

CLASSIC ENDURANCE RACING 2

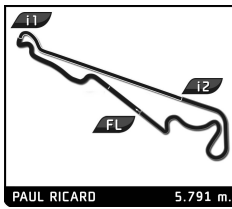
DIX MILLE TOURS

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		
1		CHEETAH G601 1976					1. Beat EGGIMANN					P-2L					
1	1	3:10.978	1:35.420	34.616	1:00.942		3:10.978	4	1	3:10.082	1:14.115	38.761	1:17.206		27:27.182		
2	1	2:11.421	39.145	32.365	59.911	218.6	5:22.399	5	1	2:18.562	40.930	34.930	1:02.702	214.7	29:45.744		
3	1	8:49.168	B	37.522	32.105	7:39.541	229.8	14:11.567	6	1	2:17.671	40.143	35.693	1:01.835	215.1	32:03.415	
4	1	12:12.584		...	32.883	59.437		26:24.151	7	1	2:16.798	40.124	34.514	1:02.160	218.6	34:20.213	
5	1	2:07.474	37.643	32.154	57.677	228.8	28:31.625	8	1	7:25.430	B	47.096	38.272	6:00.062	188.8	41:45.643	
6	1	2:10.886	37.252	32.093	1:01.541	231.3	30:42.511	9	2	2:31.562	59.739	34.094	57.729		44:17.205		
7	1	2:06.757	37.174	32.259	57.324	230.8	32:49.268	10	2	3:18.556	B	37.080	33.834	2:07.642	226.4	47:35.761	
8	1	2:06.085	37.232	32.051	56.802	232.8	34:55.353	11	2	2:24.700	54.423	33.670	56.607		50:00.461		
9	1	5:18.271	B	37.434	32.611	4:08.226	230.3	40:13.624	12	2	3:18.605	B	37.300	33.417	2:07.888	225.9	53:19.066
10	1	2:34.496	1:00.873	33.284	1:00.339		42:48.120										
11	1	2:06.381	37.140	32.126	57.115	231.3	44:54.501										
12	1	2:06.937	37.259	32.410	57.268	234.3	47:01.438										
13	1	2:04.525	36.395	31.675	56.455	235.8	49:05.963										
14	1	2:04.194	36.173	31.671	56.350	237.4	51:10.157										
15	1	2:04.871	36.443	31.941	56.487	232.3	53:15.028										
2		LOLA T 298 1979					1. Frédéric DA ROCHA					P-2L					
1	1	3:54.496	2:22.038	34.507	57.951		3:54.496	1	1	4:35.828	2:46.287	41.530	1:08.011		4:35.828		
2	1	2:17.001	37.731	32.448	1:06.822	226.9	6:11.497	2	1	2:24.085	42.719	34.775	1:06.591	168.5	6:59.913		
3	1	2:44.324	B	38.208	32.671	1:33.445	225.9	8:55.821	3	1	4:21.290	B	51.272	1:14.301	2:15.717	198.9	11:21.203
4	1	17:37.578		...	33.188	58.274		26:33.399	4	1	11:13.973	B					22:35.176
5	1	2:09.381	38.041	32.456	58.884	229.3	28:42.780	5	1	4:30.980	2:45.849	38.921	1:06.210		27:06.156		
6	1	2:08.688	37.693	32.418	58.577	229.8	30:51.468	6	1	2:19.748	41.439	34.675	1:03.634	206.1	29:25.904		
7	1	2:11.421	38.721	32.911	59.789	226.4	33:02.889	7	1	2:18.473	41.247	34.782	1:02.444	198.2	31:44.377		
8	1	2:23.589	B	39.730	33.750	1:10.109	227.4	35:26.478	8	1	5:44.543	B	40.091	35.878	4:28.574	210.5	37:28.920
9	1	4:15.027	2:44.464	33.022	57.541		39:41.505	9	2	2:36.520	1:02.845	33.572	1:00.103		40:05.440		
10	1	2:06.717	37.168	32.799	56.750	228.3	41:48.222	10	2	2:07.340	37.725	32.720	56.895	225.9	42:12.780		
11	1	2:08.539	37.943	32.727	57.869	235.3	43:56.761	11	2	2:05.644	37.117	32.631	55.896	228.3	44:18.424		
12	1	2:07.438	36.959	32.416	58.063	231.8	46:04.199	12	2	2:05.653	36.673	32.298	56.682	228.3	46:24.077		
13	1	2:27.156	B	39.561	34.680	1:12.915	230.8	48:31.355	13	2	2:03.352	36.155	32.394	54.803	227.4	48:27.429	
14	1	3:58.155	B	2:10.570	36.228	1:11.357	52:29.510	14	2	2:02.156	35.732	32.275	54.149	228.3	50:29.585		
7		CHEVRON B 21 BDG 1972					1. Jean LEGRAS					P-2L					
1	1	4:34.632	2:41.294	43.251	1:10.087		4:34.632	1	1	4:31.317	2:39.298	44.120	1:07.899		4:31.317		
2	1	2:50.119	B	42.119	35.640	1:32.360	182.4	7:24.751	2	1	18:14.872	B	36.489	32.330	...	231.3	22:46.189
3	1	19:30.813		...	39.537	1:08.801		26:55.564	3	1	3:58.319	2:19.411	33.713	1:05.195		26:44.508	
