

## CLASSIC ENDURANCE RACING 2

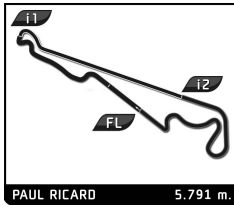
### DIX MILLE TOURS

### PRIVATE PRACTICE

### Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
<b>1</b>		CHEETAH G601 1976													
		1. Beat EGGIMANN					P-2L								
1	1	2:34.225	58.186	34.718	1:01.321		2:34.225	1	1	3:10.941	1:23.384	36.482	1:11.075		3:10.941
2	1	2:11.092	39.423	32.035	59.634	195.7	4:45.317	2	1	2:22.816	44.323	35.271	1:03.222	182.1	5:33.757
3	1	2:07.880	37.788	32.093	57.999	228.8	6:53.197	3	1	2:22.021	44.145	35.146	1:02.730	182.7	7:55.778
4	1	2:07.899	37.918	32.163	57.818	229.8	9:01.096	4	1	2:19.224	40.387	36.111	1:02.726	205.7	10:15.002
5	1	2:10.465	38.653	33.326	58.486	228.3	11:11.561	5	1	8:21.653 B	43.618	34.467	7:03.568	188.8	18:36.655
6	1	2:07.553	38.031	32.002	57.520	226.9	13:19.114	6	1	2:43.575	1:08.052	34.997	1:00.526		21:20.230
7	1	2:08.180	38.447	31.803	57.930	225.9	15:27.294	7	1	2:08.959	38.315	32.770	57.874	213.9	23:29.189
8	1	7:59.052 B	42.482	34.530	6:42.040	189.8	23:26.346	8	1	2:13.906	39.136	32.586	1:02.184	205.7	25:43.095
9	1	2:43.676	1:07.898	35.988	59.790		26:10.022	9	1	2:06.676	37.818	32.071	56.787	217.3	27:49.771
10	1	2:07.499	38.586	31.626	57.287	219.1	28:17.521	10	1	4:08.108 B	40.776	34.681	2:52.651	208.1	31:57.879
11	1	2:10.142	38.193	33.793	58.156	226.9	30:27.663	11	1	2:29.342	59.886	32.684	56.772		34:27.221
12	1	2:07.449	38.851	31.842	56.756	207.3	32:35.112	12	1	2:04.109	36.570	31.867	55.672	225.5	36:31.330
13	1	2:07.630	38.908	31.659	57.063	223.1	34:42.742	13	1	2:06.754	37.967	31.990	56.797	221.8	38:38.084
14	1	4:19.920 B	38.499	32.699	3:08.722	221.8	39:02.662	14	1	2:07.959	39.194	32.455	56.310	226.4	40:46.043
15	1	2:37.939	1:04.004	35.374	58.561		41:40.601	15	1	2:03.726	36.699	31.892	55.135	225.0	42:49.769
16	1	2:06.285	37.653	31.402	57.230	230.8	43:46.886	16	1	3:47.632 B	36.504	32.095	2:39.033	226.4	46:37.401
<b>2</b>		LOLA T 298 1979													
		1. Frédéric DA ROCHA					P-2L								
1	1	3:28.189	1:34.504	37.540	1:16.145		3:28.189	1	1	2:58.680	1:18.220	38.273	1:02.187		2:58.680
2	1	2:41.043 B	49.170	35.718	1:16.155	158.6	6:09.232	2	1	2:11.471	39.242	32.978	59.251	217.3	5:10.151
3	1	7:56.220	6:19.716	35.720	1:00.784		14:05.452	3	1	8:47.300 B	37.845	32.994	7:36.461	228.8	13:57.451
4	1	2:14.359	41.193	34.055	59.111	223.1	16:19.811	4	1	2:25.528	56.118	32.369	57.041		16:22.979
5	1	2:12.214	39.118	33.606	59.490	230.8	18:32.025	5	1	2:09.888	39.213	32.339	58.336	192.5	18:32.867
6	1	2:21.828 B	39.404	33.296	1:09.128	227.8	20:53.853	6	1	2:04.492	36.920	31.744	55.828	232.8	20:37.359
<b>7</b>		CHEVRON B 21 BDG 1972													
		1. Jean LEGRAS					P-2L								
1	1	4:01.766	2:10.076	39.311	1:12.379		4:01.766	1	1	2:58.680	1:18.220	38.273	1:02.187		2:58.680
