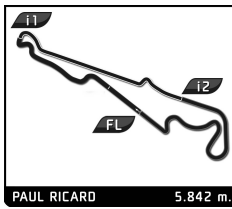


SIXTIES' ENDURANCE DIX MILLE TOURS PRIVATE PRACTICE

Sector Analysis

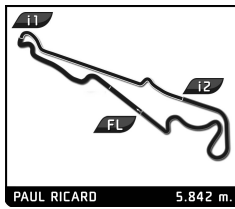
| | | | | | | | | ■ Personal Best ■ Session Best ■ Crossing the finish line in pit lane | | | | | | | | | | |
|---------------------|---------------------------------|-----------------------------------|-------------------|----------|----------|----------|-----------|---|-----------|----------|----------|----------|----------|----------|-----------|-----------|----------|-----------|
| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | | | |
| 1 | Shelby Cobra Daytona Coupe 1964 | | | | | | | GT5 | 13 | 1 | 2:40.061 | 43.227 | 48.427 | 1:08.407 | 205.3 | 37:52.988 | | |
| | 1.Olivier GALANT | | | | | | | | 14 | 1 | 2:39.159 | 43.013 | 47.381 | 1:08.765 | 204.5 | 40:32.147 | | |
| | 1 | 1 | 4:11.720 | 2:16.381 | 47.743 | 1:07.596 | 92.5 | | 4:11.720 | | | | | | | | | |
| | 2 | 1 | 2:38.605 | 44.260 | 47.469 | 1:06.876 | 180.3 | | 6:50.325 | | | | | | | | | |
| | 3 | 1 | 2:35.622 | 43.560 | 47.145 | 1:04.917 | 177.3 | | 9:25.947 | | | | | | | | | |
| | 4 | 1 | 2:35.503 | 43.768 | 45.545 | 1:06.190 | 202.2 | | 12:01.450 | | | | | | | | | |
| | 5 | 1 | 7:26.881 B | 44.034 | 45.990 | 5:56.857 | 184.3 | | 19:28.331 | | | | | | | | | |
| | 6 | 1 | 3:02.398 | 1:10.936 | 46.578 | 1:04.884 | 119.1 | | 22:30.729 | | | | | | | | | |
| 7 | 1 | 8:53.307 B | 41.672 | 45.138 | 7:26.497 | 196.0 | 31:24.036 | | | | | | | | | | | |
| 2 | Jaguar E-Type 3.8 1964 | | | | | | | GT4 | 1 | 2 | 6:19.603 | 4:06.072 | 57.384 | 1:16.147 | 100.9 | 6:19.603 | | |
| | 1.Guy Fabrice MESTROT | | | | | | | | 2 | 2 | 2:53.287 | 50.568 | 50.045 | 1:12.674 | 139.4 | 9:12.890 | | |
| | 2.José DA ROCHA | | | | | | | | 3 | 2 | 2:46.607 | 44.495 | 50.313 | 1:11.799 | 192.2 | 11:59.497 | | |
| | 4 | 2 | 2:47.613 | 44.782 | 50.651 | 1:12.180 | 169.0 | | 14:47.110 | | | | | | | | | |
| | 5 | 2 | 2:46.930 | 45.931 | 48.881 | 1:12.118 | 170.9 | | 17:34.040 | | | | | | | | | |
| | 6 | 2 | 3:10.451 B | 48.962 | 51.405 | 1:30.084 | 157.7 | | 20:44.491 | | | | | | | | | |
| | 7 | 1 | 4:34.862 | 2:29.529 | 52.670 | 1:12.663 | 84.3 | | 25:19.353 | | | | | | | | | |
| | 8 | 1 | 2:47.863 | 47.782 | 50.309 | 1:09.772 | 157.4 | | 28:07.216 | | | | | | | | | |
| | 9 | 1 | 3:08.633 | 46.494 | 1:12.000 | 1:10.139 | 185.2 | | 31:15.849 | | | | | | | | | |
| | 10 | 1 | 2:43.660 | 45.066 | 50.230 | 1:08.364 | 181.2 | | 33:59.509 | | | | | | | | | |
| | 11 | 1 | 2:41.601 | 44.252 | 48.042 | 1:09.307 | 190.8 | | 36:41.110 | | | | | | | | | |
| | 12 | 1 | 2:41.310 | 44.175 | 47.537 | 1:09.598 | 188.8 | | 39:22.420 | | | | | | | | | |
| | 13 | 1 | 2:54.135 B | 43.925 | 48.879 | 1:21.331 | 198.2 | | 42:16.555 | | | | | | | | | |
| 3 | Jaguar E-Type 3.8 1963 | | | | | | | GT4 | 1 | 1 | 5:44.472 | 3:43.910 | 50.375 | 1:10.187 | 108.2 | 5:44.472 | | |
