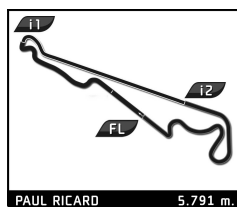


ENDURANCE RACING LEGENDS DIX MILLE TOURS QUALIFYING 1

Sector Analysis

Lap D							Lap D											
Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Personal Best	Session Best	B Crossing the finish line in pit lane				
1 Riley & Scott MK III C 2002 1.Emmanuel BRIGAND LMP1B							7 1 2:21.740 44.928 34.495 1:02.317 225.5 18:46.113											
1 1	3:25.119	1:49.766		117.6	3:25.119	8 1	5:37.438	40.376	49.128	4:07.934	225.9	24:23.551						
2 1	2:02.790	37.500	31.229	54.061	5:27.909	9 1	2:33.454	57.644	34.318	1:01.492	115.4	26:57.005						
3 1	2:00.426			251.7	7:28.335	10 1	2:15.081	40.069	33.986	1:01.026	226.9	29:12.086						
4 1	2:00.312	36.475		255.9	9:28.647	11 1	2:14.567	39.965	33.767	1:00.835	226.9	31:26.653						
5 1	2:01.948			254.7	11:30.595	12 1	2:15.284	40.246	33.772	1:01.266	225.0	33:41.937						
6 1	2:01.787			255.3	13:32.382								13 Courage C60 2002 1.Peter Van HOEPEN LMP1B					
7 1	2:00.526			254.1	15:32.908	1 1	3:52.980	2:19.219	33.310	1:00.451	131.7	3:52.980						
8 1	1:58.913		53.329	254.7	17:31.821	2 1	2:11.444	41.642	32.183	57.619	201.9	6:04.424						
9 1	2:17.932			251.2	19:49.753	3 1	2:04.752	37.839	32.014	54.899	226.4	8:09.176						
10 1	3:13.166	B	1:35.410	139.5	23:02.919	4 1	2:07.028	35.742	31.209	1:00.077	260.2	10:16.204						
11 1	3:07.861		52.882	116.9	26:10.780	5 1	2:03.336	36.149	30.036	57.151	255.9	12:19.540						
12 1	1:57.483		52.789	254.7	28:08.263	6 1	2:02.677	36.942	29.914	55.821	230.8	14:22.217						
13 1	1:56.785			254.1	30:05.048	7 1	2:04.385	37.818	30.623	55.944	232.3	16:26.602						
14 1	1:57.364			255.3	32:02.412	8 1	2:04.820	37.962	30.374	56.484	247.7	18:31.422						
15 1	1:58.380		52.463	255.3	34:00.792	9 1	2:37.420	B	36.510	37.228	1:23.682	257.1	21:08.842					
3 Audi R8 LMP 2002 1.Erik MARIS LMP1B							10 1	4:17.028	2:50.196	30.778	56.054	130.8	25:25.870					
1 1	3:56.468	2:24.386	31.463	1:00.619	115.6	3:56.468	11 1	1:59.753	35.349	29.722	54.682	262.1	27:25.623					
2 1	2:09.293	39.565	32.949	56.779	240.5	6:05.761	12 1	2:02.376	37.102	30.473	54.801	235.3	29:27.999					
3 1	2:04.326	37.539	31.333	55.454	243.2	8:10.087	13 1	2:00.798	35.923	30.099	54.776	257.8	31:28.797					
4 1	2:00.062	35.816	29.590	54.656	254.1	10:10.149	14 1	2:07.382	38.968	32.206	56.208	235.8	33:36.179					
5 1	1:58.241	35.635	29.519	53.087	246.0	12:08.390	15 1	2:04.725	38.031	30.790	55.904	250.6	35:40.904					
6 1	2:19.435	B	39.376	31.050	1:09.009	223.6	14:27.825								14 Riley & Scott MK III C 2003 1.Xavier MICHERON LMP1B			
7 1	6:09.199	B	4:14.062	29.997	1:25.140	130.3	20:37.024	1 1	3:35.251	2:06.699	30.168	58.384	121.8	3:35.251				
8 1	4:50.107	3:23.804	30.535	55.768	118.7	25:27.131	2 1	1:59.609	36.220	28.920	54.469	265.4	5:34.860					
9 1	1:58.307		54.114	251.2	27:25.438	3 1	1:57.973	35.120	28.641	54.212	266.7	7:32.833						
10 1	1:56.018		51.998	252.3	29:21.456	4 1	2:00.425	36.359	30.611	53.455	270.0	9:33.258						
11 1	2:23.715	B	1:08.029	200.4	31:45.171	5 1	1:58.786	34.961	29.514	54.311	266.7	11:32.044						
8 Aston Martin DBR9 2006 1.Franz WUNDERLICH GT1B							6 1	2:01.604	35.795	28.673	57.136	266.7	13:33.648					
1 1	2:45.727	1:07.410	35.997	1:02.320	104.1	2:45.727	7 1	1:58.566	36.036	28.887	53.643	266.0	15:32.214					
2 1	2:05.802	37.284	31.836	56.682	247.7	4:51.529	8 1	2:01.252	35.965	29.077	56.210	264.1	17:33.466					
3 1	2:04.272	35.959	31.278	57.035	248.3	6:55.801								16 Aston Martin V8 Vantage GT2 2010 1.Pierre-Alain FRANCE GT2C 2.Erwin FRANCE				
4 1	2:02.684	36.215	30.591	55.878	239.5	8:58.485	1 1	4:43.998	2:57.843	42.695	1:03.460	61.2	4:43.998					
5 1	3:32.879	B	37.016	31.195	2:24.668	232.3	12:31.364	2 1	2:13.165	40.197	32.945	1:00.023	228.3	6:57.163				
6 1	2:19.912	52.203	31.704	56.005	117.3	14:51.276	3 1	2:08.523	37.808	32.665	58.050	232.3	9:05.686					
7 1	2:02.818	36.656	30.520	55.642	254.1	16:54.094	4 1	2:07.224	37.477	32.175	57.572	232.8	11:12.910					
8 1	2:04.719	36.714	31.150	56.855	246.6	18:58.813	5 1	2:19.451	B	38.435	32.948	1:08.068	218.6	13:32.361				
9 1	4:21.871	B	39.455	46.096	2:56.320	232.3	23:20.684	6 2	6:45.640	B	4:55.400	32.639	1:17.601	94.1	20:18.001			
10 1	2:25.550	57.355	31.741	56.454	108.8	25:46.234	7 2	5:20.144	3:49.706	32.877	57.561	106.6	25:38.145					
11 1	2:01.623	35.672	30.652	55.299	252.9	27:47.857	8 2	2:07.163	37.404	32.087	57.672	231.8	27:45.308					
12 1	2:06.912	37.504	31.912	57.496	236.8	29:54.769	9 2	2:18.709	38.280	37.190	1:03.239	230.3	30:04.017					
13 1	2:02.284	35.720	30.724	55.840	250.6	31:57.053	10 2	2:06.343	37.344	32.074	56.925	233.3	32:10.360					
							11 2	2:24.702	42.060	40.915	1:01.727	225.9	34:35.062					
12 Porsche 993 GT2 1996 1.Henrique GEMPERLE GT2A 2.Marc de SIEBENTHAL														18 Porsche 993 GT2 Bi-turbo 1996 1.Heiko OSTMANN GT2A				
1 1	2:41.707	56.345	39.702	1:05.660	89.1	2:41.707	1 1	2:55.883	1:01.807	44.632	1:09.444	97.6	2:55.883					
2 1	2:17.925	42.408	34.151	1:01.366	205.7	4:59.632	2 1	2:21.702	41.546	35.705	1:04.451	215.1	5:17.585					
3 1	2:13.909	41.209	33.515	59.185	224.1	7:13.541	3 1	2:18.758	40.886	34.283	1:03.589	221.3	7:36.343					
4 1	2:11.163	38.923	33.165	59.075	226.4	9:24.704	4 1	6:35.580	B	40.032	34.375	5:21.173	228.3	14:11.923				
5 1	4:17.452	B	39.978	37.246	3:00.228	228.3	13:42.156	5 1	2:48.529	1:04.202	37.632	1:06.695	108.0	17:00.452				
6 1	2:42.217	1:03.271	35.435	1:03.511	108.1	16:24.373												



