.198	54.512	1:14.138	1:29.548	169.3	17:59.534					
17	1	2:21.028	38.870	42.717	59.441	219.5	49:41.125	5	1	3:23.279	56.236	1:00.001	1:27.042	153.0	21:22.813					
18	1	2:21.898	38.686	43.310	59.902	220.4	52:03.023	6	1	3:23.580	54.583	59.807	1:29.190	149.0	24:46.393					
19	1	2:22.638	39.376	44.083	59.179	219.1	54:25.661	7	1	3:24.691	55.142	59.120	1:30.429	168.0	28:11.084					
20	1	2:25.718	38.639	44.091	1:02.988	219.5	56:51.379	8	1	3:32.481	58.201	1:04.366	1:29.914	153.0	31:43.565					
21	1	2:23.561	39.154	43.876	1:00.531	218.6	59:14.940	9	1	3:25.120	56.584	1:00.193	1:28.343	150.8	35:08.685					
22	1	2:23.406	38.585	43.032	1:01.789	220.0	1:01:38.346	10	1	5:21.053	B 56.039	1:01.503	3:23.511	157.0	40:29.738					
37 CHEVRON B6 1967 1.Stephan KOENIG P-2L							11							2	3:42.791	1:18.703	59.433	1:24.655	44:12.529	
1	1	4:50.444	B 1:01.833	1:15.085	2:33.526		4:50.444	12	2	3:13.217	52.351	57.670	1:23.196	165.6	47:25.746					
2	1	4:51.676	B 1:05.793	55.291	2:50.592		9:42.120	13	2	3:11.407	51.651	57.669	1:22.087	169.5	50:37.153					
3	1	4:19.533	1:12.009	1:29.274	1:38.250		14:01.653	14	2	3:11.889	52.084	56.771	1:23.034	172.0	53:49.042					
4	1	3:27.479	59.818	1:11.894	1:15.767	144.6	17:29.132	15	2	3:10.783	51.987	55.923	1:22.873	170.9	56:59.825					
5	1	2:40.427	43.210	48.687	1:08.530	200.0	20:09.559	16	2	3:11.797	51.549	57.174	1:23.074	170.3	1:00:11.622					
6	1	2:37.056	42.463	46.942	1:07.651	207.7	22:46.615	44 CHEVRON B8 1968 1.Rory JACK P-2L 2.Patrick JACK												
7	1	2:34.750	42.455	46.660	1:05.635	207.3	25:21.365	1	1	4:14.083	B 51.112	1:10.608	2:12.363		4:14.083					
8	1	2:36.751	41.962	45.608	1:09.181	205.7	27:58.116	2	1	5:02.468	B 1:07.285	1:18.132	2:37.051		9:16.551					
9	1	2:34.470	42.511	45.997	1:05.962	189.5	30:32.586	3	1	4:35.934	1:24.538	1:31.155	1:40.241		13:52.485					
10	1	2:45.014	B 42.477	46.446	1:16.091	203.8	33:17.600	4	1	3:25.823	57.868	1:10.151	1:17.804	160.5	17:18.308					
11	1	3:48.930	1:55.147	47.872	1:05.911		37:06.530	5	1	2:27.836	40.885	44.182	1:02.769	205.3	19:46.144					
12	1	2:35.302	43.004	46.536	1:05.762	209.7	39:41.832	6	1	2:26.947	40.648	43.969	1:02.330	210.5	22:13.091					
13	1	2:47.326	41.686	46.326	1:19.314	201.9	42:29.158	7	1	2:36.750	39.697	53.075	1:03.978	211.8	24:49.841					
14	1	2:35.151	42.271	46.075	1:06.805	204.2	45:04.309	8	1	2:30.347	41.327	44.561	1:04.459	203.8	27:20.188					
15	1	2:35.075	41.597	47.486	1:05.992	193.5	47:39.384	9	1	2:29.797	41.081	44.353	1:04.363	206.1	29:49.985					
16	1	2:34.373	41.473	47.714	1:05.186	208.9	50:13.757	10	1	2:37.423	B 41.569	45.049	1:10.805	199.6	32:27.408					
17	1	2:34.326	42.537	46.008	1:05.781	205.3	52:48.083	11	1	3:53.169	2:05.312	44.856	1:03.001		36:20.577					
18	1	2:33.770	42.638	46.007	1:05.125	192.9	55:21.853													
19	1	2:34.066	42.059	46.522	1:05.485	197.8	57:55.919													