| | 1.Armand MILLE | | | | | | | | 2 | 1 | 2:45.504 | 47.908 | 48.799 | 1:08.797 | 174.5 | 8:29.976 | | |
| | 2.Yves SCEMAMA | | | | | | | | 3 | 1 | 2:40.829 | 43.303 | 48.488 | 1:09.038 | 203.0 | 11:10.805 | | |
| | 4 | 1 | 2:57.652 B | 44.346 | 50.453 | 1:22.853 | 207.7 | | 14:08.457 | | | | | | | | | |
| | 5 | 2 | 4:15.487 | 2:19.358 | 46.538 | 1:09.591 | 104.3 | | 18:23.944 | | | | | | | | | |
| | 6 | 2 | 2:37.319 | 42.922 | 46.171 | 1:08.226 | 201.5 | | 21:01.263 | | | | | | | | | |
| | 7 | 2 | 2:51.291 B | 43.561 | 46.925 | 1:20.805 | 203.4 | | 23:52.554 | | | | | | | | | |
| | 8 | 1 | 4:57.658 | 2:58.454 | 50.029 | 1:09.175 | 81.3 | | 28:50.212 | | | | | | | | | |
| | 9 | 1 | 2:39.127 | 44.735 | 47.174 | 1:07.218 | 185.2 | | 31:29.339 | | | | | | | | | |
| | 10 | 1 | 2:41.783 | 43.093 | 51.206 | 1:07.484 | 201.5 | | 34:11.122 | | | | | | | | | |
| | 11 | 1 | 2:39.077 | 43.702 | 47.447 | 1:07.928 | 199.6 | | 36:50.199 | | | | | | | | | |
| | 12 | 1 | 2:39.869 | 43.568 | 48.262 | 1:08.039 | 194.2 | | 39:30.068 | | | | | | | | | |
| | 13 | 1 | 2:52.927 B | 43.419 | 46.577 | 1:22.931 | 203.4 | | 42:22.995 | | | | | | | | | |
| 7 | Lotus Elan 26R 1963 | | | | | | | GT2 | 1 | 1 | 3:44.025 | 1:32.230 | 57.921 | 1:13.874 | 94.3 | 3:44.025 | | |
| | 1.Eugène DELEPLANQUE | | | | | | | | 2 | 1 | 2:50.976 | 46.333 | 52.360 | 1:12.283 | 183.7 | 6:35.001 | | |
| | 3 | 1 | 3:02.113 B | 48.855 | 49.662 | 1:23.596 | 145.0 | | 9:37.114 | | | | | | | | | |
| | 4 | 1 | 4:01.293 | 2:01.681 | 49.903 | 1:09.709 | 119.6 | | 13:38.407 | | | | | | | | | |
| | 5 | 1 | 2:40.112 | 43.598 | 47.835 | 1:08.679 | 201.9 | | 16:18.519 | | | | | | | | | |
| | 6 | 1 | 2:40.601 | 43.700 | 47.782 | 1:09.119 | 203.4 | | 18:59.120 | | | | | | | | | |
| | 7 | 1 | 2:46.121 | 44.861 | 51.924 | 1:09.336 | 204.2 | | 21:45.241 | | | | | | | | | |
| | 8 | 1 | 2:38.668 | 43.448 | 47.272 | 1:07.948 | 204.9 | | 24:23.909 | | | | | | | | | |
| | 9 | 1 | 2:38.490 | 43.099 | 47.277 | 1:08.114 | 206.5 | | 27:02.399 | | | | | | | | | |
| | 10 | 1 | 2:40.594 | 43.577 | 48.656 | 1:08.361 | 203.0 | | 29:42.993 | | | | | | | | | |
| | 11 | 1 | 2:44.284 | 43.269 | 49.568 | 1:11.447 | 205.7 | | 32:27.277 | | | | | | | | | |
| | 12 | 1 | 2:45.650 | 44.089 | 51.265 | 1:10.296 | 204.5 | | 35:12.927 | | | | | | | | | |
| | 8 | Alfa Romeo Giulia Sprint GTA 1965 | | | | | | | GT2 | 1 | 1 | 5:20.230 | 2:35.684 | 1:14.408 | 1:30.138 | 75.4 | 5:20.230 | |
| 1.Xavier GALANT | | | | | | | 2 | 1 | | 3:10.806 | 54.389 | 57.958 | 1:18.459 | 141.4 | 8:31.036 | | | |
| 3 | | 1 | 2:58.589 | 49.493 | 54.657 | 1:14.439 | 161.4 | 11:29.625 | | | | | | | | | | |
| 4 | | 1 | 2:56.854 | 47.990 | 54.436 | 1:14.428 | 174.2 | 14:26.479 | | | | | | | | | | |
| 5 | | 1 | 2:54.864 | 48.263 | 48.263 | 1:13.887 | 175.0 | 17:21.343 | | | | | | | | | | |