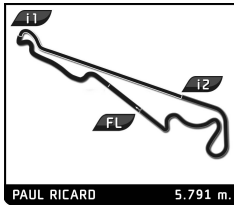
ENDURANCE RACING LEGENDS

DIX MILLE TOURS

QUALIFYING 1

Sector Analysis

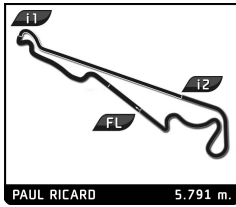
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
6	1	2:14.486	39.963	33.703	1:00.820	222.7	19:14.938	10	1	2:06.728	37.507	32.149	57.072	231.3	28:46.826
19	Panoz LMP 01 2001 1.Gabriele TARQUINI LMP1B							11	1	2:08.439	38.732	32.080	57.627	220.0	30:55.265
1	1	17:41.577	...	37.168	1:01.945	93.4	17:41.577	12	1	2:07.158	38.173	31.951	57.034	230.3	33:02.423
2	1	2:25.715	B 38.618	30.977	1:16.120	220.9	20:07.292	13	1	2:06.560	37.352	32.095	57.113	233.3	35:08.983
3	1	5:40.669	4:10.300	32.844	57.525	114.6	25:47.961	33	Ferrari 333 SP 1999 1.Michel LECOURT LMP1A 2.Raymond NARAC						
4	1	2:00.338	35.452	29.763	55.123	262.1	27:48.299	1	2	5:33.279	B 56.882	37.169	3:59.228	108.1	5:33.279
5	1	1:58.460	35.525	29.897	53.038	262.8	29:46.759	2	2	2:33.145	1:04.360	35.591	53.194	114.3	8:06.424
6	1	1:58.097	35.087	29.427	53.583	262.1	31:44.856	3	2	1:57.611	34.809	29.388	53.414	254.1	10:04.035
7	1	2:14.134	B 34.723	30.446	1:08.965	260.2	33:58.990	4	2	1:54.984	33.943	28.898	52.143	263.4	11:59.019
22	Porsche 993 GT2 Evo 1999 1.Sebastian GLASER GT2A							5	2	1:53.134	33.379	28.716	51.039	260.9	13:52.153
1	1	8:19.585	6:24.803	47.067	1:07.715	87.5	8:19.585	6	2	5:04.129	B 57.706	34.875	3:31.548	265.4	18:56.282
2	1	2:08.860	38.047	32.507	58.306	229.3	10:28.445	7	1	6:25.732	5:00.528	30.763	54.441	97.0	25:22.014
3	1	2:04.954	36.928	31.525	56.501	242.7	12:33.399	8	1	1:58.216	35.157	29.622	53.437	258.4	27:20.230
4	1	2:04.756	36.643	31.622	56.491	242.2	14:38.155	9	1	1:57.006	34.820	29.556	52.630	259.0	29:17.236
23	Aston Martin V8 Vantage GT2 2007 1.Paul WHIGHT GT2C 2.Gabriele TARQUINI							10	1	2:00.545	35.276	31.350	53.919	260.9	31:17.781
1	1	5:01.404					5:01.404	11	1	1:59.468	34.922	29.487	55.059	262.8	33:17.249
2	1	2:15.093					7:16.497	12	1	2:00.057	35.710	29.725	54.622	260.2	35:17.306
3	1	2:05.759					9:22.256	34	Courage C60 2002 1.David HART LMP1B						
4	1	6:26.142					15:48.398	1	1	3:33.609	2:07.079	30.461	56.069	151.5	3:33.609
5	1	2:07.810					17:56.208	2	1	1:59.255	35.357	29.533	54.365	245.5	5:32.864
6	1	7:54.824					25:51.032	3	1	1:59.119	35.190	29.331	54.598	268.0	7:31.983
7	1	2:04.435					27:55.467	4	1	1:58.999	36.261	29.455	53.283	260.9	9:30.982
8	1	2:05.043					30:00.510	5	1	1:58.963	35.386	29.766	53.811	262.8	11:29.945
9	1	2:05.430					32:05.940	6	1	2:01.508	35.374	29.358	56.776	268.0	13:31.453
30	Porsche 996 GT3-R 2000 1.Lee MAXTED-PAGE GT2B							35	Porsche 993 GT2 Evo 1999 1.Paul MCLEAN GT2A						
1	1	3:20.712	1:36.789	37.446	1:06.477	103.0	3:20.712	1	1	2:58.701	1:17.651	36.948	1:04.102	121.3	2:58.701
2	1	2:21.475	41.576	35.536	1:04.363	182.7	5:42.187	2	1	2:13.403	40.010	33.622	59.771	239.5	5:12.104
3	1	2:14.196	39.624	33.487	1:01.085	217.7	7:56.383	3	1	2:11.164	38.552	31.981	1:00.631	244.3	7:23.268
4	1	2:13.931	39.483	33.379	1:01.069	209.3	10:10.314	4	1	2:10.202	38.753	31.692	59.757	241.6	9:33.470
5	1	2:32.619	B 42.267	36.825	1:13.527	198.5	12:42.933	5	1	2:08.907	38.301	31.562	59.044	244.3	11:42.377
6	1	4:41.341	3:05.014	35.073	1:01.254	126.5	17:24.274	6	1	2:08.879	38.242	31.757	58.880	245.5	13:51.256
7	1	2:24.320	B 38.703	33.278	1:12.339	226.9	19:48.594	7	1	2:33.500	B 42.429	36.088	1:14.983	245.5	16:24.756
8	1	5:44.909	4:09.066	34.958	1:00.885	101.2	25:33.503	8	1	4:40.319	B 2:37.419	41.127	1:21.773	119.9	21:05.075
9	1	2:11.801	39.196	33.257	59.348	227.4	27:45.304	39	Lola B05/40 2005 1.Pierre-Loup BOCH LMP2B						
10	1	2:12.806	39.517	33.700	59.589	221.3	29:58.110	1	1	4:00.701	2:19.478	35.061	1:06.162	120.9	4:00.701
11	1	2:11.424	38.607	32.897	59.920	225.5	32:09.534	2	1	2:09.235	39.265	31.467	58.503	226.9	6:09.936
12	1	2:09.747	38.174	32.958	58.615	228.3	34:19.281	3	1	2:05.624	37.090	30.869	57.665	250.0	8:15.560
32	Courage C65 2005 1.Lionel BOCH LMP2B							4	1	2:06.059	36.747	30.967	58.345	249.4	10:21.619
1	1	4:38.439	2:44.733	43.154	1:10.552	83.7	4:38.439	5	1	2:04.696	37.691	31.152	55.853	242.2	12:26.315
2	1	2:20.960	42.217	34.580	1:04.163	208.1	6:59.399	6	1	2:04.214	36.886	30.876	56.452	246.6	14:30.529
3	1	2:13.491	39.998	32.817	1:00.676	223.6	9:12.890	7	1	2:02.702	36.630	30.644	55.428	241.1	16:33.231
4	1	2:12.575	39.608	32.850	1:00.117	234.3	11:25.465	8	1	2:18.799	B 38.827	31.113	1:08.859	252.9	18:52.030
5	1	2:09.956	38.670	32.415	58.871	228.8	13:35.421	9	1	7:41.121	6:14.424	31.222	55.475	131.1	26:33.151
6	1	2:10.000	38.085	32.089	59.826	232.3	15:45.421	10	1	2:03.009	36.356	31.552	55.101	247.1	28:36.160
7	1	2:10.024	38.695	32.666	58.663	234.3	17:55.445	11	1	2:04.250	37.059	31.335	55.856	252.3	30:40.410
8	1	2:33.170	B 38.036	32.124	1:23.010	229.3	20:28.615	12	1	2:01.555	36.449	30.271	54.835	250.6	32:41.965
9	1	6:11.483	4:39.801	32.684	58.998	125.9	26:40.098	13	1	2:00.788	36.013	30.097	54.678	247.1	34:42.753