4	1	2:19.431	41.267	34.798	1:03.366	202.2	29:14.995	4	1	2:04.878	36.669	31.911	56.298	230.8	28:49.386		
5	1	2:15.304	39.292	34.409	1:01.603	210.1	31:30.299	5	1	2:03.627	36.222	32.147	55.258	235.3	30:53.013		
6	1	2:38.743	B	39.539	34.423	1:24.781	205.3	34:09.042	6	1	6:27.694	B	40.121	32.776	5:14.797	205.3	37:20.707
7	1	5:40.039	4:02.984	35.434	1:01.621		39:49.081	7	1	2:26.645	57.922	32.398	56.325		39:47.352		
8	1	2:14.060	38.978	34.340	1:00.742	202.2	42:03.141	8	1	2:03.521	36.266	31.868	55.387	235.3	41:50.873		
9	1	2:11.481	38.284	34.040	59.157	213.9	44:14.622	9	1	2:04.552	36.125	31.546	56.881	237.4	43:55.425		
10	1	2:11.998	38.898	33.203	59.897	218.6	46:26.620	10	1	2:03.140	36.131	31.840	55.169	234.8	45:58.565		
11	1	2:11.515	38.771	33.688	59.056	215.6	48:38.135	11	1	2:07.195	36.493	32.986	57.716	236.3	48:05.760		
12	1	2:17.479	38.378	33.901	1:05.200	222.7	50:55.614	12	1	2:01.809	35.761	31.542	54.506	237.9	50:07.569		
13	1	2:50.200	B	41.276	34.179	1:34.745	182.4	53:45.814	13	1	2:01.640	35.652	31.838	54.150	238.4	52:09.209	
10		OSELLA PA 5 1977					1. Roberto TURRIZIANI					P-2L					
		2. Davide MAZZOLENI															
1	1	4:08.291	2:25.208	38.505	1:04.578		4:08.291	1	1	27:16.756	...	35.032	1:07.185		27:16.756		
2	1	2:31.683	41.926	35.783	1:13.974	187.5	6:39.974	2	1	2:06.370	36.826	31.959	57.585	230.8	29:23.126		
3	1	17:37.126	B	45.384	1:07.200	...	187.5	24:17.100	3	1	2:03.498	35.692	31.635	56.171	232.8	31:26.624	
15		LOLA T 290 1974					1. Michel BAUDOIN					P-2L					
		2. Nicolas MINASSIAN															
1	1	4:35.828	2:46.287	41.530	1:08.011		4:35.828	4	1	2:01.519	35.259	31.326	54.934	234.8	33:28.143		
2	1	2:24.085	42.719	34.775	1:06.591	168.5	6:59.913	5	1	2:01.774	35.384	31.406	54.984	233.3	35:29.917		
3	1	4:21.290	B	51.272	1:14.301	2:15.717	198.9	11:21.203	6	1	2:01.009	35.073	31.409	54.527	233.3	37:30.926	
4	1	11:13.973	B					22:35.176	7	1	4:47.434	B	37.945	32.341	3:37.148	181.5	42:18.360
5	1	4:30.980	2:45.849	38.921	1:06.210		27:06.156	8	1	2:30.594	57.852	32.035	1:00.707		44:48.954		
6	1	2:19.748	41.439	34.675	1:03.634	206.1	29:25.904	9	1	2:01.089	35.339	31.580	54.170	231.3	46:50.043		
7	1	2:18.473	41.247	34.782	1:02.444	198.2	31:44.377	10	1	7:35.993	B	41.509	35.349	6:19.135	188.2	54:26.036	
8	1	5:44.543	B	40.091	35.878	4:28.574	210.5	37:28.920									
9	2	2:36.520	1:02.845	33.572	1:00.103		40:05.440										
10	2	2:07.340	37.725	32.720	56.895	225.9	42:12.780										
11	2	2:05.644	37.117	32.631	55.896	228.3	44:18.424										
12	2	2:05.653	36.673	32.298	56.682	228.3	46:24.077										
13	2	2:03.352	36.155	32.394	54.803	227.4	48:27.429										
14	2	2:02.156	35.732	32.275	54.149	228.3	50:29.585										
16		LOLA T 298 1979					1. Paul LAFARGUE					P-2L					
1	1	4:31.317	2:39.298	44.120	1:07.899		4:31.317										
2	1	18:14.872	B	36.489	32.330	...	231.3	22:46.189									
3	1	3:58.319	2:19.411	33.713	1:05.195		26:44.508										
4	1	2:04.878	36.669	31.911	56.298	230.8	28:49.386										
5	1	2:03.627	36.222	32.147	55.258	235.3	30:53.013										
6	1	6:27.694	B	40.121	32.776	5:14.797	205.3	37:20.707									
7	1	2:26.645	57.922	32.398	56.325		39:47.352										
8	1	2:03.521	36.266	31.868	55.387	235.3	41:50.873										
9	1	2:04.552	36.125	31.546	56.881	237.4	43:55.425										
10	1	2:03.140	36.131	31.840	55.169	234.8	45:58.565										
11	1	2:07.195	36.493	32.986	57.716	236.3	48:05.760										
12	1																