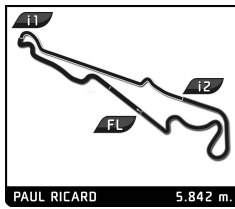


CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS RACE

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								
12	1	2:26.506	40.202	43.954	1:02.350	211.4	38:47.083	5	1	2:35.982	43.646	45.862	1:06.474	187.5	20:36.062								
13	1	2:28.029	41.209	44.313	1:02.507	207.7	41:15.112	6	1	2:34.757	41.609	46.187	1:06.961	216.4	23:10.819								
14	1	2:26.599	40.601	44.117	1:01.881	210.1	43:41.711	7	1	2:33.355	42.079	45.934	1:05.342	206.5	25:44.174								
15	1	2:26.703	40.123	44.652	1:01.928	212.6	46:08.414	8	1	3:35.636 B	42.131	45.240	2:08.265	216.4	29:19.810								
16	1	2:29.228	40.752	44.348	1:04.128	214.7	48:37.642	9	1	2:51.252	1:01.608	44.681	1:04.963		32:11.062								
17	1	2:26.448	40.055	44.336	1:02.057	210.9	51:04.090	10	1	2:30.263	41.350	45.078	1:03.835	214.3	34:41.325								
18	1	2:29.267	40.348	44.165	1:04.754	211.4	53:33.357	11	1	2:28.095	40.320	44.214	1:03.561	216.4	37:09.420								
19	1	2:25.751	39.764	43.532	1:02.455	211.8	55:59.108	12	1	2:27.883	40.586	44.636	1:02.661	220.0	39:37.303								
20	1	2:30.819	39.623	45.249	1:05.947	215.6	58:29.927	13	1	2:30.571	40.984	44.275	1:05.312	222.7	42:07.874								
21	1	2:29.158	40.723	45.465	1:02.970	210.9	1:00:59.085	14	1	2:26.206	40.051	43.918	1:02.237	221.3	44:34.080								
46 PORSCHE 911 Carrera RS 2.7L 1973 GT1																							
1. Alice BOURIEZ																							
1	1	5:18.951 B	1:09.855	1:20.312	2:48.784		5:18.951	15	1	2:26.629	39.731	44.399	1:02.499	223.1	47:00.709								
2	1	4:45.904 B	1:16.477	1:02.785	2:26.642		10:04.855	16	1	2:27.287	40.166	44.110	1:03.011	213.9	49:27.996								
3	1	4:07.459	1:11.294	1:14.958	1:41.207		14:12.314	17	1	2:27.552	40.519	43.801	1:03.232	208.5	51:55.548								
4	1	3:29.280	57.390	1:13.011	1:18.879	155.6	17:41.594	18	1	2:27.918	40.857	44.051	1:03.010	210.1	54:23.466								
5	1	2:55.546	48.680	52.570	1:14.296	170.1	20:37.140	19	1	2:26.576	39.749	44.057	1:02.770	221.8	56:50.042								
6	1	2:51.196	46.807	52.151	1:12.238	184.9	23:28.336	20	1	2:29.215	40.636	45.469	1:03.110	224.5	59:19.257								
7	1	2:49.442	46.408	51.036	1:11.998	185.2	26:17.778	21	1	2:27.619	39.846	44.448	1:03.325	224.1	1:01:46.876								
8	1	2:51.472	46.903	51.649	1:12.920	182.1	29:09.250	50 CHEVRON B 16 1970 P-2L															
9	1	3:02.099 B	48.010	52.387	1:21.702	183.1	32:11.349	1. Jean-Pierre CASZALOT															
10	1	4:09.048	2:05.636	51.317	1:12.095		36:20.397	1	1	5:16.814 B	1:07.490	1:19.818	2:49.506		5:16.814								
11	1	2:48.565	46.244	50.938	1:11.383	180.6	39:08.962	2	1	4:49.223 B	1:17.530	57.105	2:34.588		10:06.037								
12	1	2:48.263	46.081	51.074	1:11.108	183.1	41:57.225	3	1	4:25.146	2:15.135	54.975	1:15.036		14:31.183								
13	1	2:49.814	47.020	50.911	1:11.883	184.6	44:47.039	4	1	3:31.991	48.762	1:12.079	1:31.150	166.4	18:03.174								
14	1	2:49.166	46.925	50.942	1:11.299	185.6	47:36.205	5	1	2:53.998	48.785	52.481	1:12.732	174.5	20:57.172								
15	1	2:50.320	46.772	51.716	1:11.832	185.6	50:26.525	6	1	2:50.528	46.655	51.288	1:12.585	184.0	23:47.700								
16	1	2:47.887	46.709	50.628	1:10.550	184.3	53:14.412	7	1	2:55.864	47.579	53.568	1:14.717	177.6	26:43.564								