ENDURANCE RACING LEGENDS
DIX MILLE TOURS
QUALIFYING 1

Sector Analysis

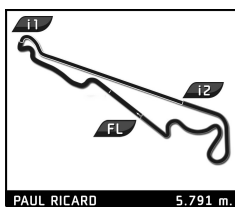
							■ Personal Best ■ Session Best B Crossing the finish line in pit lane																																																																																																																																				
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed																																																																																																																												
40 Ford GT1 2010 1.Philippe SCEMAMA GT1B							<table border="1"> <tr><td>7</td><td>1</td><td>3:02.715</td><td>B</td><td>42.490</td><td>49.392</td><td>1:30.833</td><td>215.1</td><td>22:04.791</td></tr> <tr><td>8</td><td>1</td><td>4:43.400</td><td></td><td>3:07.755</td><td>33.405</td><td>1:02.240</td><td>118.8</td><td>26:48.191</td></tr> <tr><td>9</td><td>1</td><td>2:15.436</td><td></td><td>40.457</td><td>32.900</td><td>1:02.079</td><td>216.9</td><td>29:03.627</td></tr> <tr><td>10</td><td>1</td><td>2:15.124</td><td></td><td>40.170</td><td>33.031</td><td>1:01.923</td><td>225.0</td><td>31:18.751</td></tr> <tr><td>11</td><td>1</td><td>2:15.238</td><td></td><td>39.926</td><td>33.061</td><td>1:02.251</td><td>222.2</td><td>33:33.989</td></tr> <tr><td>12</td><td>1</td><td>2:16.793</td><td></td><td>41.536</td><td>32.959</td><td>1:02.298</td><td>217.7</td><td>35:50.782</td></tr> </table>							7	1	3:02.715	B	42.490	49.392	1:30.833	215.1	22:04.791	8	1	4:43.400		3:07.755	33.405	1:02.240	118.8	26:48.191	9	1	2:15.436		40.457	32.900	1:02.079	216.9	29:03.627	10	1	2:15.124		40.170	33.031	1:01.923	225.0	31:18.751	11	1	2:15.238		39.926	33.061	1:02.251	222.2	33:33.989	12	1	2:16.793		41.536	32.959	1:02.298	217.7	35:50.782																																																																								
7	1	3:02.715	B	42.490	49.392	1:30.833	215.1	22:04.791																																																																																																																																			
8	1	4:43.400		3:07.755	33.405	1:02.240	118.8	26:48.191																																																																																																																																			
9	1	2:15.436		40.457	32.900	1:02.079	216.9	29:03.627																																																																																																																																			
10	1	2:15.124		40.170	33.031	1:01.923	225.0	31:18.751																																																																																																																																			
11	1	2:15.238		39.926	33.061	1:02.251	222.2	33:33.989																																																																																																																																			
12	1	2:16.793		41.536	32.959	1:02.298	217.7	35:50.782																																																																																																																																			
41 Venturi 400 Trophy 1992 1.Jean-Pierre JARIER 2.Stéphane ORTELLI INV							<table border="1"> <tr><td>1</td><td>1</td><td>2:42.223</td><td></td><td>58.028</td><td>40.962</td><td>1:03.233</td><td>100.4</td><td>2:42.223</td></tr> <tr><td>2</td><td>1</td><td>2:14.600</td><td></td><td>40.091</td><td>33.737</td><td>1:00.772</td><td>211.4</td><td>4:56.823</td></tr> <tr><td>3</td><td>1</td><td>3:28.154</td><td>B</td><td>38.196</td><td>32.271</td><td>2:17.687</td><td>229.8</td><td>8:24.977</td></tr> <tr><td>4</td><td>1</td><td>2:29.990</td><td></td><td>56.927</td><td>32.338</td><td>1:00.725</td><td>128.9</td><td>10:54.967</td></tr> <tr><td>5</td><td>1</td><td>2:10.144</td><td></td><td>38.577</td><td>32.652</td><td>58.915</td><td>225.5</td><td>13:05.111</td></tr> <tr><td>6</td><td>1</td><td>2:04.504</td><td></td><td>36.777</td><td>31.566</td><td>56.161</td><td>239.5</td><td>15:09.615</td></tr> <tr><td>7</td><td>1</td><td>2:05.880</td><td></td><td>37.199</td><td>31.762</td><td>56.919</td><td>240.0</td><td>17:15.495</td></tr> <tr><td>8</td><td>1</td><td>2:05.478</td><td></td><td>36.987</td><td>31.852</td><td>56.639</td><td>242.2</td><td>19:20.973</td></tr> <tr><td>9</td><td>1</td><td>4:03.761</td><td>B</td><td>46.055</td><td>54.013</td><td>2:23.693</td><td>184.0</td><td>23:24.734</td></tr> <tr><td>10</td><td>1</td><td>2:25.197</td><td></td><td>55.329</td><td>32.457</td><td>57.411</td><td>129.5</td><td>25:49.931</td></tr> <tr><td>11</td><td>1</td><td>2:04.537</td><td></td><td>36.654</td><td>31.923</td><td>55.960</td><td>239.5</td><td>27:54.468</td></tr> <tr><td>12</td><td>1</td><td>2:03.631</td><td></td><td>36.374</td><td>31.158</td><td>56.099</td><td>240.5</td><td>29:58.099</td></tr> <tr><td>13</td><td>1</td><td>2:03.683</td><td></td><td>36.614</td><td>31.342</td><td>55.727</td><td>241.6</td><td>32:01.782</td></tr> <tr><td>14</td><td>1</td><td>2:05.396</td><td></td><td>37.153</td><td>31.845</td><td>56.398</td><td>240.0</td><td>34:07.178</td></tr> </table>							1	1	2:42.223		58.028	40.962	1:03.233	100.4	2:42.223	2	1	2:14.600		40.091	33.737	1:00.772	211.4	4:56.823	3	1	3:28.154	B	38.196	32.271	2:17.687	229.8	8:24.977	4	1	2:29.990		56.927	32.338	1:00.725	128.9	10:54.967	5	1	2:10.144		38.577	32.652	58.915	225.5	13:05.111	6	1	2:04.504		36.777	31.566	56.161	239.5	15:09.615	7	1	2:05.880		37.199	31.762	56.919	240.0	17:15.495	8	1	2:05.478		36.987	31.852	56.639	242.2	19:20.973	9	1	4:03.761	B	46.055	54.013	2:23.693	184.0	23:24.734	10	1	2:25.197		55.329	32.457	57.411	129.5	25:49.931	11	1	2:04.537		36.654	31.923	55.960	239.5	27:54.468	12	1	2:03.631		36.374	31.158	56.099	240.5	29:58.099	13	1	2:03.683		36.614	31.342	55.727	241.6	32:01.782	14	1	2:05.396		37.153	31.845	56.398	240.0	34:07.178