2	1	2:24.125	43.693	35.597	1:04.835	182.4	6:25.891	2	1	2:11.471	39.242	32.978	59.251	217.3	5:10.151
3	1	2:20.915	43.219	35.135	1:02.561	173.1	8:46.806	3	1	8:47.300 B	37.845	32.994	7:36.461	228.8	13:57.451
4	1	2:38.764 B	40.089	33.604	1:25.071	211.8	11:25.570	4	1	2:25.528	56.118	32.369	57.041		16:22.979
5	1	4:56.916	3:21.765	34.892	1:00.259		16:22.486	5	1	2:09.888	39.213	32.339	58.336	192.5	18:32.867
6	1	2:12.765	39.498	33.184	1:00.083	194.2	18:35.251	6	1	2:04.492	36.920	31.744	55.828	232.8	20:37.359
7	1	2:31.751 B	39.233	33.407	1:19.111	215.1	21:07.002	7	1	2:04.659	37.070	31.519	56.070	228.3	22:42.018
8	1	6:40.968 B	4:42.043	36.472	1:22.453		27:47.970	8	1	2:02.668	36.238	31.333	55.097	232.3	24:44.686
<b>10</b>		OSELLA PA 5 1977													
		1. Roberto TURRIZIANI					P-2L								
		2. Davide MAZZOLENI													
1	1	3:11.364	1:25.403	35.583	1:10.378		3:11.364	1	1	3:00.806	1:19.373	37.604	1:03.829		3:00.806
2	1	2:22.675	44.791	35.620	1:02.264	180.0	5:34.039	2	1	2:09.704	38.167	33.197	58.340	215.6	5:10.510
3	1	2:20.369	42.990	35.402	1:01.977	188.5	7:54.408	3	1	2:10.621	37.860	32.946	59.815	217.7	7:21.131
4	1	3:39.719 B	41.231	36.024	2:22.464	210.1	11:34.127	4	1	5:47.266 B	36.977	31.799	4:38.490	226.9	13:08.397
5	1	2:36.672	1:00.591	33.945	1:02.136		14:10.799	5	1	2:44.195	1:12.782	32.414	58.999		15:52.592
6	1	2:15.164	39.527	34.663	1:00.974	213.0	16:25.963	6	1	2:03.582	36.192	31.797	55.593	225.0	17:56.174
7	1	6:40.387 B	42.411	42.249	5:15.727	185.6	23:06.350	7	1	2:02.754	36.174	31.456	55.124	227.4	19:58.928
8	2	8:36.735 B	1:11.408	49.810	6:35.517		31:43.085	8	1	6:29.031 B	40.990	36.596	5:11.445	193.2	26:27.959
9	2	2:38.096	1:03.769	34.515	59.812		34:21.181	9	1	2:38.848	1:02.639	37.031	59.178		29:06.807
10	2	2:09.723	37.773	33.231	58.719	220.0	36:30.904	10	1	2:01.333	35.837	31.408	54.088	227.4	31:08.140
11	2	2:08.017	39.028	32.670	56.319	221.8	38:38.921	11	1	14:35.432 B	40.505	36.684	...	212.2	45:43.572
12	2	7:08.546 B	41.031	33.324	5:54.191	225.5	45:47.467								
<b>15</b>		LOLA T 290 1974													
		1. Michel BAUDOIN					P-2L								
		2. Nicolas MINASSIAN													
1	2	2:28.023	54.430	33.875	59.718		2:28.023	1	2	2:28.023	54.430	33.875	59.718		2:28.023
2	2	2:07.464	37.904	32.120	57.440	219.5	4:35.487	2	2	2:07.464	37.904	32.120	57.440	219.5	4:35.487
3	2	2:06.157	37.370	31.920	56.867	226.4	6:41.644	3	2	2:06.157	37.370	31.920	56.867	226.4	6:41.644
4	2	2:26.470 B	39.638	35.362	1:11.470	225.9	9:08.114	4	2	2:26.470 B	39.638	35.362	1:11.470	225.9	9:08.114
5	1	5:16.476	3:46.957	32.355	57.164		14:24.590	5	1	5:16.476	3:46.957	32.355	57.164		14:24.590
6	1	2:06.097	37.213	31.800	57.084	228.8	16:30.687	6	1	2:06.097	37.213	31.800	57.084	228.8	16:30.687
7	1	2:14.863	38.897	34.414	1:01.552	226.4	18:45.550	7	1	2:14.863	38.897	34.414	1:01.552	226.4	18:45.550