17	1	2:49.880	47.246	50.661	1:11.973	185.2	56:04.292	8	1	3:17.613 B	51.965	53.603	1:32.045	159.3	30:01.177								
18	1	2:49.337	46.952	50.680	1:11.705	177.9	58:53.629	9	1	4:21.718	2:15.656	53.627	1:12.435		34:22.895								
19	1	2:49.719	46.720	51.455	1:11.544	178.8	1:01:43.348	10	1	2:54.522	48.487	52.562	1:13.473	169.3	37:17.417								
47 CHEVRON B 16 1970 P-2L																							
1. Joseph ZAGO																							
2. Jacques ROUCOLLE																							
1	1	4:31.447 B	56.654	1:13.165	2:21.628		4:31.447	11	1	2:59.967	51.181	54.816	1:13.970	164.4	40:17.384								
2	2	4:59.149 B	1:01.128	1:12.750	2:45.271		9:30.596	12	1	2:55.436	47.487	53.963	1:13.986	162.4	43:12.820								
3	2	4:25.992	1:16.653	1:30.606	1:38.733		13:56.588	13	1	2:54.433	49.235	52.774	1:12.424	167.2	46:07.253								
4	2	3:27.378	59.549	1:11.873	1:15.956	151.9	17:23.966	14	1	2:56.045	49.504	53.586	1:12.955	158.1	49:03.298								
5	2	2:34.663	43.212	46.092	1:05.359	215.6	19:58.629	15	1	2:49.114	47.063	51.488	1:10.563	164.6	51:52.412								
6	2	3:36.105 B	47.528	1:01.042	1:47.535	206.9	23:34.734	16	1	2:53.633	48.264	54.353	1:11.016	170.6	54:46.045								
7	2	18:34.171	...	47.961	1:09.502		42:08.905	17	1	2:56.672	47.916	53.494	1:15.262	161.7	57:42.717								
8	2	2:33.832	41.831	46.277	1:05.724	200.4	44:42.737	18	1	2:54.774	47.841	53.794	1:13.139	163.4	1:00:37.491								
9	2	2:34.432	42.778	45.759	1:05.895	200.0	47:17.169	55 DETOMASO Pantera 1972 GT1															
10	2	2:33.760	42.266	46.090	1:05.404	211.8	49:50.929	1. François HEBRARD															
11	2	2:32.391	41.513	45.297	1:05.581	205.3	52:23.320	2. Sacha HEBRARD															
12	2	2:31.510	41.726	45.066	1:04.718	210.1	54:54.830	1	1	4:59.976 B	1:03.489	1:16.297	2:40.190		4:59.976								
13	2	2:32.900	42.483	45.255	1:05.162	205.3	57:27.730	2	1	4:49.780 B	1:08.684	50.421	2:50.675		9:49.756								
14	2	2:33.323	41.978	45.833	1:05.512	205.3	1:00:01.053	3	1	4:14.594	1:07.639	1:29.683	1:37.272		14:04.350								
15	2	2:32.101	41.522	46.115	1:04.464	202.6	1:02:33.154	4	1	3:27.645	1:00.324	1:12.177	1:15.144	121.2	17:31.995								
48 PORSCHE 908/3 1969 P+2L																							
1. Peter VÖGELE																							
1	1	5:35.031 B	1:17.904	1:20.309	2:56.818		5:35.031	5	1	2:38.762	42.656	46.896	1:09.210	197.1	20:10.757								
2	1	4:47.955 B	1:12.090	1:20.301	2:15.564		10:22.986	6	1	2:34.488	42.332	46.041	1:06.115	201.1	22:45.245								
3	1	3:59.618	1:12.615	1:03.960	1:43.043		14:22.604	7	1	2:34.408	43.349	45.336	1:05.723	204.2	25:19.653								
4	1	3:37.476	54.122	1:14.125	1:29.229	138.6	18:00.080	8	1	2:37.291	41.427	45.719	1:10.145	207.7	27:56.944								
9																1	2:43.554 B	42.652	45.551	1:15.351	200.7	30:40.498	
10																2	4:07.413	2:14.397	47.014	1:06.002		34:47.911	
11																2	2:32.499	42.324	45.029	1:05.146	207.7	37:20.410	
12																2	2:31.676	43.102	44.741	1:03.833	194.9	39:52.086	
13																2	2:29.943	41.332	44.820	1:03.791	216.9	42:22.029	
14																2	2:30.510	41.762	44.413	1:04.335	209.7	44:52.539	
15																2	2:43.375	42.303	46.770	1:14.302	205.7	47:35.914	
16																2	2:31.095	41.637	45.098	1:04.360	214.7	50:07.009	