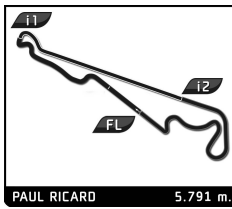
CLASSIC ENDURANCE RACING 2

DIX MILLE TOURS

QUALIFYING

Sector Analysis

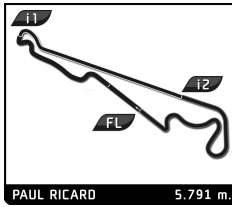
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	
24	CHEVRON B 21 BDG 1972							P-2L	4	1	10:55.309	9:23.648	32.649	59.012		26:25.570
	1	Jean-Lou RIHON							5	1	2:04.875	37.208	30.881	56.786	238.9	28:30.445
	2	Nick PADMORE														
	1	2	3:40.516	1:52.620	40.216	1:07.680			3:40.516							
	2	2	2:29.644	B 41.465	37.141	1:11.038	216.0		6:10.160							
	3	1	21:10.590	...	33.695	1:06.161			27:20.750							
	4	1	2:19.165	39.450	36.082	1:03.633	230.3		29:39.915							
	5	1	2:14.888	38.389	33.908	1:02.591	229.3		31:54.803							
	6	1	2:19.877	38.830	37.374	1:03.673	229.3		34:14.680							
	7	1	2:29.804	43.925	37.617	1:08.262	183.4		36:44.484							
8	1	2:14.277	39.341	33.237	1:01.699	227.4	38:58.761									
9	1	2:50.336	B 38.424	42.190	1:29.722	230.3	41:49.097									
26	CHEVRON B 36 BMW 1976							P-2L	1	2	3:30.843	1:48.448	35.424	1:06.971		3:30.843
	2	2	2:29.919	42.533	35.681	1:11.705	220.4		6:00.762							
	3	2	2:48.894	B 42.503	35.104	1:31.287	216.9		8:49.656							
	4	1	18:09.052	...	36.170	1:07.106			26:58.708							
	5	1	2:19.475	41.039	34.688	1:03.748	213.9		29:18.183							
	6	1	2:15.519	39.741	34.884	1:00.894	219.1		31:33.702							
	7	1	2:14.346	39.170	33.956	1:01.220	225.5		33:48.048							
	8	1	2:24.178	42.603	37.995	1:03.580	211.4		36:12.226							
	9	1	2:15.125	39.675	34.221	1:01.229	222.2		38:27.351							
	10	1	2:15.390	40.144	33.849	1:01.397	217.7		40:42.741							
	11	1	2:52.132	B 45.652	41.796	1:24.684	180.0		43:34.873							
42	CHEVRON B26 1974							P-2L	1	1	3:35.418	B 1:34.877	39.787	1:20.754		3:35.418
	2	1	24:40.300	B ...	35.652	1:15.812	120.0		28:15.718							
	3	1	10:30.546	8:57.600	34.228	58.718			38:46.264							
	4	1	2:08.555	37.707	32.946	57.902	229.8		40:54.819							
	5	1	2:25.447	37.114	33.053	1:15.280	231.3		43:20.266							
	6	1	2:10.999	37.313	32.987	1:00.699	231.8		45:31.265							
	7	1	2:11.110	37.958	33.199	59.953	231.8		47:42.375							
	8	1	2:09.188	37.787	33.131	58.270	231.8		49:51.563							
	9	1	2:07.676	37.073	32.901	57.702	233.3		51:59.239							
	10	1	2:07.463	37.012	32.990	57.461	231.3		54:06.702							
44	PORSCHE 934/5 1976							GT2	1	1	4:02.359	2:24.238	34.609	1:03.512		4:02.359
	2	1	2:14.462	38.518	32.267	1:03.677	231.3		6:16.821							
	3	1	9:44.204	B 38.501	32.314	8:33.389	237.4		16:01.025							
	4	1	10:28.883	8:54.456	33.531	1:00.896			26:29.908							
	5	1	2:07.548	37.625	31.859	58.064	241.1		28:37.456							
	6	1	2:25.374			1:03.458	247.1		31:02.830							
	7	1	8:04.101	B 39.232			231.8		39:06.931							
	8	1	2:38.229	1:03.121					41:45.160							
	9	1	7:47.322	B					49:32.482							
45	PORSCHE 935 K3 1979							GT2	1	1	3:58.629	2:20.481	35.696	1:02.452		3:58.629