| 6 | | 1 | 2:56.798 | 48.246 | 54.853 | 1:13.699 | 171.4 | 20:18.141 | | | | | | | | | | |
| 7 | | 1 | 2:55.065 | 47.354 | 54.482 | 1:13.229 | 176.5 | 23:13.206 | | | | | | | | | | |
| 8 | | 1 | 2:54.615 | 47.471 | 53.071 | 1:14.073 | 177.3 | 26:07.821 | | | | | | | | | | |
| 9 | | 1 | 2:54.155 | 48.883 | 52.403 | 1:12.869 | 176.8 | 29:01.976 | | | | | | | | | | |
| 10 | | 1 | 3:09.167 B | 47.816 | 52.333 | 1:29.018 | 177.9 | 32:11.143 | | | | | | | | | | |
| 10 | | Shelby Cobra 289 1964 | | | | | | | | GT5 | 1 | 1 | 5:53.541 | 3:54.383 | 48.985 | 1:10.173 | 110.5 | 5:53.541 |
| | | 1.Ralf HUBER | | | | | | | | | 2 | 1 | 2:45.142 | 46.922 | 47.494 | 1:10.726 | 163.9 | 8:38.683 |
| | | 2.Max HUBER | | | | | | | | | 3 | 1 | 2:37.586 | 44.143 | 46.037 | 1:07.406 | 200.7 | 11:16.269 |
| | 4 | 1 | 2:42.557 | 46.626 | 46.677 | 1:09.254 | 210.9 | 13:58.826 | | | | | | | | | | |
| | 5 | 1 | 2:38.459 | 43.155 | 48.394 | 1:06.910 | 202.6 | 16:37.285 | | | | | | | | | | |
| | 6 | 1 | 2:37.149 | 43.160 | 45.842 | 1:08.147 | 208.1 | 19:14.434 | | | | | | | | | | |
| | 7 | 1 | 3:05.186 B | 45.911 | 46.533 | 1:32.742 | 212.2 | 22:19.620 | | | | | | | | | | |
| | 8 | 1 | 4:33.219 | 2:35.933 | 47.212 | 1:10.074 | 96.5 | 26:52.839 | | | | | | | | | | |
| | 9 | 1 | 2:37.370 | 44.012 | 46.124 | 1:07.234 | 199.3 | 29:30.209 | | | | | | | | | | |
| | 10 | 1 | 2:40.365 | 42.923 | 47.929 | 1:09.513 | 213.0 | 32:10.574 | | | | | | | | | | |
| | 11 | 1 | 3:09.362 B | 48.071 | 53.456 | 1:27.835 | 192.9 | 35:19.936 | | | | | | | | | | |
| | 14 | Lotus Elan 26R 1965 | | | | | | | GT2 | | 1 | 2 | 6:57.635 | 4:37.364 | 1:01.533 | 1:18.738 | 96.0 | 6:57.635 |
| | | 1.Wolfgang MOLITOR | | | | | | | | | 2 | 2 | 3:00.968 | 52.012 | 53.224 | 1:15.732 | 141.2 | 9:58.603 |
| 2.Christian MOLITOR | | | | | | | 3 | 2 | | 2:52.269 | 46.539 | 52.245 | 1:13.485 | 188.5 | 12:50.872 | | | |
| 4 | | 2 | 3:07.323 B | 47.439 | 55.839 | 1:24.045 | 185.2 | 15:58.195 | | | | | | | | | | |
| 5 | | 2 | 3:05.537 | 1:02.258 | 49.478 | 1:13.801 | 113.4 | 19:03.732 | | | | | | | | | | |
| 6 | | 2 | 5:46.261 B | 45.433 | 49.307 | 4:11.521 | 187.5 | 24:49.993 | | | | | | | | | | |
| 7 | | 2 | 3:28.353 | 1:12.032 | 55.009 | 1:21.312 | 110.2 | 28:18.346 | | | | | | | | | | |
| 8 | | 2 | 2:59.898 | 49.126 | 53.664 | 1:17.108 | 172.2 | 31:18.244 | | | | | | | | | | |
| 9 | | 2 | 3:02.008 | 50.752 | 54.250 | 1:17.006 | 167.4 | 34:20.252 | | | | | | | | | | |
| 10 | | 2 | 2:59.371 | 48.550 | 52.718 | 1:18.103 | 180.9 | 37:19.623 | | | | | | | | | | |
| 11 | | 2 | 2:54.748 | 48.671 | 51.428 | 1:14.649 | 176.5 | 40:14.371 | | | | | | | | | | |
| 16 | | Shelby Cobra 289 1965 | | | | | | | | GT5 | 1 | 1 | 3:23.990 | 1:19.553 | 53.086 | 1:11.351 | 106.0 | 3:23.990 |
| | | 1.Damien KOHLER | | | | | | | | | 2 | 1 | 2:45.233 | 45.897 | 48.830 | 1:10.506 | 184.3 | 6:09.223 |