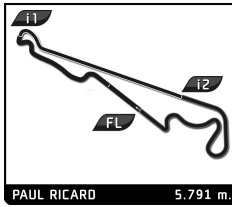
# CLASSIC ENDURANCE RACING 2

## DIX MILLE TOURS

### PRIVATE PRACTICE

#### Sector Analysis

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
8	1	<b>2:06.093</b>	<b>36.923</b>	32.547	<b>56.623</b>	228.8	20:51.643	17	1	2:24.420	38.060	35.653	1:10.707	241.1	41:35.497
9	1	2:18.291 <b>B</b>	37.484	33.029	1:07.778	225.9	23:09.934	<b>45</b> PORSCHE 935 K3 1979 1. Marco WERNER GT2							
10	1	7:10.302	5:34.400	34.238	1:01.664		30:20.236	1	1	4:46.245	3:00.245	39.321	1:06.679		4:46.245
11	1	2:14.199	40.172	32.925	1:01.102	219.5	32:34.435	2	1	2:14.168	40.342	32.305	1:01.521	221.8	7:00.413
12	1	2:16.079	41.348	33.764	1:00.967	220.4	34:50.514	3	1	2:09.747	38.557	32.439	58.751	235.3	9:10.160
13	1	2:12.021	38.593	33.019	1:00.409	227.8	37:02.535	4	1	<b>2:08.129</b>	<b>37.737</b>	<b>31.943</b>	<b>58.449</b>	238.9	11:18.289
14	1	2:15.789	40.346	34.033	1:01.410	223.6	39:18.324	5	1	34:02.712 <b>B</b>	39.517	32.744	...	193.5	45:21.001
15	1	2:14.295	39.202	33.437	1:01.656	220.4	41:32.619	<b>46</b> FERRARI 512 BBLM 1981 1. Christian BOURIEZ GT2							
16	1	2:14.694	40.352	33.350	1:00.992	212.6	43:47.313	1	1	9:58.591	8:12.615	38.224	1:07.752		9:58.591
17	1	2:50.198 <b>B</b>	39.811	33.198	1:37.189	217.3	46:37.511	2	1	<b>2:20.005</b>	<b>42.094</b>	<b>34.610</b>	<b>1:03.301</b>	200.0	12:18.596
<b>26</b> CHEVRON B 36 BMW 1976 1. Claude LE JEAN P-2L 2. Lucien ROSSIAUD								<b>50</b> LOLA T 286 1976 1. Maxime GUENAT P+2L							
1	2	3:04.796	1:21.048	36.838	1:06.910		3:04.796	1	1	3:36.122	2:04.282	32.320	59.520		3:36.122
2	2	2:23.531	41.760	35.424	1:06.347	221.3	5:28.327	2	1	2:13.080	38.194	31.224	1:03.662	229.8	5:49.202
3	2	2:23.764	43.527	34.565	1:05.672	213.9	7:52.091	3	1	2:06.268	38.284	30.877	57.107	237.9	7:55.470
4	2	2:33.592 <b>B</b>	42.179	<b>33.583</b>	1:17.830	218.2	10:25.683	4	1	2:05.245	37.996	30.988	56.261	247.7	10:00.715
5	1	5:31.271	3:49.500	36.215	1:05.556		15:56.954	5	1	2:17.728 <b>B</b>	37.845	31.754	1:08.129	227.4	12:18.443
6	1	2:19.648	41.442	34.867	1:03.339	206.1	18:16.602	6	1	4:43.681	3:15.039	31.487	57.155		17:02.124
7	1	2:18.025	40.576	34.815	1:02.634	214.7	20:34.627	7	1	2:23.865 <b>B</b>	40.051	32.666	1:11.148	197.4	19:25.989
8	1	2:20.084	42.924	34.840	1:02.320	196.0	22:54.711	8	1	3:46.234	2:19.932	30.521	55.781		23:12.223
9	1	<b>2:16.325</b>	<b>40.098</b>	34.534	<b>1:01.693</b>	218.6	25:11.036	9	1	2:02.181	36.392	<b>30.049</b>	55.740	249.4	25:14.404
10	1	2:52.973 <b>B</b>	45.489	44.560	1:22.924	206.9	28:04.009	10	1	2:02.377	<b>36.010</b>	30.545	55.822	250.6	27:16.781