	2	1	2:14.871	39.055	31.599	1:04.217	225.5		6:13.500							
	3	1	9:16.761	B 37.774	31.717	8:07.270	242.2		15:30.261							
46	FERRARI 512 BBLM 1981							GT2	1	1	4:19.739	2:24.534	43.252	1:11.953		4:19.739
	2	1	2:42.142	45.215	36.920	1:20.007	181.8		7:01.881							
	3	1	4:18.262	B 52.627	1:12.351	2:13.284	204.9		11:20.143							
	4	1	15:38.222	...	38.157	1:14.787			26:58.365							
	5	1	2:31.092	45.738	36.063	1:09.291	192.2		29:29.457							
	6	1	2:31.010	47.539	38.091	1:05.380	177.0		32:00.467							
	7	1	2:50.795	B 42.004	34.662	1:34.129	208.1		34:51.262							
50	LOLA T 286 1976							P+2L	1	1	2:59.078	1:28.076	33.693	57.309		2:59.078
	2	1	2:10.930	40.174	31.636	59.120	251.2		5:10.008							
	3	1	2:03.326	36.567	30.628	56.131	248.8		7:13.334							
	4	1	4:12.130	B 46.463	1:08.662	2:17.005	194.2		11:25.464							
	5	1	14:48.103	...	30.666	56.020			26:13.567							
	6	1	2:01.713	36.532	30.323	54.858	250.0		28:15.280							
	7	1	2:01.755	36.239	30.321	55.195	255.3		30:17.035							
	8	1	2:13.736	B 37.247	30.749	1:05.740	254.1		32:30.771							
	9	1	3:47.794	2:21.977	30.513	55.304			36:18.565							
	10	1	2:01.123	35.992	30.273	54.858	254.1		38:19.688							
	11	1	2:01.541	35.995	30.199	55.347	251.7		40:21.229							
	12	1	2:15.868	B 38.949	30.767	1:06.152	224.1		42:37.097							
	13	1	3:54.901	2:27.091	30.147	57.663			46:31.998							
	14	1	2:01.992	36.331	30.540	55.121	250.6		48:33.990							
	15	1	2:01.864	36.256	30.483	55.125	252.3		50:35.854							
	16	1	2:13.978	B 35.933	30.415	1:07.630	254.1		52:49.832							
52	TOJ SC 304 1976							P+2L	1	1	2:55.179	1:27.604	31.827	55.748		2:55.179
	2	1	2:03.329	36.699	30.623	56.007	233.3		4:58.508							
	3	1	2:15.791	B 35.510	29.787	1:10.494	250.0		7:14.299							
	4	1	18:56.679	...	30.220	57.063			26:10.978							
	5	1	1:59.882	34.989	30.011	54.882	255.9		28:10.860							
	6	1	2:00.333	35.165	29.987	55.181	253.5		30:11.193							
	7	1	2:04.906	35.346	32.026	57.534	253.5		32:16.099							
	8	1	2:00.852	35.465	29.744	55.643	252.3		34:16.951							
	9	1	2:03.740	38.329	29.969	55.442	185.2		36:20.691							
	10	1	1:59.890	35.491	29.792	54.607	253.5		38:20.581							
	11	1	2:10.429	38.792	33.111	58.526	221.3		40:31.010							
	12	1	2:03.023	35.246	30.279	57.498	253.5		42:34.033							
	13	1	1:59.135	34.933	29.881	54.321	257.1		44:33.168							
	14	1	2:13.116	B 35.964	29.823	1:07.329	231.3		46:46.284							
55	CHEVROLET Monza 1975							GT2	1	1	2:56.742	1:26.858	32.105	57.779		2:56.742
	2	1	2:06.112	36.977	30.804	58.331	243.8		5:02.854							
	3	1	2:08.461	37.955	30.427	1:00.079	234.8		7:11.315							
	4	1	4:11.508	B 45.846	1:10.770	2:14.892	217.3		11:22.823							
	5	1	15:15.457	...	31.545	58.841			26:38.280							
	6	1	2:07.436	37.345	30.989	59.102	241.1		28:45.716							