| | 2.Richard DEPAGNEUX | | | | | | | 3 | 1 | | 2:50.254 | 52.568 | 47.303 | 1:10.383 | 103.0 | 8:59.477 | | |
| | 4 | 1 | 2:43.355 | 43.954 | 49.569 | 1:09.832 | 206.9 | 11:42.832 | | | | | | | | | | |
| | 5 | 1 | 2:47.082 | 43.331 | 49.543 | 1:14.208 | 212.6 | 14:29.914 | | | | | | | | | | |
| | 6 | 1 | 2:36.715 | 43.514 | 46.691 | 1:06.510 | 189.8 | 17:06.629 | | | | | | | | | | |
| | 7 | 1 | 2:53.021 B | 45.103 | 47.792 | 1:20.126 | 170.6 | 19:59.650 | | | | | | | | | | |
| | 8 | 2 | 4:56.874 | 2:56.758 | 49.831 | 1:10.285 | 72.6 | 24:56.524 | | | | | | | | | | |
| | 9 | 2 | 2:41.085 | 46.382 | 47.151 | 1:07.552 | 170.9 | 27:37.609 | | | | | | | | | | |
| | 10 | 2 | 2:44.009 | 43.697 | 49.981 | 1:10.331 | 206.1 | 30:21.618 | | | | | | | | | | |
| | 11 | 2 | 2:40.279 | 43.688 | 49.269 | 1:07.322 | 192.2 | 33:01.897 | | | | | | | | | | |



SIXTIES' ENDURANCE
DIX MILLE TOURS
PRIVATE PRACTICE

Sector Analysis

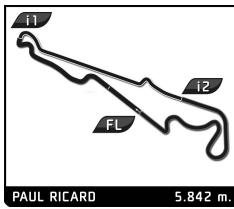
| | | | | | | | ■ Personal Best ■ Session Best ■ B Crossing the finish line in pit lane | | | | | | | | |
|---|---|-------------------|---------------|---------------|-----------------|--------|---|--|---|-------------------|---------------|---------------|-----------------|--------|-----------|
| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed |
| 12 | 2 | 2:44.867 | 43.434 | 53.145 | 1:08.288 | 218.6 | 35:46.764 | 5 | 1 | 2:45.519 | 44.711 | 50.556 | 1:10.252 | 180.3 | 18:16.512 |
| 13 | 2 | 2:39.951 | 43.525 | 47.311 | 1:09.115 | 199.3 | 38:26.715 | 6 | 1 | 2:55.094 B | 44.430 | 49.847 | 1:20.817 | 195.3 | 21:11.606 |
| 14 | 2 | 2:40.305 | 44.662 | 47.874 | 1:07.769 | 208.1 | 41:07.020 | 7 | 2 | 4:59.678 | 2:57.368 | 50.999 | 1:11.311 | 106.4 | 26:11.284 |
| 17 Jaguar E-Type 3.8 1965 1.Laurent HOSANA GT4 | | | | | | | 23 Jaguar E-Type 3.8 1964 1.Frédéric LEMOS GT4 | | | | | | | | |
| 1 | 1 | 7:23.452 | 4:49.317 | 1:05.670 | 1:28.465 | 94.8 | 7:23.452 | 1 | 1 | 6:59.150 | 4:39.632 | 59.776 | 1:19.742 | 85.9 | 6:59.150 |
| 2 | 1 | 3:45.427 | 1:10.748 | 1:06.623 | 1:28.056 | 94.7 | 11:08.879 | 2 | 1 | 3:12.561 B | 53.071 | 56.244 | 1:23.246 | 133.7 | 10:11.711 |
| 3 | 1 | 3:21.317 | 54.823 | 1:01.968 | 1:24.526 | 155.4 | 14:30.196 | 3 | 1 | 6:31.214 | 4:28.980 | 51.354 | 1:10.880 | 111.5 | 16:42.925 |
| 4 | 1 | 3:09.314 | 54.070 | 56.243 | 1:19.001 | 156.1 | 17:39.510 | 4 | 1 | 2:51.898 | 47.730 | 52.209 | 1:11.959 | 177.0 | 19:34.823 |
| 5 | 1 | 3:03.976 | 49.861 | 54.934 | 1:19.181 | 180.9 | 20:43.486 | 5 | 1 | 3:01.280 B | 46.548 | 50.027 | 1:24.705 | 177.9 | 22:36.103 |
| 6 | 1 | 3:29.443 B | 52.493 | 54.293 | 1:42.657 | 184.6 | 24:12.929 | 6 | 1 | 4:58.764 | 2:59.189 | 49.572 | 1:10.003 | 109.3 | 27:34.867 |
| 7 | 1 | 4:43.276 | 2:33.945 | 54.450 | 1:14.881 | 112.5 | 28:56.205 | 7 | 1 | 2:45.958 | 45.395 | 50.142 | 1:10.421 | 186.2 | 30:20.825 |