<b>42</b> CHEVRON B26 1974 1. Philipp BRUEHWILER P-2L								<b>52</b> TOJ SC 304 1976 1. Yves SCEMAMA P+2L							
1	1	3:27.544	1:38.590	40.376	1:08.578		3:27.544	1	1	3:37.374	2:06.165	32.327	58.882		3:37.374
2	1	2:22.183	42.484	34.730	1:04.969	197.8	5:49.727	2	1	2:05.785	37.564	30.204	58.017	227.8	5:43.159
3	1	2:15.119	40.483	34.158	1:00.478	204.5	8:04.846	3	1	2:04.559	36.715	30.686	57.158	232.8	7:47.718
4	1	2:28.965 <b>B</b>	39.235	33.291	1:16.439	223.6	10:33.811	4	1	2:02.307	35.985	30.123	56.199	247.7	9:50.025
5	1	6:20.069	4:44.721	34.209	1:01.139		16:53.880	5	1	2:34.096 <b>B</b>	38.080	38.246	1:17.770	211.8	12:24.121
6	1	2:11.385	39.866	33.583	57.936	221.8	19:05.265	6	1	7:42.091	6:15.858	30.395	55.838		20:06.212
7	1	2:10.063	38.709	33.420	57.934	222.7	21:15.328	7	1	2:03.188	37.655	29.983	55.550	226.9	22:09.400
8	1	2:08.626	38.275	32.975	<b>57.376</b>	222.7	23:23.954	8	1	2:00.973	35.578	29.888	55.507	251.2	24:10.373
9	1	<b>2:08.617</b>	<b>37.468</b>	<b>32.956</b>	58.193	222.7	25:32.571	9	1	2:00.977	35.799	29.819	55.359	252.9	26:11.350
10	1	2:44.959 <b>B</b>	46.394	36.955	1:21.610	143.0	28:17.530	10	1	2:26.974 <b>B</b>	41.116	32.566	1:13.292	184.6	28:38.324
11	1	7:00.118	5:27.681	33.757	58.680		35:17.648	11	1	5:50.080	4:24.305	29.924	55.851		34:28.404
12	1	2:18.860 <b>B</b>	37.628	33.205	1:08.027	221.8	37:36.508	12	1	2:01.194	36.121	29.614	55.459	236.8	36:29.598
<b>44</b> PORSCHE 934/5 1976 1. Afschin FATEMI GT2								<b>55</b> CHEVROLET Monza 1975 1. Gilles CERON GT2							
1	1	2:45.457	1:00.002	37.780	1:07.675		2:45.457	1	1	2:41.873	1:07.435	31.804	1:02.634		2:41.873
2	1	2:17.073	42.113	33.572	1:01.388	195.3	5:02.530	2	1	2:12.656	39.420	31.047	1:02.189	238.9	4:54.529
3	1	2:14.159	40.727	33.121	1:00.311	225.5	7:16.689	3	1	2:10.309	39.582	31.140	<b>59.587</b>	207.3	7:04.838
4	1	2:10.722	38.330	31.389	1:01.003	235.3	9:27.411								
5	1	2:38.877	<b>37.982</b>	56.144	1:04.751	221.3	12:06.288								
6	1	4:20.905 <b>B</b>	39.526	35.177	3:06.202	232.3	16:27.193								
7	1	2:43.061	1:06.262	34.806	1:01.993		19:10.254								
8	1	2:12.132	39.809	32.423	59.900	235.3	21:22.386								
9	1	2:10.796	39.087	32.202	59.507	219.5	23:33.182								
10	1	2:10.605	39.079	32.244	59.282	232.8	25:43.787								
11	1	2:12.878	39.446	32.643	1:00.789	220.9	27:56.665								
12	1	2:10.136	38.783	32.180	<b>59.173</b>	225.0	30:06.801								
13	1	2:14.052	40.066	32.893	1:01.093	225.5	32:20.853								
14	1	<b>2:09.514</b>	38.466	31.781	59.267	231.8	34:30.367								
15	1	2:11.007	39.043	31.598	1:00.366	216.9	36:41.374								
16	1	2:29.703	43.660	36.401	1:09.642	199.6	39:11.077								