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45 Lucchini SR2 2002 1.Gianluigi CANDIANI 2.Frédéric ROUVIER LMP2B							<table border="1"> <tr><td>1</td><td>1</td><td>3:20.465</td><td></td><td>1:30.847</td><td>39.137</td><td>1:10.481</td><td>106.3</td><td>3:20.465</td></tr> <tr><td>2</td><td>1</td><td>2:34.462</td><td></td><td>45.267</td><td>38.805</td><td>1:10.390</td><td>175.9</td><td>5:54.927</td></tr> <tr><td>3</td><td>1</td><td>2:33.085</td><td></td><td>45.821</td><td>39.409</td><td>1:07.855</td><td>180.0</td><td>8:28.012</td></tr> <tr><td>4</td><td>1</td><td>2:34.956</td><td></td><td>45.415</td><td>39.107</td><td>1:10.434</td><td>185.2</td><td>11:02.968</td></tr> <tr><td>5</td><td>1</td><td>4:28.271</td><td>B</td><td>46.407</td><td>38.106</td><td>3:03.758</td><td>175.0</td><td>15:31.239</td></tr> <tr><td>6</td><td>1</td><td>2:42.486</td><td></td><td>1:01.251</td><td>36.900</td><td>1:04.335</td><td>104.4</td><td>18:13.725</td></tr> <tr><td>7</td><td>1</td><td>5:19.064</td><td>B</td><td>42.437</td><td>38.823</td><td>3:57.804</td><td>201.5</td><td>23:32.789</td></tr> <tr><td>8</td><td>1</td><td>2:38.498</td><td></td><td>59.154</td><td>36.744</td><td>1:02.600</td><td>117.0</td><td>26:11.287</td></tr> <tr><td>9</td><td>1</td><td>2:18.431</td><td></td><td>41.101</td><td>35.944</td><td>1:01.386</td><td>201.5</td><td>28:29.718</td></tr> <tr><td>10</td><td>1</td><td>2:17.500</td><td></td><td>40.577</td><td>35.819</td><td>1:01.104</td><td>203.0</td><td>30:47.218</td></tr> <tr><td>11</td><td>1</td><td>2:18.064</td><td></td><td>40.417</td><td>36.015</td><td>1:01.632</td><td>203.0</td><td>33:05.282</td></tr> <tr><td>12</td><td>1</td><td>2:18.666</td><td></td><td>39.975</td><td>35.677</td><td>1:03.014</td><td>203.0</td><td>35:23.948</td></tr> </table>							1	1	3:20.465		1:30.847	39.137	1:10.481	106.3	3:20.465	2	1	2:34.462		45.267	38.805	1:10.390	175.9	5:54.927	3	1	2:33.085		45.821	39.409	1:07.855	180.0	8:28.012	4	1	2:34.956		45.415	39.107	1:10.434	185.2	11:02.968	5	1	4:28.271	B	46.407	38.106	3:03.758	175.0	15:31.239	6	1	2:42.486		1:01.251	36.900	1:04.335	104.4	18:13.725	7	1	5:19.064	B	42.437	38.823	3:57.804	201.5	23:32.789	8	1	2:38.498		59.154	36.744	1:02.600	117.0	26:11.287	9	1	2:18.431		41.101	35.944	1:01.386	201.5	28:29.718	10	1	2:17.500		40.577	35.819	1:01.104	203.0	30:47.218	11	1	2:18.064		40.417	36.015	1:01.632	203.0	33:05.282	12	1	2:18.666		39.975	35.677	1:03.014	203.0	35:23.948																		
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53 Aston Martin DBR9 2006 1.Richard MEINS GT1B							<table border="1"> <tr><td>1</td><td>1</td><td>2:27.618</td><td></td><td>52.171</td><td>32.505</td><td>1:02.942</td><td>109.9</td><td>2:27.618</td></tr> <tr><td>2</td><td>1</td><td>2:05.921</td><td></td><td>37.902</td><td>30.831</td><td>57.188</td><td>242.2</td><td>4:33.539</td></tr> <tr><td>3</td><td>1</td><td>2:02.917</td><td></td><td>35.961</td><td>30.224</td><td>56.732</td><td>258.4</td><td>6:36.456</td></tr> <tr><td>4</td><td>1</td><td>2:02.488</td><td></td><td>36.299</td><td>29.864</td><td>56.325</td><td>260.9</td><td>8:38.944</td></tr> <tr><td>5</td><td>1</td><td>3:48.556</td><td>B</td><td>37.459</td><td>31.800</td><td>2:39.297</td><td>251.7</td><td>12:27.500</td></tr> <tr><td>6</td><td>1</td><td>2:22.715</td><td></td><td>55.508</td><td>31.357</td><td>55.850</td><td>108.3</td><td>14:50.215</td></tr> <tr><td>7</td><td>1</td><td>2:03.176</td><td></td><td>36.586</td><td>30.366</td><td>56.224</td><td>255.3</td><td>16:53.391</td></tr> <tr><td>8</td><td>1</td><td>2:05.108</td><td></td><td>36.290</td><td>31.449</td><td>57.369</td><td>259.6</td><td>18:58.499</td></tr> <tr><td>9</td><td>1</td><td>4:13.601</td><td>B</td><td>38.728</td><td>42.987</td><td>2:51.886</td><td>250.6</td><td>23:12.100</td></tr> <tr><td>10</td><td>1</td><td>2:32.564</td><td></td><td>59.467</td><td>31.503</td><td>1:01.594</td><td>126.0</td><td>25:44.664</td></tr> <tr><td>11</td><td>1</td><td>2:00.385</td><td></td><td>35.561</td><td>29.817</td><td>55.007</td><td>259.6</td><td>27:45.049</td></tr> <tr><td>12</td><td>1</td><td>2:00.044</td><td></td><td>35.301</td><td>29.775</td><td>54.968</td><td>259.0</td><td>29:45.093</td></tr> <tr><td>13</td><td>1</td><td>2:00.902</td><td></td><td>35.372</td><td>29.878</td><td>55.652</td><td>255.9</td><td>31:45.995</td></tr> <tr><td>14</td><td>1</td><td>2:01.245</td><td></td><td>35.425</td><td>30.027</td><td>55.793</td><td>260.9</td><td>33:47.240</td></tr> </table>							