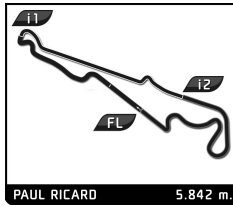


CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS RACE

Sector Analysis

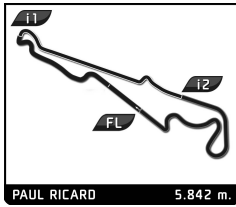
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
17	2	2:52.143 B	41.345	45.035	1:25.763	209.7	52:59.152								
18	2	7:00.269	4:09.947	1:15.044	1:35.278		59:59.421								
19	2	3:49.843 B	1:01.116	1:09.793	1:38.934	107.4	1:03:49.264								
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="border: 1px solid black; padding: 5px;"> 56 CHEVRON B 19 1971 1. Joao Paulo CAMPOS COS 2. Alexandre BEIRAO P-2L </div> <div style="text-align: right;"> ■ Personal Best ■ Session Best ■ Crossing the finish line in pit lane </div> </div>															
1	1	3:48.594 B	46.858	1:04.342	1:57.394		3:48.594	65	1	4:27.998 B	55.227	1:12.998	2:19.773		4:27.998
2	1	5:04.746 B	1:16.314	1:23.078	2:25.354		8:53.340	2	1	4:58.667 B	1:01.282	1:15.235	2:42.150		9:26.665
3	1	4:49.041	1:35.737	1:31.054	1:42.250		13:42.381	3	1	4:29.466	1:19.635	1:30.843	1:38.988		13:56.131
4	1	3:25.913	58.458	1:09.637	1:17.818	95.1	17:08.294	4	1	3:26.085	59.150	1:10.763	1:16.172	151.3	17:22.216
5	1	2:25.228	40.519	43.567	1:01.142	217.7	19:33.522	5	1	2:30.825	41.342	44.355	1:05.128	213.4	19:53.041
6	1	2:24.919	39.842	43.256	1:01.821	206.5	21:58.441	6	1	2:29.478	40.925	43.947	1:04.606	220.9	22:22.519
7	1	2:24.469	39.329	42.653	1:02.487	224.5	24:22.910	7	1	2:28.992	40.659	44.266	1:04.067	226.4	24:51.511
8	1	2:27.349	39.113	45.192	1:03.044	224.1	26:50.259	8	1	2:30.572	42.115	43.763	1:04.694	208.1	27:22.083
9	1	2:26.299	40.328	43.472	1:02.499	220.4	29:16.558	9	1	3:47.993 B	41.293	44.327	2:22.373	215.1	31:10.076
10	1	2:26.096	40.372	43.105	1:02.619	207.3	31:42.654	10	1	2:51.098	1:02.634	44.230	1:04.234		34:01.174
11	1	3:43.766 B	40.318	44.142	2:19.306	220.0	35:26.420	11	1	2:31.371	41.222	44.451	1:05.698	217.7	36:32.545
12	2	2:49.659	1:02.937	44.189	1:02.533		38:16.079	12	1	2:32.913	41.399	45.114	1:06.400	226.9	39:05.458
13	2	2:26.263	40.356	43.233	1:02.674	220.0	40:42.342	13	1	2:31.710	41.414	44.519	1:05.777	219.1	41:37.168
14	2	2:26.509	40.657	42.516	1:03.336	220.9	43:08.851	14	1	2:35.849	43.508	46.134	1:06.207	184.9	44:13.017
15	2	2:25.045	40.577	42.517	1:01.951	222.7	45:33.896	15	1	2:34.518	42.351	45.946	1:06.221	201.1	46:47.535
16	2	3:01.945 B	39.630	46.275	1:36.040	221.8	48:35.841	16	1	2:38.555	43.739	46.902	1:07.914	193.2	49:26.090
17	2	2:42.008	57.195	42.653	1:02.160		51:17.849	17	1	2:35.588	43.424	45.596	1:06.568	197.4	52:01.678
18	2	4:00.506 B	41.691	55.936	2:22.879	223.6	55:18.355	18	1	2:35.237	43.496	45.172	1:06.569	216.0	54:36.915
19	2	2:48.747	1:03.236	43.592	1:01.919		58:07.102	19	1	2:38.595	42.827	46.525	1:09.243	206.1	57:15.510
20	2	2:23.531	39.078	42.727	1:01.726	223.6	1:00:30.633	20	1	2:36.737	42.862	46.224	1:07.651	208.5	59:52.247
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="border: 1px solid black; padding: 5px;"> 57 LOLA T70 Mk III Coupe 1968 1. Christophe GADAIS P+2L </div> </div>															