# CLASSIC ENDURANCE RACING 2

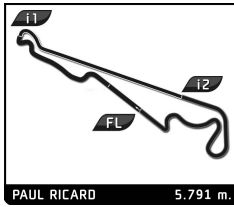
## DIX MILLE TOURS

### PRIVATE PRACTICE

#### Sector Analysis

■ Personal Best 
 ■ Session Best 
 ■ 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							
4	1	2:09.200	38.468	<b>30.834</b>	59.898	213.4	9:14.038	9	1	2:51.743	1:17.001	34.017	1:00.725		26:07.557							
5	1	<b>2:08.736</b>	<b>37.828</b>	31.051	59.857	230.8	11:22.774	10	1	<b>2:08.861</b>	<b>38.275</b>	31.821	<b>58.765</b>	223.6	28:16.418							
6	1	4:37.714 <b>B</b>	38.780	30.839	3:28.095	243.8	16:00.488	11	1	2:10.974	38.711	33.292	58.971	218.2	30:27.392							
<b>59</b> BMW M1 Procar 1979 1. Sebastian GLASER GT2								<b>70</b> BMW M1 Procar 1979 1. Nikolaus DITTING GT2 2. Sam HANCOCK														
1	1	8:59.345	7:11.300	42.430	1:05.615		8:59.345	1	2	2:33.588	56.143	36.044	1:01.401		2:33.588							
2	1	2:18.131	39.911	39.068	59.152	220.0	11:17.476	2	2	2:09.969	38.490	<b>32.828</b>	58.651	216.0	4:43.557							
3	1	<b>2:08.048</b>	<b>38.266</b>	<b>32.099</b>	<b>57.683</b>	228.3	13:25.524	3	2	<b>2:09.685</b>	<b>38.035</b>	33.084	<b>58.566</b>	219.1	6:53.242							
4	1	8:23.247 <b>B</b>	39.597	33.371	7:10.279	227.8	21:48.771	4	2	2:11.068	38.284	33.438	59.346	219.5	9:04.310							
<b>63</b> FERRARI 512 BBLM 1979 1. Pierre MELLINGER GT2 2. Tommaso GELMINI								5								2	2:22.717 <b>B</b>	38.692	33.505	1:10.520	213.9	11:27.027
1	2	3:06.452	1:17.086	39.236	1:10.130		3:06.452	6	1	5:41.968	3:59.608	35.570	1:06.790		17:08.995							
2	2	2:26.780	44.652	36.161	1:05.967	168.2	5:33.232	7	1	2:21.753	43.195	34.949	1:03.609	211.8	19:30.748							
3	2	2:24.531	43.336	35.337	1:05.858	178.8	7:57.763	8	1	2:18.865	41.078	34.499	1:03.288	210.1	21:49.613							
4	2	<b>2:23.129</b>	<b>42.279</b>	<b>35.312</b>	<b>1:05.538</b>	188.2	10:20.892	9	1	2:17.277	40.756	33.946	1:02.575	214.3	24:06.890							
5	2	6:13.768 <b>B</b>	45.185	39.565	4:49.018	191.5	16:34.660	10	1	2:17.399	41.371	33.861	1:02.167	214.3	26:24.289							
6	1	3:25.561	1:19.002	48.900	1:17.659		20:00.221	11	1	2:18.779	40.142	33.886	1:04.751	216.4	28:43.068							
7	1	2:45.234	48.819	41.945	1:14.470	161.7	22:45.455	12	1	2:19.118	41.243	33.943	1:03.932	209.3	31:02.186							
8	1	7:21.264 <b>B</b>	48.603	40.858	5:51.803	160.2	30:06.719	13	1	2:20.210	41.371	34.120	1:04.719	212.2	33:22.396							
9	1	3:00.799	1:07.442	40.566	1:12.791		33:07.518	14	1	2:20.982	41.401	34.314	1:05.267	212.6	35:43.378							
10	1	2:45.747	47.729	42.187	1:15.831	162.4	35:53.265	15	1	2:36.334 <b>B</b>	42.025	37.579	1:16.730	202.2	38:19.712							
11	1	2:45.057	47.921	42.254	1:14.882	161.0	38:38.322	<b>76</b> BMW M1 Procar 1979 1. Guenther SCHINDLER GT2														
12	1	2:43.016	47.100	40.275	1:15.641	166.7	41:21.338	1	1	6:22.460	4:40.473	37.186	1:04.801		6:22.460							
13	1	2:43.749	47.477	41.241	1:15.031	159.3	44:05.087	2	1	4:13.282 <b>B</b>	42.614	39.880	2:50.788	213.9	10:35.742							
<b>64</b> PORSCHE 934/5 1976 1. Hans-Jörg HÜBNER GT2								3								1	2:36.663	1:00.523	34.282	1:01.858		13:12.405