| 8 | 1 | 3:04.138 | 49.616 | 54.608 | 1:19.914 | 181.8 | 32:00.343 | 8 | 1 | 2:43.000 | 43.660 | 49.829 | 1:09.511 | 201.5 | 33:03.825 |
| 9 | 1 | 3:04.405 | 50.620 | 54.878 | 1:18.907 | 185.2 | 35:04.748 | 9 | 1 | 2:45.363 | 43.781 | 52.189 | 1:09.393 | 207.3 | 35:49.188 |
| 10 | 1 | 2:59.101 | 50.266 | 54.095 | 1:14.740 | 172.5 | 38:03.849 | 10 | 1 | 2:41.943 | 44.554 | 48.325 | 1:09.064 | 204.5 | 38:31.131 |
| 11 | 1 | 2:54.760 | 48.828 | 51.874 | 1:14.058 | 192.2 | 40:58.609 | 11 | 1 | 2:45.781 | 44.924 | 51.121 | 1:09.736 | 201.5 | 41:16.912 |
| 18 Lotus Elan 26R 1965 1.Paul WHIGHT 2.Rob FENN GT2 | | | | | | | 27 Jaguar E-Type 3.8 1964 1.Maurizio BIANCO GT4 | | | | | | | | |
| 1 | 1 | 5:31.658 | 3:20.508 | 55.929 | 1:15.221 | 82.8 | 5:31.658 | 1 | 1 | 7:23.557 | 5:17.766 | 52.218 | 1:13.573 | 77.8 | 7:23.557 |
| 2 | 1 | 2:51.795 | 49.602 | 50.154 | 1:12.039 | 146.9 | 8:23.453 | 2 | 1 | 2:53.592 | 1:00.176 | 46.569 | 1:06.847 | 97.8 | 10:17.149 |
| 3 | 1 | 2:50.485 | 46.117 | 51.871 | 1:12.497 | 193.9 | 11:13.938 | 3 | 1 | 2:52.703 | 43.212 | 53.284 | 1:16.207 | 201.9 | 13:09.852 |
| 4 | 1 | 2:48.880 | 48.303 | 49.662 | 1:10.915 | 197.4 | 14:02.818 | 4 | 1 | 5:14.173 B | 42.817 | 45.913 | 3:45.443 | 210.5 | 18:24.025 |
| 5 | 1 | 2:45.308 | 45.370 | 49.570 | 1:10.368 | 169.0 | 16:48.126 | 5 | 1 | 3:15.281 | 1:06.058 | 55.901 | 1:13.322 | 111.1 | 21:39.306 |
| 6 | 1 | 2:57.743 B | 45.289 | 49.735 | 1:22.719 | 194.9 | 19:45.869 | 6 | 1 | 2:35.501 | 42.672 | 45.883 | 1:06.946 | 203.0 | 24:14.807 |
| 7 | 2 | 4:53.602 | 2:50.644 | 51.267 | 1:11.691 | 106.6 | 24:39.471 | 7 | 1 | 2:41.535 | 43.570 | 47.908 | 1:10.057 | 203.0 | 26:56.342 |
| 8 | 2 | 2:45.157 | 45.837 | 49.570 | 1:09.750 | 175.0 | 27:24.628 | 8 | 1 | 2:34.642 | 42.511 | 45.852 | 1:06.279 | 214.7 | 29:30.984 |
| 9 | 2 | 2:42.068 | 44.882 | 48.773 | 1:08.413 | 198.5 | 30:06.696 | 9 | 1 | 2:48.161 | 44.896 | 52.915 | 1:10.350 | 170.9 | 32:19.145 |
| 10 | 2 | 2:40.795 | 44.099 | 48.180 | 1:08.516 | 199.3 | 32:47.491 | 10 | 1 | 2:50.450 | 42.237 | 58.956 | 1:09.257 | 207.7 | 35:09.595 |
| 11 | 2 | 2:41.911 | 44.071 | 48.244 | 1:09.596 | 200.7 | 35:29.402 | 11 | 1 | 2:52.186 | 45.055 | 53.248 | 1:13.883 | 220.0 | 38:01.781 |
| 12 | 2 | 2:42.654 | 44.057 | 50.159 | 1:08.438 | 196.7 | 38:12.056 | 12 | 1 | 2:34.702 | 42.409 | 46.077 | 1:06.216 | 206.5 | 40:36.483 |
| 13 | 2 | 2:42.158 | 43.807 | 48.666 | 1:09.685 | 202.2 | 40:54.214 | 31 Shelby Cobra 289 1964 1.Charles FIRMENICH 2.Henry MOSER GT5 | | | | | | | |
| 19 Porsche 911 2.0L 1965 1.Jose Ruben ZANCHETTA 2.James TURNER GT2 | | | | | | | 1 1 7:00.504 4:54.163 54.480 1:11.861 88.5 7:00.504 2 1 2:58.107 52.724 54.297 1:11.086 133.3 9:58.611 3 1 2:59.515 B 42.897 51.004 1:25.614 212.2 12:58.126 4 1 6:01.483 4:05.662 46.970 1:08.851 94.0 18:59.609 | | | | | | | | |