1	1	2:27.618		52.171	32.505	1:02.942	109.9	2:27.618	2	1	2:05.921		37.902	30.831	57.188	242.2	4:33.539	3	1	2:02.917		35.961	30.224	56.732	258.4	6:36.456	4	1	2:02.488		36.299	29.864	56.325	260.9	8:38.944	5	1	3:48.556	B	37.459	31.800	2:39.297	251.7	12:27.500	6	1	2:22.715		55.508	31.357	55.850	108.3	14:50.215	7	1	2:03.176		36.586	30.366	56.224	255.3	16:53.391	8	1	2:05.108		36.290	31.449	57.369	259.6	18:58.499	9	1	4:13.601	B	38.728	42.987	2:51.886	250.6	23:12.100	10	1	2:32.564		59.467	31.503	1:01.594	126.0	25:44.664	11	1	2:00.385		35.561	29.817	55.007	259.6	27:45.049	12	1	2:00.044		35.301	29.775	54.968	259.0	29:45.093	13	1	2:00.902		35.372	29.878	55.652	255.9	31:45.995	14	1	2:01.245		35.425	30.027	55.793	260.9	33:47.240
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54 Panoz Esperanto GTR1 1997 1.Olivier GALANT GT1A							<table border="1"> <tr><td>1</td><td>1</td><td>5:52.040</td><td></td><td>4:18.830</td><td>32.996</td><td>1:00.214</td><td>98.0</td><td>5:52.040</td></tr> <tr><td>2</td><td>1</td><td>5:50.639</td><td>B</td><td>37.569</td><td>30.524</td><td>4:42.546</td><td>237.9</td><td>11:42.679</td></tr> <tr><td>3</td><td>1</td><td>2:28.985</td><td></td><td>1:04.039</td><td>30.616</td><td>54.330</td><td>102.7</td><td>14:11.664</td></tr> <tr><td>4</td><td>1</td><td>2:01.025</td><td></td><td>37.324</td><td>29.927</td><td>53.774</td><td>264.1</td><td>16:12.689</td></tr> <tr><td>5</td><td>1</td><td>1:59.404</td><td></td><td>36.105</td><td>30.179</td><td>53.120</td><td>264.1</td><td>18:12.093</td></tr> <tr><td>6</td><td>1</td><td>5:32.595</td><td>B</td><td>35.203</td><td>32.349</td><td>4:25.043</td><td>264.7</td><td>23:44.688</td></tr> <tr><td>7</td><td>1</td><td>2:25.190</td><td></td><td>1:01.440</td><td>29.900</td><td>53.850</td><td>105.8</td><td>26:09.878</td></tr> <tr><td>8</td><td>1</td><td>3:38.923</td><td>B</td><td>43.435</td><td>38.177</td><td>2:17.311</td><td>264.1</td><td>29:48.801</td></tr> <tr><td>9</td><td>1</td><td>2:24.373</td><td></td><td>1:00.378</td><td>29.792</td><td>54.203</td><td>122.7</td><td>32:13.174</td></tr> <tr><td>10</td><td>1</td><td>1:58.590</td><td></td><td>35.101</td><td>30.325</td><td>53.164</td><td>266.0</td><td>34:11.764</td></tr> </table>							1	1	5:52.040		4:18.830	32.996	1:00.214	98.0	5:52.040	2	1	5:50.639	B	37.569	30.524	4:42.546	237.9	11:42.679	3	1	2:28.985		1:04.039	30.616	54.330	102.7	14:11.664	4	1	2:01.025		37.324	29.927	53.774	264.1	16:12.689	5	1	1:59.404		36.105	30.179	53.120	264.1	18:12.093	6	1	5:32.595	B	35.203	32.349	4:25.043	264.7	23:44.688	7	1	2:25.190		1:01.440	29.900	53.850	105.8	26:09.878	8	1	3:38.923	B	43.435	38.177	2:17.311	264.1	29:48.801	9	1	2:24.373		1:00.378	29.792	54.203	122.7	32:13.174	10	1	1:58.590		35.101	30.325	53.164	266.0	34:11.764																																				
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4	1	2:01.025		37.324	29.927	53.774	264.1	16:12.689																																																																																																																																			
5	1	1:59.404		36.105	30.179	53.120	264.1	18:12.093																																																																																																																																			
6	1	5:32.595	B	35.203	32.349	4:25.043	264.7	23:44.688																																																																																																																																			
7	1	2:25.190		1:01.440	29.900	53.850	105.8	26:09.878																																																																																																																																			
8	1	3:38.923	B	43.435	38.177	2:17.311	264.1	29:48.801																																																																																																																																			
9	1	2:24.373		1:00.378	29.792	54.203	122.7	32:13.174																																																																																																																																			
10	1	1:58.590		35.101	30.325	53.164	266.0	34:11.764																																																																																																																																			
55 Ferrari 458 GTE 2011 1.Xavier GALANT INV							<table border="1"> <tr><td>1</td><td>1</td><td>4:44.875</td><td></td><td>2:47.524</td><td>49.526</td><td>1:07.825</td><td>83.4</td><td>4:44.875</td></tr> <tr><td>2</td><td>1</td><td>2:16.829</td><td></td><td>41.524</td><td>33.523</td><td>1:01.782</td><td>208.1</td><td>7:01.704</td></tr> <tr><td>3</td><td>1</td><td>2:11.915</td><td></td><td>39.682</td><td>32.306</td><td>59.927</td><td>241.6</td><td>9:13.619</td></tr> <tr><td>4</td><td>1</td><td>2:09.750</td><td></td><td>39.284</td><td>32.129</td><td>58.337</td><td>237.9</td><td>11:23.369</td></tr> <tr><td>5</td><td>1</td><td>3:13.961</td><td>B</td><td>37.778</td><td>31.759</td><td>2:04.424</td><td>247.1</td><td>14:37.330</td></tr> <tr><td>6</td><td>1</td><td>2:31.895</td><td></td><td>1:00.437</td><td>33.230</td><td>58.228</td><