1	1	3:02.913	1:13.028	36.535	1:13.350		3:02.913	4	1	<b>2:14.033</b>	39.767	33.345	1:00.921	220.0	15:26.438							
2	1	2:25.050	43.148	34.119	1:07.783	195.7	5:27.963	5	1	3:35.570 <b>B</b>	<b>39.111</b>	33.439	2:23.020	220.4	19:02.008							
3	1	2:23.980	43.412	33.014	1:07.554	195.7	7:51.943	6	1	2:29.897	55.413	33.638	<b>1:00.846</b>		21:31.905							
4	1	2:23.354	43.144	33.281	1:06.929	213.0	10:15.297	7	1	5:32.226 <b>B</b>	39.840	<b>33.344</b>	4:19.042	215.6	27:04.131							
5	1	2:24.745	43.102	33.181	1:08.462	193.2	12:40.042	<b>79</b> PORSCHE 924 GTR 1981 1. Didier CAZEAUX GT2 2. Jürgen BARTH														
6	1	2:25.982 <b>B</b>	44.153	34.443	3:07.386	198.9	17:06.024	1	2	3:10.760	1:14.872	42.731	1:13.157		3:10.760							
7	1	2:43.284	1:02.249	32.815	1:08.220		19:49.308	2	2	2:42.895	46.310	38.323	1:18.262	173.6	5:53.655							
8	1	2:23.110	42.922	33.221	1:06.967	210.5	22:12.418	3	2	5:22.668 <b>B</b>	51.125	42.064	3:49.479	168.2	11:16.323							
9	1	2:21.754	42.657	33.503	1:05.594	219.1	24:34.172	4	2	3:00.536	1:11.072	37.497	1:11.967		14:16.859							
10	1	2:21.784	42.327	33.290	1:06.167	217.7	26:55.956	5	2	5:54.912 <b>B</b>	49.534	42.107	4:23.271	172.8	20:11.771							
11	1	2:21.970	42.612	32.935	1:06.423	206.9	29:17.926	6	2	2:55.886	1:08.656	38.378	1:08.852		23:07.657							
12	1	2:21.023	42.481	32.885	1:05.657	205.7	31:38.949	7	2	<b>2:24.384</b>	<b>43.500</b>	35.122	<b>1:05.762</b>	204.2	25:32.041							
13	1	2:20.886	41.785	33.342	1:05.759	222.7	33:59.835	8	2	9:13.732 <b>B</b>	44.582	<b>35.111</b>	7:54.039	192.2	34:45.773							
14	1	<b>2:18.917</b>	<b>41.598</b>	32.734	1:04.585	221.3	36:18.752	<b>123</b> PORSCHE 911 Carrera RSR 3.0 1975 1. Jean-Pierre RICHELMI GT2 2. Stephane Benjamin RICHE														
15	1	2:19.268	42.424	<b>32.525</b>	<b>1:04.319</b>	217.3	38:38.020	1	1	2:53.999	1:08.965	38.629	1:06.405		2:53.999							
16	1	2:21.249	41.891	32.714	1:06.644	216.4	40:59.269	2	1	2:27.903	43.004	38.792	1:06.107	191.8	5:21.902							
17	1	2:23.584	43.273	34.440	1:05.871	208.5	43:22.853	3	1	2:25.194	42.539	37.211	1:05.444	196.0	7:47.096							
<b>69</b> FERRARI 512 BBLM 1979 1. Mr JOHN OF B GT2 2. Soheil AYARI								4								1	2:26.585	42.518	38.066	1:06.001	190.8	10:13.681
1	1	3:54.579	2:08.438	37.208	1:08.933		3:54.579	5	1	2:29.846	45.924	38.368	1:05.554	182.7	12:43.527							
2	1	2:24.277	45.137	34.579	1:04.561	146.3	6:18.856	6	1	2:26.220	42.936	37.902	1:05.382	194.6	15:09.747							
3	1	2:14.515	40.175	33.055	1:01.285	203.8	8:33.371	7	1	2:26.797	43.255	37.959	1:05.583	183.7	17:36.544							
4	1	2:13.290	39.786	33.301	1:00.203	215.1	10:46.661	8	1	2:25.241	42.579	37.216	1:05.446	194.6	20:01.785							
5	1	2:11.521	39.190	32.648	59.683	222.2	12:58.182	9	1	2:26.713	43.914	37.244	1:05.555	186.2	22:28.498							
6	1	2:12.428	39.790	32.619	1:00.019	209.7	15:10.610	10	1	6:02.879 <b>B</b>	43.801	38.541	4:40.537	180.6	28:31.377							
7	1	2:10.558	38.984	32.125	59.449	223.6	17:21.168															
8	1	5:54.646 <b>B</b>	42.411	33.381	4:38.854	172.5	23:15.814															