| 20 Shelby Mustang GT350 1965 1.Christian DUMOLIN 2.Pierre-Alain THIBAUT GT5 | | | | | | | 33 Shelby Cobra Daytona Coupe 1964 1.Michel LECOURT 2.Raymond NARAC GT5 | | | | | | | | |
| 1 | 1 | 6:58.905 | 4:43.813 | 56.156 | 1:18.936 | 101.8 | 6:58.905 | 1 | 1 | 5:32.234 B | 1:22.730 | 1:12.152 | 2:57.352 | 62.4 | 5:32.234 |
| 2 | 1 | 2:56.259 | 51.324 | 52.871 | 1:12.064 | 138.3 | 9:55.164 | 2 | 1 | 3:12.544 | 1:04.669 | 55.667 | 1:12.208 | 131.1 | 8:44.778 |
| 3 | 1 | 2:47.809 | 45.720 | 50.037 | 1:12.052 | 181.5 | 12:42.973 | 3 | 1 | 2:55.476 | 53.106 | 54.655 | 1:07.715 | 126.0 | 11:40.254 |
| 4 | 1 | 2:48.020 | 46.656 | 51.329 | 1:10.035 | 177.6 | 15:30.993 | 4 | 1 | 2:46.062 | 43.832 | 50.911 | 1:11.319 | 228.8 | 14:26.316 |
| | | | | | | | 5 1 2:30.917 40.995 45.525 1:04.397 222.2 16:57.233 6 1 2:31.631 41.369 45.979 1:04.283 218.2 19:28.864 7 1 5:13.095 B 42.734 53.333 3:37.028 207.3 24:41.959 8 1 3:01.547 1:08.460 46.596 1:06.491 108.0 27:43.506 9 1 2:36.345 43.005 45.643 1:07.697 209.3 30:19.851 10 1 2:39.908 41.954 51.286 1:06.668 227.4 32:59.759 11 1 3:44.354 B 42.093 49.680 2:12.581 226.9 36:44.113 12 1 2:54.686 1:00.651 46.984 1:07.051 123.0 39:38.799 | | | | | | | | |



SIXTIES' ENDURANCE DIX MILLE TOURS PRIVATE PRACTICE

Sector Analysis

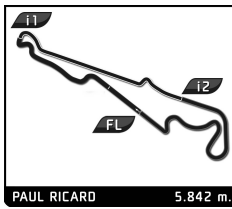
| Lap D Time Sector 1 Sector 2 Sector 3 T. Spd Elapsed | | | | | | | Lap D Time Sector 1 Sector 2 Sector 3 T. Spd Elapsed | | | | | | | | | | |
|--|-----------------------------------|------------------------------------|-------------------|---------------|-----------------|-----------------|--|-------|-----------|-------------------|---------------|---------------|-----------------|-----------------|-----------|-----------|--|
| 44 | Alfa Romeo Giulia Sprint GTA 1965 | | | | | | GT2 | 10 | 1 | 2:41.152 | 43.603 | 48.461 | 1:09.088 | 201.5 | 34:20.243 | | |
| | 1.Rory JACK | | | | | | | 11 | 1 | 2:40.295 | 43.601 | 47.960 | 1:08.734 | 203.4 | 37:00.538 | | |
| | 2.Roderick JACK | | | | | | | 12 | 1 | 2:42.323 | 43.692 | 48.366 | 1:10.265 | 210.9 | 39:42.861 | | |
| | 1 | 1 | 6:06.184 | 3:58.554 | 52.993 | 1:14.637 | | 91.5 | 6:06.184 | | | | | | | | |
| | 2 | 1 | 2:56.188 | 50.678 | 51.482 | 1:14.028 | | 121.5 | 9:02.372 | | | | | | | | |
| | 3 | 1 | 2:53.731 | 47.087 | 52.078 | 1:14.566 | | 184.0 | 11:56.103 | | | | | | | | |
| | 4 | 1 | 3:04.560 B | 46.563 | 54.227 | 1:23.770 | | 180.3 | 15:00.663 | | | | | | | | |
| | 5 | 1 | 4:47.231 | 2:44.070 | 50.846 | 1:12.315 | | 110.8 | 19:47.894 | | | | | | | | |
| | 6 | 1 | 2:47.987 | 46.414 | 50.913 | 1:10.660 | | 185.2 | 22:35.881 | | | | | | | | |
| | 7 | 1 | 2:54.048 B | 45.908 | 50.951 | 1:17.189 | | 184.3 | 25:29.929 | | | | | | | | |
| | 8 | 2 | 4:16.301 | 2:12.861 | 51.596 | 1:11.844 | | 100.5 | 29:46.230 | | | | | | | | |