1	1	4:07.626 B	50.726	1:09.136	2:07.764		4:07.626	66	1	4:23.909 B	51.944	1:14.442	2:17.523		4:23.909
2	1	5:01.651 B	1:12.107	1:17.095	2:32.449		9:09.277	2	1	4:59.201 B	1:02.394	1:16.835	2:39.972		9:23.110
3	1	4:40.037	1:29.264	1:31.268	1:39.505		13:49.314	3	1	4:31.243	1:20.883	1:31.623	1:38.737		13:54.353
4	1	3:27.281	59.206	1:10.324	1:17.751	123.4	17:16.595	4	1	3:25.948	59.069	1:10.499	1:16.380	190.1	17:20.301
5	1	2:22.367	39.411	42.473	1:00.483	215.1	19:38.962	5	1	2:27.496	40.637	44.275	1:02.584	211.8	19:47.797
6	1	2:24.207	40.183	41.763	1:02.261	208.9	22:03.169	6	1	2:27.673	40.256	44.476	1:02.941	212.6	22:15.470
7	1	2:21.053	38.981	41.507	1:00.565	220.9	24:24.222	7	1	2:30.217	40.476	45.584	1:04.157	212.2	24:45.687
8	1	2:34.546 B	38.932	44.675	1:10.939	218.2	26:58.768	8	1	2:45.493 B	40.593	44.785	1:20.115	210.5	27:31.180
9	1	3:52.437	2:08.575	42.819	1:01.043		30:51.205	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="border: 1px solid black; padding: 5px;"> 69 FORD GT 40 1968 1. Mr JOHN OF B 2. Soheil AYARI GT1 </div> </div>							
10	1	2:21.276	38.541	41.709	1:01.026	229.3	33:12.481	1	1	4:10.447 B	52.090	1:08.221	2:10.136		4:10.447
11	1	2:21.507	39.330	41.773	1:00.404	227.4	35:33.988	2	1	5:00.633 B	1:09.821	1:17.252	2:33.560		9:11.080
12	1	2:22.260	38.999	41.716	1:01.545	226.9	37:56.248	3	1	4:38.790	1:28.168	1:31.283	1:39.339	83.1	13:49.870
13	1	2:21.069	38.909	41.596	1:00.564	228.8	40:17.317	4	1	3:27.525	59.276	1:10.159	1:18.090	121.5	17:17.395
14	1	2:20.811	38.722	41.493	1:00.596	229.3	42:38.128	5	1	2:25.456	39.508	44.171	1:01.777	224.1	19:42.851
15	1	2:21.386	39.014	42.191	1:00.181	219.1	44:59.514	6	1	2:25.449	40.862	43.434	1:01.153	216.4	22:08.300
16	1	2:24.003	39.636	42.351	1:02.016	208.9	47:23.517	7	1	2:22.929	38.769	43.045	1:01.115	219.5	24:31.229
17	1	2:20.705	39.280	41.645	59.780	223.6	49:44.222	8	1	2:26.316	41.553	42.926	1:01.837	221.8	26:57.545
18	1	2:34.973	38.954	41.787	1:14.232	228.3	52:19.195	9	1	3:59.155 B	39.761	44.203	2:35.191	213.9	30:56.700
19	1	2:26.308	39.848	43.676	1:02.784	213.0	54:45.503	10	2	2:46.549	59.901	44.332	1:02.316		33:43.249
20	1	2:27.461	41.204	42.627	1:03.630	212.2	57:12.964	11	2	2:25.533	40.682	43.507	1:01.344	208.9	36:08.782
21	1	2:28.333	41.175	44.760	1:02.398	210.9	59:41.297	12	2	2:24.188	39.262	44.032	1:00.894	221.3	38:32.970
22	1	2:27.840	41.705	42.750	1:03.385	206.9	1:02:09.137	13	2	2:23.999	39.562	43.475	1:00.962	209.3	40:56.969
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="border: 1px solid black; padding: 5px;"> 64 FORD GT 40 (C) 1969 1. Jean-Marc MERLIN GT1 </div> </div>															
1	1	4:34.570 B	56.074	1:14.194	2:24.302		4:34.570	14	2	2:23.822	39.142	42.481	1:02.199	226.4	43:20.791
								15	2	2:23.476	39.630	42.948	1:00.898	226.4	45:44.267
								16	2	2:21.197	38.716	42.235	1:00.246	223.6	48:05.464
								17	2	2:21.525	39.109	42.182	1:00.234	233.8	50:26.989
								18	2	2:22.421	38.739	42.939	1:00.743	218.6	52:49.410
								19	2	2:21.512	38.975	42.511	1:00.026	213.9	55:10.922