CLASSIC ENDURANCE RACING 2
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
7	1	2:06.257	37.170	30.774	58.313	240.0	30:51.973	4	1	3:56.290	2:17.146	36.973	1:02.171		27:01.158
8	1	2:08.495	37.444	30.582	1:00.469	239.5	33:00.468	5	1	2:15.465	40.693	33.343	1:01.429	216.0	29:16.623
9	1	2:47.576 B	42.396	38.007	1:27.173	213.0	35:48.044	6	1	2:14.486	39.544	33.412	1:01.530	216.9	31:31.109
59 BMW M1 Procar 1979 1. Sebastian GLASER GT2								79 PORSCHE 924 GTR 1981 1. Didier CAZEAUX GT2 2. Jürgen BARTH							
1	1	3:07.916	1:26.242	38.669	1:03.005		3:07.916	1	2	3:35.525	1:49.803	38.439	1:07.283		3:35.525
2	1	2:17.575	39.991	33.636	1:03.948	212.6	5:25.491	2	2	2:26.365	43.075	34.137	1:09.153	208.9	6:01.890
3	1	17:30.116 B	37.860	32.532	...	227.4	22:55.607	3	2	21:20.295 B	42.712	34.191	...	204.2	27:22.185
4	1	4:04.293	2:24.132	37.945	1:02.216		26:59.900	4	2	3:28.570	1:20.904	43.324	1:24.342		30:50.755
5	1	2:08.842	38.330	32.591	57.921	222.2	29:08.742	5	2	2:49.196	52.421	39.571	1:17.204	184.9	33:39.951
6	1	2:08.002	37.765	32.544	57.693	230.3	31:16.744	6	2	8:54.946 B	50.139	40.411	7:24.396	170.3	42:34.897
7	1	15:22.249 B	38.230	33.036	...	229.3	46:38.993	88 CHEVROLET Corvette C3 1979 1. Antoine LECLERC GT2 2. Hugo ROCH							
63 FERRARI 512 BBLM 1979 1. Pierre MELLINGER GT2 2. Tommaso GELMINI								1	1	6:17.305 B	2:19.273	37.237	3:20.795		6:17.305
1	2	2:24.291	42.200	34.417	1:07.674	208.9	5:56.504	2	1	18:18.320 B	1:12.088	1:04.986	...		24:35.625
3	2	17:40.306 B	41.019	34.938	...	208.5	23:36.810	3	2	2:39.488	1:01.263	33.783	1:04.442		27:15.113
4	1	3:48.866	1:52.973	38.595	1:17.298		27:25.676	4	2	2:11.597	39.187	31.757	1:00.653	241.1	29:26.710
5	1	2:33.660	45.585	37.495	1:10.580	174.8	29:59.336	5	2	2:11.479	39.014	31.708	1:00.757	231.3	31:38.189
6	1	2:36.604	45.719	37.868	1:13.017	171.4	32:35.940	6	2	7:59.057 B	41.817	38.478	6:38.762	242.7	39:37.246
7	1	2:33.623	45.957	38.335	1:09.331	180.6	35:09.563	7	2	2:33.650	57.258	33.704	1:02.688		42:10.896
8	1	2:32.767	45.266	37.692	1:09.809	180.0	37:42.330	8	2	2:11.973	39.737	32.410	59.826	236.8	44:22.869
9	1	2:35.733	46.185	38.032	1:11.516	176.5	40:18.063	9	2	2:10.920	38.308	32.407	1:00.205	238.9	46:33.789
10	1	2:37.192	46.944	38.814	1:11.434	177.9	42:55.255	123 PORSCHE 911 Carrera RSR 3.0 1975 1. Jean-Pierre RICHELMI GT2 2. Stephane Benjamin RICHE							
11	1	2:36.069	46.317	38.701	1:11.051	172.5	45:31.324	1	1	3:11.399	1:27.249	38.767	1:05.383		3:11.399