td>97.7</td><td>17:09.225</td></tr> <tr><td>7</td><td>1</td><td>2:07.273</td><td></td><td>37.714</td><td>31.758</td><td>57.801</td><td>246.6</td><td>19:16.498</td></tr> <tr><td>8</td><td>1</td><td>4:34.565</td><td>B</td><td>48.526</td><td>53.728</td><td>2:52.311</td><td>206.1</td><td>23:51.063</td></tr> <tr><td>9</td><td>1</td><td>2:33.476</td><td></td><td>1:03.156</td><td>31.494</td><td>58.826</td><td>130.3</td><td>26:24.539</td></tr> <tr><td>10</td><td>1</td><td>2:07.551</td><td></td><td>37.151</td><td>31.847</td><td>58.553</td><td>248.3</td><td>28:32.090</td></tr> <tr><td>11</td><td>1</td><td>2:08.141</td><td></td><td>38.860</td><td>32.245</td><td>57.036</td><td>242.7</td><td>30:40.231</td></tr> <tr><td>12</td><td>1</td><td>2:06.404</td><td></td><td>38.267</td><td>31.583</td><td>56.554</td><td>247.7</td><td>32:46.635</td></tr> <tr><td>13</td><td>1</td><td>2:04.610</td><td></td><td>37.050</td><td>31.284</td><td>56.276</td><td>248.3</td><td>34:51.245</td></tr> </table>							1	1	4:44.875		2:47.524	49.526	1:07.825	83.4	4:44.875	2	1	2:16.829		41.524	33.523	1:01.782	208.1	7:01.704	3	1	2:11.915		39.682	32.306	59.927	241.6	9:13.619	4	1	2:09.750		39.284	32.129	58.337	237.9	11:23.369	5	1	3:13.961	B	37.778	31.759	2:04.424	247.1	14:37.330	6	1	2:31.895		1:00.437	33.230	58.228	97.7	17:09.225	7	1	2:07.273		37.714	31.758	57.801	246.6	19:16.498	8	1	4:34.565	B	48.526	53.728	2:52.311	206.1	23:51.063	9	1	2:33.476		1:03.156	31.494	58.826	130.3	26:24.539	10	1	2:07.551		37.151	31.847	58.553	248.3	28:32.090	11	1	2:08.141		38.860	32.245	57.036	242.7	30:40.231	12	1	2:06.404		38.267	31.583	56.554	247.7	32:46.635	13	1	2:04.610		37.050	31.284	56.276	248.3	34:51.245									
1	1	4:44.875		2:47.524	49.526	1:07.825	83.4	4:44.875																																																																																																																																			
2	1	2:16.829		41.524	33.523	1:01.782	208.1	7:01.704																																																																																																																																			
3	1	2:11.915		39.682	32.306	59.927	241.6	9:13.619																																																																																																																																			
4	1	2:09.750		39.284	32.129	58.337	237.9	11:23.369																																																																																																																																			
5	1	3:13.961	B	37.778	31.759	2:04.424	247.1	14:37.330																																																																																																																																			
6	1	2:31.895		1:00.437	33.230	58.228	97.7	17:09.225																																																																																																																																			
7	1	2:07.273		37.714	31.758	57.801	246.6	19:16.498																																																																																																																																			
8	1	4:34.565	B	48.526	53.728	2:52.311	206.1	23:51.063																																																																																																																																			
9	1	2:33.476		1:03.156	31.494	58.826	130.3	26:24.539																																																																																																																																			
10	1	2:07.551		37.151	31.847	58.553	248.3	28:32.090																																																																																																																																			
11	1	2:08.141		38.860	32.245	57.036	242.7	30:40.231																																																																																																																																			
12	1	2:06.404		38.267	31.583	56.554	247.7	32:46.635																																																																																																																																			
13	1	2:04.610		37.050	31.284	56.276	248.3	34:51.245																																																																																																																																			
59 Porsche 993 GT2 Evo 1999 1.Rémi TERRAIL 2.Jürg AEBERHARD GT2A							<table border="1"> <tr><td>1</td><td>1</td><td>3:28.838</td><td></td><td>1:45.350</td><td>43.043</td><td>1:00.445</td><td>90.2</td><td>3:28.838</td></tr> <tr><td>2</td><td>1</td><td>2:09.517</td><td></td><td>38.579</td><td>32.972</td><td>57.966</td><td>232.3</td><td>5:38.355</td></tr> </table>							1	1	3:28.838		1:45.350	43.043	1:00.445	90.2	3:28.838	2	1	2:09.517		38.579	32.972	57.966	232.3	5:38.355																																																																																																												
1	1	3:28.838		1:45.350	43.043	1:00.445	90.2	3:28.838																																																																																																																																			
2	1	2:09.517		38.579	32.972	57.966	232.3	5:38.355																																																																																																																																			