CLASSIC ENDURANCE RACING 1
DIX MILLE TOURS
RACE

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																	
20	2	2:24.019	38.738	42.683	1:02.598	232.3	57:34.941	5	1	2:40.683	43.694	48.338	1:08.651	196.7	20:08.383	6	1	2:36.777	43.140	46.285	1:07.352	191.8	22:45.160																	
21	2	2:21.401	38.288	42.427	1:00.686	235.8	59:56.342	7	1	2:41.691	42.811	51.032	1:07.848	194.9	25:26.851	8	1	2:37.526	43.235	47.365	1:06.926	177.6	28:04.377																	
22	2	2:22.088	39.384	42.441	1:00.263	228.3	1:02:18.430	9	1	3:00.410 B	43.298	46.062	1:31.050	194.6	31:04.787	10	1	4:05.554	2:11.552	46.397	1:07.605		35:10.341																	
75 PORSCHE 911 RS 3.0i 1974 1. Eric MARTIN GT1																																								
1	1	5:05.257 B	1:03.887	1:18.844	2:42.526		5:05.257	11	1	2:42.642	44.156	48.205	1:10.281	198.9	37:52.983	12	1	2:39.281	44.673	46.496	1:08.112	208.9	40:32.264																	
2	1	4:48.725 B	1:08.878	50.895	2:48.952		9:53.982	13	1	2:37.514	43.856	46.636	1:07.022	192.5	43:09.778	14	1	2:39.012	43.433	46.903	1:08.676	200.4	45:48.790																	
3	1	4:11.371	1:04.746	1:29.773	1:36.852		14:05.353	15	1	2:36.386	43.160	46.552	1:06.674	210.5	48:25.176	16	1	2:38.421	43.991	46.879	1:07.551	203.4	51:03.597																	
4	1	3:28.394	1:01.041	1:12.925	1:14.428	118.3	17:33.747	17	1	2:39.230	44.271	47.466	1:07.493	192.5	53:42.827	18	1	2:39.253	43.241	47.800	1:08.212	202.2	56:22.080																	
5	1	2:37.796	42.691	47.642	1:07.463	196.4	20:11.543	19	1	2:39.740	43.161	48.181	1:08.398	215.6	59:01.820	20	1	2:34.788	41.897	45.426	1:07.465	206.1	1:01:36.608																	
6	1	2:41.121	43.279	49.091	1:08.751	194.6	22:52.664	78 PORSCHE 911 RSR 3.0i 1974 1. Michel SPEYER GT1																																
7	1	2:41.551	43.709	48.929	1:08.913	187.5	25:34.215	1	1	4:48.304 B	1:00.912	1:15.028	2:32.364		4:48.304	2	1	4:51.926 B	1:06.788	55.849	2:49.289		9:40.230																	
8	1	2:41.204	44.805	48.442	1:07.957	184.6	28:15.419	3	1	4:20.080	1:12.821	1:29.359	1:37.900	104.0	14:00.310	4	1	3:28.161	1:00.145	1:12.104	1:15.912	144.0	17:28.471																	
9	1	2:42.665	44.357	50.061	1:08.247	188.5	30:58.084	5	1	2:33.404	43.335	46.203	1:03.866	215.1	20:01.875	6	1	2:30.791	42.048	45.093	1:03.650	214.7	22:32.666																	
10	1	2:58.061 B	43.655	49.238	1:25.168	186.2	33:56.145	7	1	2:34.448	41.932	48.323	1:04.193	211.8	25:07.114	8	1	2:36.086	42.253	45.844	1:07.989	213.0	27:43.200																	
11	1	4:50.263	2:51.288	50.219	1:08.756		38:46.408	9	1	2:32.113	42.139	45.598	1:04.376	213.0	30:15.313	10	1	4:46.317 B	42.500	45.643	3:18.174	210.9	35:01.630																	
12	1	2:41.750	44.527	49.465	1:07.758	177.6	41:28.158	11	1	2:48.280	58.420	45.626	1:04.234		37:49.910	12	1	2:32.904	41.742	45.741	1:05.421	213.0	40:22.814																	
13	1	2:41.826	43.667	49.375	1:08.784	184.3	44:09.984	13	1	2:32.769	42.251	46.580	1:03.938	213.9	42:55.583	14	1	2:33.675	42.456	46.419	1:04.800	212.6	45:29.258																	
14	1	2:40.108	43.872	48.829	1:07.407	184.6	46:50.092	15	1	2:32.918	42.598	46.039	1:04.281	209.3	48:02.176	16	1	2:33.377	43.293	45.760	1:04.324	213.4	50:35.553																	
15	1	2:41.146	43.602	49.465	1:08.079	182.7	49:31.238	17	1	2:40.736	43.046	45.365	1:12.325	212.2	53:16.289	18	1	2:34.480	42.697	47.579	1:04.204	189.5	55:50.769																	
16	1	2:42.898	44.781	49.908	1:08.209	181.5	52:14.136	19	1	2:34.334	41.668	47.104	1:05.562	205.3	58:25.103	20	1	2:33.355	41.831	47.121	1:04.403	211.4	1:00:58.458																	
17	1	2:39.827	44.002	48.462	1:07.363	177.6	54:53.963	80 PORSCHE 911 RSR 3.0i 1975 1. Richard HYWEL EVANS 2. Andrew SMITH GT1																																
18	1	2:39.865	44.069	48.404	1:07.392	180.6	57:33.828	1	1	4:25.542 B	52.387	1:14.629	2:18.526		4:25.542	2	1	4:59.344 B	1:02.379	1:15.916	2:41.049		9:24.886																	
19	1	2:40.720	43.989	49.451	1:07.280	178.8	1:00:14.548	3	1	4:30.294	1:20.193	1:31.432	1:38.669		13:55.180	4	1	3:26.322	58.965	1:11.120	1:16.237	140.8	17:21.502																	
20	1	2:41.178	44.585	49.412	1:07.181	181.2	1:02:55.726	5	1	2:49.310			1:08.133	213.0	20:10.812	6	1	2:35.795	42.743	46.754	1:06.298	207.7	22:46.607																	
76 CHEVRON B 16 1970 1. Ted TUPPEN P-2L																																								
1	1	4:00.345 B	51.771	1:04.358	2:04.216		4:00.345	7	1	2:35.633	42.861	46.744	1:06.028	205.7	25:22.240	8	1	2:35.480	42.299	46.301	1:06.880	210.1	27:57.720																	
2	1	5:03.159 B	1:09.240	1:22.648	2:31.271		9:03.504	9	1	2:34.574	42.247	46.515	1:05.812	208.5	30:32.294	10	1	2:46.541 B	43.491	46.960	1:16.090	201.1	33:18.835																	
3	1	4:43.880	1:30.572	1:31.249	1:42.059		13:47.384	11	2	3:53.976	2:04.295	44.957	1:04.724		37:12.811	12	2	2:29.394	41.215	45.039	1:03.140	207.3	39:42.205																	
4	1	3:26.687	57.763	1:10.610	1:18.314	116.9	17:14.071	13	2	2:32.741	42.795	45.975	1:03.971	209.3	42:14.946	14	2	2:27.979	40.265	44.915	1:02.799	208.9	44:42.925																	
5	1	2:31.925	40.443	46.566	1:04.916	213.9	19:45.996	15	2	2:27.750	40.430	44.851	1:02.469	209.3	47:10.675	77 LOLA T70 Mk II Spyder 1966 1. Alfred MOSER P+2L																								
6	1	2:28.619	40.438	44.409	1:03.772	204.9	22:14.615																																	
7	1	2:31.066	40.899	45.691	1:04.476	210.9	24:45.681																																	
8	1	2:39.317			1:03.560	224.1	27:24.998																																	
9	1	2:37.629 B	39.219	43.896	1:14.514	218.2	30:02.627																																	
10	1	3:50.521	2:03.661	44.481	1:02.379		33:53.148																																	
11	1	2:37.476	40.126	54.204	1:03.146	210.5	36:30.624																																	
12	1	2:25.072	39.780	43.414	1:01.878	222.2	38:55.696																																	
13	1	2:24.001	39.167	43.296	1:01.538	224.5	41:19.697																																	
14	1	2:24.471	39.391	44.539	1:00.541	227.4	43:44.168																																	
15	1	2:24.677	39.253	43.825	1:01.599	226.4	46:08.845																																	
16	1	2:26.060	39.679	44.616	1:01.765	222.2	48:34.905																																	
17	1	2:25.195	40.080	43.856	1:01.259	220.0	51:00.100																																	
18	1	2:26.615	40.042	44.296	1:02.277	212.6	53:26.715																																	
19	1	2:27.226	40.171	45.086	1:01.969	217.7	55:53.941																																	
20	1	2:25.732	40.130	43.668	1:01.934	219.5	58:19.673																																	
21	1	2:26.125	40.464	44.359	1:01.302	213.9	1:00:45.798																																	