12	1	4:25.638 B	45.905	38.697	3:01.036	175.6	49:56.962	2	1	2:34.166	40.298	37.318	1:16.550	197.8	5:45.565
13	2	2:50.029	1:02.342	36.498	1:11.189		52:46.991	3	1	18:54.714 B	40.747	37.225	...	196.7	24:40.279
14	2	2:31.749	42.859	37.131	1:11.759	191.8	55:18.740	4	2	2:56.566	1:11.375	38.864	1:06.327		27:36.845
64 PORSCHE 934/5 1976 1. Hans-Jörg HÜBNER GT2								5	2	2:20.911	40.441	37.036	1:03.434	196.4	29:57.756
1	1	5:49.478	3:50.930	34.168	1:24.380		5:49.478	6	2	2:20.197	40.309	36.802	1:03.086	196.7	32:17.953
2	1	17:32.988 B	47.668	38.967	...	178.8	23:22.466	7	2	4:00.076 B	42.508	38.133	2:39.435	194.9	36:18.029
3	1	3:55.141	2:05.979	36.058	1:13.104		27:17.607	8	1	2:50.801	1:06.864	38.105	1:05.832		39:08.830
4	1	2:31.574	45.502	35.570	1:10.502	176.8	29:49.181	9	1	2:25.951	42.922	38.522	1:04.507	197.1	41:34.781
5	1	2:27.423	44.790	34.204	1:08.429	198.2	32:16.604	10	1	2:24.500	42.125	37.981	1:04.394	196.7	43:59.281
6	1	2:20.396	40.954	33.478	1:05.964	215.1	34:37.000	11	1	2:24.994	42.381	37.743	1:04.870	198.9	46:24.275
7	1	2:25.240	41.803	34.555	1:08.882	206.9	37:02.240	12	1	2:27.385	42.999	39.791	1:04.595	196.4	48:51.660
8	1	2:23.237	42.656	34.001	1:06.580	203.8	39:25.477	13	1	2:28.459	43.058	40.006	1:05.395	192.9	51:20.119
9	1	2:21.590	42.187	33.516	1:05.887	213.0	41:47.067	14	1	2:25.448	42.670	38.885	1:03.893	191.5	53:45.567
10	1	2:20.452	41.140	32.659	1:06.653	218.6	44:07.519	15	1	2:25.829	42.517	39.208	1:04.104	195.7	56:11.396
11	1	2:24.852	42.225	33.965	1:08.662	218.2	46:32.371	126 CHEVRON B 36 1978 1. Francisco LARA RESENDE P-2L							
12	1	5:22.269 B	43.702	34.845	4:03.722	208.1	51:54.640	1	1	11:29.546 B	8:10.758	1:01.302	2:17.486		11:29.546
69 FERRARI 512 BBLM 1979 1. Mr JOHN OF B GT2 2. Soheil AYARI								2	1	14:46.871	...	32.569	58.604		26:16.417
1	1	4:34.826	2:55.146	37.115	1:02.565		4:34.826	3	1	2:04.141	36.453	32.166	55.522	227.8	28:20.558
2	1	2:18.487	39.431	32.836	1:06.220	223.6	6:53.313	4	1	2:06.621	35.812	32.191	58.618	230.3	30:27.179
3	1	22:06.568 B				166.9	28:59.881	5	1	2:03.076	36.113	31.880	55.083	229.3	32:30.255
76 BMW M1 Procar 1979 1. Guenther SCHINDLER GT2								6	1	2:01.991	35.715	31.693	54.583	229.8	34:32.246
1	1	3:31.474	1:45.657	38.228	1:07.589		3:31.474	7	1	2:20.947 B	35.925	32.478	1:12.544	229.8	36:53.193
2	1	2:18.455	42.260	34.368	1:01.827	217.7	5:49.929	8	1	8:02.258	6:34.547	32.664	55.047		44:55.451
3	1	17:14.939 B	39.823	33.628	...	218.6	23:04.868								