# CLASSIC ENDURANCE RACING 2

## DIX MILLE TOURS

### PRIVATE PRACTICE

#### Sector Analysis

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
11	2	2:47.264	1:05.508	37.427	1:04.329		31:18.641								
12	2	<b>2:19.536</b>	41.252	<b>36.668</b>	<b>1:01.616</b>	196.4	33:38.177								
13	2	3:53.327 <b>B</b>	<b>40.836</b>	37.534	2:34.957	196.0	37:31.504								
14	2	2:46.157	1:02.647	37.811	1:05.699		40:17.661								
15	2	2:25.088	42.638	37.017	1:05.433	190.5	42:42.749								
16	2	2:25.862	42.352	38.370	1:05.140	192.2	45:08.611								

**126** CHEVRON B 36 1978  
1. Francisco LARA RESENDE P-2L

1	1	2:29.590	57.161	34.346	58.083		2:29.590
2	1	2:07.388	37.604	32.908	56.876	221.8	4:36.978
3	1	2:05.650	37.062	32.449	56.139	225.0	6:42.628
4	1	2:06.438	37.301	32.904	56.233	227.8	8:49.066
5	1	2:05.226	36.576	32.635	56.015	226.9	10:54.292
6	1	2:16.404 <b>B</b>	38.209	32.731	1:05.464	221.8	13:10.696
7	1	5:19.794	3:49.618	32.779	57.397		18:30.490
8	1	2:05.513	36.394	32.381	56.738	222.2	20:36.003
9	1	2:09.478	40.825	32.568	56.085	219.1	22:45.481
10	1	2:05.201	36.430	32.311	56.460	223.6	24:50.682
11	1	2:03.977	36.282	32.082	55.613	223.6	26:54.659
12	1	2:03.526	36.542	32.065	54.919	219.1	28:58.185
13	1	2:13.901 <b>B</b>	38.026	32.773	1:03.102	224.5	31:12.086
14	1	6:53.747	5:24.806	32.620	56.321		38:05.833
15	1	2:03.606	36.483	32.052	55.071	223.1	40:09.439
16	1	2:02.495	<b>35.795</b>	<b>31.995</b>	54.705	223.6	42:11.934
17	1	<b>2:02.276</b>	35.825	32.143	<b>54.308</b>	224.1	44:14.210
18	1	2:28.915 <b>B</b>	38.277	34.797	1:15.841	224.5	46:43.125

**151** PORSCHE 911 Turbo 1975  
1. NELSON GT2

1	1	2:40.953	58.211	35.431	1:07.311		2:40.953
2	1	2:19.973	42.724	34.040	1:03.209	188.8	5:00.926
3	1	2:22.817	41.870	36.154	1:04.793	216.0	7:23.743
4	1	2:18.013	41.238	34.341	1:02.434	215.6	9:41.756
5	1	2:26.104 <b>B</b>	41.674	34.265	1:10.165	216.0	12:07.860
6	1	4:19.537	2:40.393	<b>33.872</b>	1:05.272		16:27.397
7	1	2:20.762	42.048	36.169	1:02.545	210.5	18:48.159
8	1	<b>2:17.049</b>	<b>40.981</b>	34.117	<b>1:01.951</b>	215.6	21:05.208
9	1	2:18.792	41.562	33.951	1:03.279	215.1	23:24.000
10	1	2:17.368	41.035	34.272	1:02.061	209.7	25:41.368
11	1	2:31.324 <b>B</b>	41.427	34.469	1:15.428	214.7	28:12.692
12	1	4:07.788	2:31.160	34.120	1:02.508		32:20.480
13	1	2:19.395	42.182	34.099	1:03.114	199.6	34:39.875
14	1	2:21.336	44.447	34.827	1:02.062	213.0	37:01.211
15	1	2:28.517 <b>B</b>	41.346	34.977	1:12.194	214.7	39:29.728