CLASSIC ENDURANCE RACING 1
DIX MILLE TOURS
RACE

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
16	2	2:28.077	40.321	44.726	1:03.030	207.7	49:38.752	3	1	4:57.290	1:41.499	1:32.223	1:43.568	60.5	13:39.429
17	2	2:30.522	40.374	45.467	1:04.681	209.7	52:09.274	4	1	3:26.015	56.959	1:09.648	1:19.408	105.3	17:05.444
18	2	2:27.893	40.134	45.024	1:02.735	207.3	54:37.167	5	1	2:20.443	38.886	42.172	59.385	223.6	19:25.887
19	2	2:28.769	40.642	45.158	1:02.969	208.9	57:05.936	6	1	2:20.287	38.715	42.704	58.868	223.6	21:46.174
20	2	2:30.183	40.240	45.112	1:04.831	208.1	59:36.119	7	1	2:19.675	38.374	42.257	59.044	224.5	24:05.849
21	2	2:28.748	40.858	45.048	1:02.842	201.9	1:02:04.867								

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

1	1	4:43.093	B	57.900	1:15.091	2:30.102	4:43.093	
2	1	4:53.210	B	1:02.590	1:02.297	2:48.323	116.3	9:36.303
3	1	4:21.240	1:14.291	1:29.579	1:37.370	13:57.543		
4	1	3:27.683	1:00.270	1:12.407	1:15.006	141.2	17:25.226	
5	1	2:29.646	41.185	44.358	1:04.103	213.4	19:54.872	
6	1	2:28.218	41.055	43.631	1:03.532	216.4	22:23.090	
7	1	2:28.554	40.712	43.831	1:04.011	215.6	24:51.644	
8	1	2:29.744	40.900	44.452	1:04.392	216.9	27:21.388	
9	1	2:44.598	B	41.172	44.223	1:19.203	206.1	30:05.986
10	1	5:38.086	B	3:32.706	45.856	1:19.524	35:44.072	
11	1	4:32.565	2:39.808	46.380	1:06.377	40:16.637		
12	1	2:31.685	41.697	44.927	1:05.061	195.7	42:48.322	
13	1	2:30.862	41.574	44.352	1:04.936	219.1	45:19.184	
14	1	2:30.319	42.025	44.187	1:04.107	205.3	47:49.503	
15	1	2:30.649	41.365	44.493	1:04.791	199.6	50:20.152	
16	1	2:30.418	40.991	44.680	1:04.747	215.1	52:50.570	
17	1	2:28.512	40.692	43.850	1:03.970	215.6	55:19.082	
18	1	2:30.926	40.919	44.421	1:05.586	213.4	57:50.008	
19	1	2:33.902	41.435	48.099	1:04.368	216.9	1:00:23.910	

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

1	1	4:03.130	B	50.799	1:08.016	2:04.315	4:03.130	
2	1	5:02.598	B	1:13.194	1:19.095	2:30.309	9:05.728	
3	1	4:42.146	1:30.252	1:32.574	1:39.320	13:47.874		
4	1	3:26.691	58.217	1:10.338	1:18.136	108.3	17:14.565	
5	1	2:28.015	40.651	44.495	1:02.869	206.1	19:42.580	
6	1	2:25.902	40.060	43.865	1:01.977	214.7	22:08.482	
7	1	2:26.771	40.043	44.761	1:01.967	215.6	24:35.253	
8	1	2:25.505	39.794	43.207	1:02.504	225.5	27:00.758	
9	1	2:24.856	39.839	43.498	1:01.519	215.1	29:25.614	
10	1	2:36.787	B	40.281	43.396	1:13.110	205.3	32:02.401
11	1	4:44.372	2:59.023	43.666	1:01.683	36:46.773		
12	1	2:24.535	39.886	42.993	1:01.656	214.7	39:11.308	
13	1	2:25.966	40.044	43.305	1:02.617	226.4	41:37.274	
14	1	2:25.293	40.076	43.392	1:01.825	213.9	44:02.567	
15	1	2:25.976	40.300	43.647	1:02.029	204.9	46:28.543	
16	1	2:27.293	40.480	43.961	1:02.852	204.5	48:55.836	
17	1	2:28.382	39.933	44.878	1:03.571	213.9	51:24.218	
18	1	2:26.628	40.641	44.166	1:01.821	206.5	53:50.846	
19	1	2:26.870	40.146	44.067	1:02.657	212.6	56:17.716	
20	1	2:26.267	40.347	44.190	1:01.730	204.2	58:43.983	
21	1	2:25.524	40.167	43.904	1:01.453	198.5	1:01:09.507	

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

1	1	3:36.341	B	43.280	54.051	1:59.010	3:36.341
2	1	5:05.798	B	1:24.102	1:23.447	2:18.249	8:42.139

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

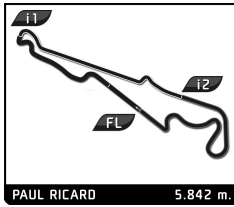
1	1	12:43.945	B	12:43.945
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115 LOLA T 210 FVC 1970
1. Wolfgang HENSELER P-2L