CLASSIC ENDURANCE RACING 2

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
9	1	2:05.232	36.773	32.300	56.159	231.3	47:00.683								
10	1	2:03.123	35.698	31.865	55.560	230.3	49:03.806								
11	1	2:11.873 B	36.102	31.911	1:03.860	231.3	51:15.679								

151		PORSCHE 911 Turbo 1975													
1. NELSON		GT2													
1	1	3:25.118	1:44.224	34.875	1:06.019		3:25.118								
2	1	2:20.706	41.162	33.651	1:05.893	214.7	5:45.824								
3	1	2:38.474 B	40.235	33.354	1:24.885	216.9	8:24.298								
4	1	21:51.135	...	34.038	1:03.477		30:15.433								
5	1	2:18.441	41.358	33.456	1:03.627	222.2	32:33.874								
6	1	2:15.114	40.380	33.226	1:01.508	225.9	34:48.988								
7	1	2:14.998	39.904	33.633	1:01.461	227.8	37:03.986								
8	1	2:25.105 B	41.126	33.997	1:09.982	221.3	39:29.091								
9	1	2:49.883	1:15.081	33.524	1:01.278		42:18.974								
10	1	2:32.279	39.610	33.100	1:19.569	231.3	44:51.253								
11	1	2:15.825	41.586	33.406	1:00.833	231.3	47:07.078								
12	1	2:14.019	39.582	33.268	1:01.169	230.3	49:21.097								
13	1	2:13.617	39.107	33.173	1:01.337	230.3	51:34.714								
14	1	3:22.175 B	50.852	54.783	1:36.540	188.5	54:56.889								

176		LOLA T 298 1978													
1. Franck JULIEN		P-2L													
2. Guillaume GAGNARD															
1	1	5:01.283					5:01.283								
2	1	2:18.562					7:19.845								
3	1	4:15.579 B					11:35.424								
4	2	15:25.537 B	...	36.818	1:16.407		27:00.961								