| | 9 | 2 | 2:49.895 | 45.766 | 51.727 | 1:12.402 | | 184.3 | 32:36.125 | | | | | | | | |
| | 10 | 2 | 2:53.694 | 45.644 | 53.690 | 1:14.360 | | 185.9 | 35:29.819 | | | | | | | | |
| 11 | 2 | 2:50.251 | 45.908 | 51.749 | 1:12.594 | 183.7 | 38:20.070 | | | | | | | | | | |
| 12 | 2 | 2:50.200 | 48.508 | 50.801 | 1:10.891 | 183.1 | 41:10.270 | | | | | | | | | | |
| 61 | Morgan SLR 1961 | | | | | | GT3 | 10 | 1 | 3:00.964 | 50.675 | 53.036 | 1:17.253 | 148.6 | 38:18.368 | | |
| | 1.Simon OREBI GANN | | | | | | | 11 | 1 | 3:05.129 | 50.758 | 54.322 | 1:20.049 | 160.0 | 41:23.497 | | |
| | 2.James BELLINGER | | | | | | | 1 | 1 | 5:46.324 | 3:40.551 | 52.901 | 1:12.872 | 111.0 | 5:46.324 | | |
| | 2 | 2 | 2:52.671 | 46.588 | 53.079 | 1:13.004 | | 164.6 | 8:38.995 | | | | | | | | |
| | 3 | 2 | 2:45.796 | 44.727 | 51.482 | 1:09.587 | | 193.2 | 11:24.791 | | | | | | | | |
| | 4 | 2 | 3:08.550 B | 44.206 | 57.431 | 1:26.913 | | 194.2 | 14:33.341 | | | | | | | | |
| | 5 | 1 | 7:00.683 | 4:42.467 | 58.586 | 1:19.630 | | 78.1 | 21:34.024 | | | | | | | | |
| | 6 | 1 | 2:58.409 | 47.847 | 54.460 | 1:16.102 | | 191.5 | 24:32.433 | | | | | | | | |
| | 7 | 1 | 2:52.754 | 47.222 | 52.048 | 1:13.484 | | 188.5 | 27:25.187 | | | | | | | | |
| | 8 | 1 | 2:55.771 | 47.423 | 52.203 | 1:16.145 | | 190.1 | 30:20.958 | | | | | | | | |
| | 9 | 1 | 3:26.730 | 1:03.666 | 52.629 | 1:30.435 | | 192.2 | 33:47.688 | | | | | | | | |
| | 10 | 1 | 2:58.629 | 46.744 | 53.394 | 1:18.491 | | 190.5 | 36:46.317 | | | | | | | | |
| | 11 | 1 | 2:57.040 | 47.401 | 52.881 | 1:16.758 | | 191.8 | 39:43.357 | | | | | | | | |
| 12 | 1 | 2:56.160 | 48.507 | 52.354 | 1:15.299 | 192.5 | 42:39.517 | | | | | | | | | | |
| 63 | Lotus Elan 26R 1965 | | | | | | GT2 | 10 | 1 | 5:47.848 | 3:53.639 | 45.476 | 1:08.733 | 131.2 | 41:34.420 | | |
| | 1.Patrick JACK | | | | | | | 1 | 1 | 4:00.054 | 1:45.912 | 56.923 | 1:17.219 | 111.0 | 4:00.054 | | |
| | 2.Roderick JACK | | | | | | | 2 | 1 | 3:03.588 | 50.849 | 56.398 | 1:16.341 | 174.5 | 7:03.642 | | |
| | 1 | 1 | 5:38.032 | 3:23.941 | 59.831 | 1:14.260 | | 110.3 | 5:38.032 | | | | | | | | |
| | 2 | 1 | 2:49.487 | 46.931 | 51.055 | 1:11.501 | | 155.6 | 8:27.519 | | | | | | | | |
| | 3 | 1 | 4:33.992 B | 45.339 | 50.019 | 2:58.634 | | 190.1 | 13:01.511 | | | | | | | | |
| | 4 | 1 | 3:04.340 | 1:04.178 | 49.592 | 1:10.570 | | 114.5 | 16:05.851 | | | | | | | | |
| | 5 | 1 | 4:00.456 B | 44.716 | 50.524 | 2:25.216 | | 188.8 | 20:06.307 | | | | | | | | |
| | 6 | 1 | 3:25.398 | 1:17.876 | 52.812 | 1:14.710 | | 94.1 | 23:31.705 | | | | | | | | |
| | 7 | 1 | 2:48.679 | 46.701 | 50.373 | 1:11.605 | | 189.5 | 26:20.384 | | | | | | | | |
| | 8 | 1 | 2:46.728 | 46.086 | 50.641 | 1:10.001 | | 189.8 | 29:07.112 | | | | | | | | |
| | 9 | 1 | 2:43.886 | 44.165 | 48.674 | 1:11.047 | | 195.7 | 31:50.998 | | | | | | | | |