ENDURANCE RACING LEGENDS DIX MILLE TOURS QUALIFYING 1

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	
3	1	2:07.791	38.091	32.199	57.501	233.3	7:46.146	3	1	2:12.004	39.013	32.377	1:00.614	241.6	10:54.139	
4	1	2:08.325	38.593	32.026	57.706	236.3	9:54.471	4	1	7:43.720 B	40.237	31.878	6:31.605	215.6	18:37.859	
5	1	2:08.135	37.281	31.834	59.020	236.8	12:02.606									
6	1	2:05.512	37.263	31.840	56.409	235.3	14:08.118									
7	1	2:11.252	39.015	34.337	57.900	236.3	16:19.370									
8	1	2:24.899 B	38.027	32.028	1:14.844	234.3	18:44.269									
60	Keiler K II 1998 1.Marc JULLY LMP1A															
1	1	7:23.672	5:52.980	32.023	58.669	113.6	7:23.672									
2	1	2:04.103	36.842	31.220	56.041	247.7	9:27.775									
3	1	2:04.167	37.331	30.970	55.866	224.5	11:31.942									
4	1	2:04.978	36.972	30.581	57.425	239.5	13:36.920									
5	1	2:05.364	37.683	30.646	57.035	228.8	15:42.284									
6	1	2:05.300	37.052	31.019	57.229	242.2	17:47.584									
7	1	2:24.555 B	36.419	30.457	1:17.679	241.6	20:12.139									
8	1	5:51.404	4:23.254	31.263	56.887	133.5	26:03.543									
9	1	2:03.098	36.327	30.865	55.906	238.4	28:06.641									
10	1	2:03.469	36.504	31.360	55.605	241.6	30:10.110									
11	1	2:03.273	36.945	30.589	55.739	232.8	32:13.383									
12	1	2:02.374	36.180	30.584	55.610	238.4	34:15.757									
67	Porsche 997 GT3 RSR 2008 1.Jean-Marc MERLIN GT2C															
1	1	5:00.891	3:20.839	35.848	1:04.204	104.3	5:00.891									
2	1	2:13.554	41.084	32.646	59.824	221.8	7:14.445									
3	1	2:12.490	39.479	33.394	59.617	234.8	9:26.935									
4	1	2:29.056 B	40.056	32.348	1:16.652	234.8	11:55.991									
5	1	4:55.664	3:23.770	32.780	59.114	94.4	16:51.655									
6	1	2:09.437	38.707	32.178	58.552	236.3	19:01.092									
7	1	2:59.949 B	42.087	46.727	1:31.135	236.8	22:01.041									
8	1	4:51.750	3:17.425	32.657	1:01.668	99.4	26:52.791									
9	1	2:08.149	38.371	31.917	57.861	235.8	29:00.940									
10	1	2:07.759	38.141	31.778	57.840	234.3	31:08.699									
11	1	2:08.655	38.103	31.992	58.560	236.8	33:17.354									
12	1	2:07.764	38.489	31.853	57.422	236.8	35:25.118									
70	Porsche 997 GT3 RSR 2007 1.Paul PHILLIPS GT2C															
1	1	4:06.042	2:11.357	41.207	1:13.478	94.5	4:06.042									
2	1	2:25.613	44.730	35.432	1:05.451	187.8	6:31.655									
3	1	2:24.864	44.294	36.127	1:04.443	187.8	8:56.519									
4	1	2:18.883	41.804	33.848	1:03.231	205.3	11:15.402									
5	1	2:20.177	40.085	33.715	1:06.377	206.9	13:35.579									
6	1	2:17.810	42.092	34.375	1:01.343	188.8	15:53.389									
7	1	2:15.980	40.579	34.047	1:01.354	231.3	18:09.369									
8	1	2:44.496 B	40.086	33.801	1:30.609	218.2	20:53.865									
9	1	5:35.662	3:51.162	38.610	1:05.890	111.8	26:29.527									
10	1	2:16.564	39.721	33.894	1:02.949	209.3	28:46.091									
11	1	2:15.664	41.467	33.255	1:00.942	188.8	31:01.755									
12	1	2:12.686	39.308	32.940	1:00.438	220.0	33:14.441									
13	1	2:46.463 B	47.965	38.073	1:20.425	175.0	36:00.904									
73	Porsche 993 GT2 Evo 1998 1.Guenther SCHINDLER GT2A															
1	1	6:32.048	4:54.843	36.595	1:00.610	121.5	6:32.048									
2	1	2:10.087	39.291	31.832	58.964	228.3	8:42.135									
80	Porsche 997 GT3-RSR 2009 1.Marc DEVIS GT2C															
1	1	4:51.442	3:14.055	38.040	59.347	117.9	4:51.442									
2	1	6:12.365 B	37.243	32.079	5:03.043	233.3	11:03.807									
3	1	2:46.161	1:10.656	34.303	1:01.202	100.2	13:49.968									
4	1	2:18.824	45.297	34.067	59.460	226.4	16:08.792									
5	1	2:11.159	39.544	33.097	58.518	232.8	18:19.951									
86	Porsche 996 GT3-RSR 2006 1.Michael FÖVENVY 2.Stefan ROITMAYER GT2C															
1	1	3:11.139	1:29.728	35.220	1:06.191	114.5	3:11.139									
2	1	2:15.403	40.406	33.162	1:01.835	224.5	5:26.542									
3	1	2:14.752	39.802	33.222	1:01.728	233.8	7:41.294									
4	1	4:31.810 B	38.883	32.907	3:20.020	238.9	12:13.104									
5	2	2:31.346	1:03.970	31.453	55.923	117.8	14:44.450									
6	2	2:03.322	36.491	31.261	55.570	239.5	16:47.772									
7	2	2:03.042	36.285	31.084	55.673	240.5	18:50.814									
8	2	6:19.362 B	36.487	51.004	4:51.871	240.0	25:10.176									
9	2	2:20.928	54.748	30.986	55.194	137.2	27:31.104									
10	2	2:02.322	36.248	31.205	54.869	238.9	29:33.426									
11	2	2:02.206	35.879	31.137	55.190	240.5	31:35.632									
92	TVR Tuscan T400R 2006 1.Jason CLEGG GT2B															
1	1	3:53.537	2:01.538	40.967	1:11.032	105.6	3:53.537									
2	1	2:23.242	43.521	35.123	1:04.598	190.1	6:16.779									
3	1	2:20.988	41.140	34.263	1:05.585	203.8	8:37.767									
4	1	2:20.782	41.551	34.230	1:05.001	201.5	10:58.549									
5	1	2:14.801	39.775	33.835	1:01.191	216.0	13:13.350									
6	1	2:16.471	40.216	34.403	1:01.852	216.0	15:29.821									
7	1	2:33.521	46.904	40.349	1:06.268	205.3	18:03.342									
8	1	2:45.402 B	41.046	33.997	1:30.359	191.8	20:48.744									
9	1	5:44.282	4:08.820	34.105	1:01.357	120.8	26:33.026									
10	1	2:13.588	39.683	33.411	1:00.494	214.7	28:46.614									
11	1	2:16.771	41.802	33.827	1:01.142	193.9	31:03.385									
12	1	2:12.739	39.230	33.156	1:00.353	224.1	33:16.124									
13	1	2:23.056	43.080	35.483	1:04.493	201.9	35:39.180									
99	Porsche 996 GT3-RS 2001 1.Simon EVANS GT2B															
1	1	3:50.423	2:14.806	34.306	1:01.311	122.0	3:50.423									
2	1	2:12.225	38.580	33.102	1:00.543	219.5	6:02.648									
3	1	2:14.358	40.555	33.879	59.924	218.6	8:17.006									
4	1	2:11.800	38.186	33.896	59.718	214.7	10:28.806									
5	1	2:11.317	38.432	33.309	59.576	219.5	12:40.123									
6	1	2:10.189	38.310	33.144	58.735	215.1	14:50.312									
7	1	2:21.481 B	39.220	33.487	1:08.774	209.7	17:11.793									
8	1	4:57.952 B	2:39.151	44.685	1:34.116	126.0	22:09.745									
103	Porsche 993 GT2 Evo 1998 1.Olivier PIQUET GT2A															
1	1	2:56.557	1:08.944	40.845	1:06.768	76.5	2:56.557									
2	1	2:17.095	41.829	34.332	1:00.934	208.9	5:13.652									
3	1	2:13.893	40.121	33.004	1:00.768	201.1	7:27.545									