1	1	4:12.537	B	51.144	1:10.233	2:11.160	4:12.537	
2	1	5:02.035	B	1:08.493	1:17.557	2:35.985	9:14.572	
3	1	4:37.458	1:26.006	1:31.277	1:40.175	13:52.030		
4	1	3:25.972	57.940	1:10.117	1:17.915	131.5	17:18.002	
5	1	2:28.569	41.042	43.370	1:04.157	220.4	19:46.571	
6	1	2:23.816	40.552	42.410	1:00.854	223.6	22:10.387	
7	1	2:21.655	38.772	41.850	1:01.033	226.9	24:32.042	
8	1	3:27.050	B	39.580	42.386	2:05.084	222.2	27:59.092
9	1	2:44.015	1:01.189	42.379	1:00.447	30:43.107		
10	1	2:21.715	38.850	42.266	1:00.599	222.2	33:04.822	
11	1	2:21.526	38.998	41.942	1:00.586	215.6	35:26.348	
12	1	2:21.366	38.852	42.343	1:00.171	223.6	37:47.714	
13	1	2:21.871	38.331	42.834	1:00.706	224.1	40:09.585	
14	1	2:21.356	38.958	42.154	1:00.244	222.7	42:30.941	
15	1	2:21.789	38.550	43.228	1:00.011	224.5	44:52.730	
16	1	2:21.338	38.433	42.226	1:00.679	222.7	47:14.068	
17	1	2:22.278	39.317	42.103	1:00.858	223.1	49:36.346	
18	1	2:27.238	39.461	43.721	1:04.056	220.0	52:03.584	
19	1	2:27.798	39.930	43.739	1:04.129	213.9	54:31.382	
20	1	2:28.828	40.019	45.668	1:03.141	207.3	57:00.210	
21	1	2:33.025	40.494	47.464	1:05.067	207.3	59:33.235	
22	1	2:30.617	40.212	46.706	1:03.699	208.9	1:02:03.852	

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

1	1	3:51.826	B	48.483	1:03.420	1:59.923	3:51.826	
2	1	5:03.814	B	1:14.589	1:22.162	2:27.063	105.9	8:55.640
3	1	4:48.414	1:34.439	1:31.108	1:42.867	86.5	13:44.054	
4	1	3:26.773	57.923	1:09.750	1:19.100	95.7	17:10.827	
5	1	2:29.894	41.122	44.318	1:04.454	216.0	19:40.721	
6	1	2:29.294	40.356	46.007	1:02.931	225.9	22:10.015	
7	1	2:29.189	41.466	44.167	1:03.556	220.0	24:39.204	
8	1	4:49.092	B	40.186	44.207	3:24.699	226.9	29:28.296
9	2	2:45.663	1:00.736	43.193	1:01.734	32:13.959		
10	2	2:26.877	40.213	43.682	1:02.982	233.3	34:40.836	
11	2	2:24.765	39.806	42.978	1:01.981	234.8	37:05.601	
12	2	2:24.246	39.699	43.046	1:01.501	235.3	39:29.847	
13	2	2:24.237	39.629	42.987	1:01.621	235.3	41:54.084	
14	2	2:26.428	39.765	42.861	1:03.802	235.3	44:20.512	
15	2	2:24.906	39.433	42.630	1:02.843	226.9	46:45.418	
16	2	2:22.961	39.127	42.843	1:00.991	235.8	49:08.379	
17	2	2:23.904	39.686	42.824	1:01.394	235.8	51:32.283	
18	2	2:24.692	39.137	42.705	1:02.850	236.3	53:56.975	
19	2	2:23.569	39.638	42.772	1:01.159	236.3	56:20.544	
20	2	2:22.825	38.627	42.963	1:01.235	237.4	58:43.369	



CLASSIC ENDURANCE RACING 1

DIX MILLE TOURS

RACE

Sector Analysis

PAUL RICARD 5.842 m.

■ 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
21	2	2:25.138	40.155	43.488	1:01.495	216.4	1:01:08.507								

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

1	1	5:01.902 B	1:03.952	1:16.773	2:41.177		5:01.902
2	1	4:49.927 B	1:08.044	50.454	2:51.429		9:51.829
3	1	4:13.211	1:06.292	1:29.697	1:37.222		14:05.040
4	1	3:28.184	1:00.803	1:12.085	1:15.296	118.6	17:33.224
5	1	2:37.966	42.099	47.986	1:07.881	206.1	20:11.190
6	1	2:38.926	43.096	47.378	1:08.452	206.5	22:50.116
7	1	2:38.557	42.876	47.577	1:08.104	199.3	25:28.673
8	1	2:43.283 B	43.173	47.864	1:12.246	196.0	28:11.956
9	1	4:02.821	2:07.399	48.279	1:07.143		32:14.777
10	1	2:37.115	42.513	47.329	1:07.273	200.7	34:51.892
11	1	2:37.115	43.179	47.181	1:06.755	199.6	37:29.007
12	1	2:36.559	43.478	47.057	1:06.024	201.9	40:05.566
13	1	2:37.203	42.408	47.852	1:06.943	203.0	42:42.769
14	1	2:37.728	42.474	47.860	1:07.394	200.4	45:20.497
15	1	2:35.806	42.767	47.067	1:05.972	198.5	47:56.303
16	1	2:35.994	42.375	46.621	1:06.998	200.7	50:32.297
17	1	2:36.029	42.601	46.647	1:06.781	204.2	53:08.326
18	1	2:40.627	43.985	49.191	1:07.451	200.7	55:48.953
19	1	2:39.463	42.358	48.046	1:09.059	199.3	58:28.416
20	1	2:39.051	43.552	47.797	1:07.702	202.2	1:01:07.467