ENDURANCE RACING LEGENDS
DIX MILLE TOURS
QUALIFYING 1

Sector Analysis

PAUL RICARD 5.791 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
4	1	2:14.075	40.108	33.635	1:00.332	213.4	9:41.620								
5	1	2:41.943	B 42.586	36.435	1:22.922	185.9	12:23.563								
6	1	4:55.536	3:15.090	36.190	1:04.256	87.9	17:19.099								
7	1	2:20.450	38.876	32.209	1:09.365	223.1	19:39.549								
8	1	3:21.921	B 1:00.564	46.128	1:35.229	101.4	23:01.470								
9	1	3:41.942	2:01.235	35.876	1:04.831	89.4	26:43.412								
10	1	2:14.357			1:01.954	215.1	28:57.769								
11	1	2:11.924			1:00.413	216.4	31:09.693								
12	1	2:43.390	B		1:22.925	185.6	33:53.083								

108 Porsche 993 GT2 Evo 1999
1. Peter FAIRBAIRN GT2A

1	1	3:52.421	2:10.367	35.666	1:06.388	101.4	3:52.421
2	1	2:23.167	43.175	35.225	1:04.767	222.7	6:15.588
3	1	2:21.578	41.263	34.677	1:05.638	224.5	8:37.166
4	1	2:25.387	41.776	34.715	1:08.896	225.9	11:02.553
5	1	2:52.240	B 45.676	42.350	1:24.214	188.8	13:54.793
6	1	3:18.382	1:39.130	34.564	1:04.688	118.7	17:13.175
7	1	2:25.235	40.995	34.232	1:10.008	225.0	19:38.410
8	1	3:14.525	B 1:00.756	44.338	1:29.431	106.6	22:52.935
9	1	3:21.683	1:39.492	36.683	1:05.508	119.3	26:14.618
10	1	2:16.997	40.623	34.163	1:02.211	225.0	28:31.615
11	1	2:18.071	41.243	34.419	1:02.409	188.8	30:49.686
12	1	2:17.012	40.397	33.976	1:02.639	225.5	33:06.698
13	1	2:17.050	40.030	33.924	1:03.096	226.9	35:23.748

155 TVR Tuscan T400R 2003
1. Matthew HOLBEN GT2B

1	1	3:51.627	1:59.131	42.418	1:10.078	97.8	3:51.627
2	1	2:24.729	42.567	36.719	1:05.443	200.4	6:16.356
3	1	2:18.960	40.989	34.290	1:03.681	220.4	8:35.316
4	1	2:17.561	40.793	34.868	1:01.900	216.9	10:52.877
5	1	2:15.206	40.129	33.986	1:01.091	206.1	13:08.083
6	1	2:14.131	39.374	33.950	1:00.807	221.3	15:22.214
7	1	2:16.683	40.791	34.477	1:01.415	220.0	17:38.897
8	1	2:48.584	B 40.145	33.920	1:34.519	213.0	20:27.481
9	1	6:02.558	4:27.811	33.815	1:00.932	117.9	26:30.039
10	1	2:15.350	40.130	33.379	1:01.841	214.7	28:45.389
11	1	2:12.590	39.304	33.360	59.926	219.5	30:57.979
12	1	2:11.427	39.002	33.019	59.406	218.2	33:09.406
13	1	2:12.850	38.656	32.889	1:01.305	220.9	35:22.256