| | 10 | 1 | 2:42.917 | 44.621 | 48.951 | 1:09.345 | | 198.2 | 34:33.915 | | | | | | | | |
| 11 | 1 | 2:45.312 | 44.576 | 48.780 | 1:11.956 | 198.2 | 37:19.227 | | | | | | | | | | |
| 12 | 1 | 2:44.114 | 45.134 | 48.853 | 1:10.127 | 186.5 | 40:03.341 | | | | | | | | | | |
| 67 | Shelby Mustang GT350 1965 | | | | | | GT5 | 10 | 1 | 2:53.981 | 47.595 | 52.893 | 1:13.493 | 182.7 | 38:49.694 | | |
| | 1.Thomas STUDER | | | | | | | 11 | 1 | 3:03.671 | 49.016 | 58.182 | 1:16.473 | 173.6 | 35:55.713 | | |
| | 1 | 1 | 6:59.172 | 4:52.534 | 55.069 | 1:11.569 | | 96.3 | 6:59.172 | | | | | | | | |
| | 2 | 1 | 3:00.682 | 51.665 | 54.124 | 1:14.893 | | 121.8 | 9:59.854 | | | | | | | | |
| | 3 | 1 | 2:45.287 | 44.285 | 50.704 | 1:10.298 | | 197.1 | 12:45.141 | | | | | | | | |
| | 4 | 1 | 2:44.444 | 44.414 | 50.157 | 1:09.873 | | 189.5 | 15:29.585 | | | | | | | | |
| | 5 | 1 | 2:42.631 | 44.313 | 49.307 | 1:09.011 | | 204.9 | 18:12.216 | | | | | | | | |
| | 6 | 1 | 2:44.114 | 44.644 | 50.474 | 1:08.996 | | 193.5 | 20:56.330 | | | | | | | | |
| | 7 | 1 | 2:54.272 B | 44.804 | 49.140 | 1:20.328 | | 203.0 | 23:50.602 | | | | | | | | |
| | 8 | 1 | 5:05.599 | 3:06.793 | 49.510 | 1:09.296 | | 102.2 | 28:56.201 | | | | | | | | |
| | 9 | 1 | 2:42.890 | 43.915 | 49.506 | 1:09.469 | | 193.5 | 31:39.091 | | | | | | | | |
| | 69 | Chevrolet Corvette C1 Phase 2 1960 | | | | | | GT5 | 10 | 1 | 2:40.785 | 44.847 | 47.433 | 1:08.505 | 184.6 | 42:23.646 | |
| | | 1.Gilles RIVOALLON | | | | | | | 1 | 1 | 7:29.519 | 5:07.519 | 1:02.280 | 1:19.720 | 88.4 | 7:29.519 | |
| 1 | | 1 | 2:56.188 | 50.678 | 51.482 | 1:14.028 | 121.5 | | 9:02.372 | | | | | | | | |
| 2 | | 1 | 2:53.731 | 47.087 | 52.078 | 1:14.566 | 184.0 | | 11:56.103 | | | | | | | | |
| 3 | | 1 | 3:21.867 B | 53.240 | 56.326 | 1:32.301 | 155.8 | | 14:12.518 | | | | | | | | |
| 4 | | 1 | 5:58.509 | 3:44.911 | 55.022 | 1:18.576 | 101.9 | | 20:11.027 | | | | | | | | |
| 5 | | 1 | 3:05.016 | 52.299 | 55.714 | 1:17.003 | 142.7 | | 23:16.043 | | | | | | | | |
| 6 | | 1 | 2:58.816 | 50.244 | 53.270 | 1:15.302 | 151.3 | | 26:14.859 | | | | | | | | |
| 7 | | 1 | 2:58.303 | 49.558 | 53.280 | 1:15.465 | 162.2 | | 29:13.162 | | | | | | | | |
| 8 | | 1 | 2:57.765 | 49.206 | 52.542 | 1:16.017 | 156.5 | | 32:10.927 | | | | | | | | |
| 9 | | 1 | 3:06.477 | 49.689 | 59.210 | 1:17.578 | 154.5 | | 35:17.404 | | | | | | | | |
| 10 | | 1 | 3:00.964 | 50.675 | 53.036 | 1:17.253 | 148.6 | | 38:18.368 | | | | | | | | |
| 11 | | 1 | 3:05.129 | 50.758 | 54.322 | 1:20.049 | 160.0 | | 41:23.497 | | | | | | | | |
| 70 | Shelby Cobra Daytona Coupe 1964 | | | | | | GT5 | 10 | 1 | 2:54.039 B | 44.488 | 46.524 | 1:23.027 | 201.9 | 35:46.572 | | |
| | 1.Pierre-Alain FRANCE | | | | | | | 1 | 1 | 7:01.736 | 4:59.686 | 50.086 | 1:11.964 | 113.1 | 7:01.736 | | |
| | 2.Erwin FRANCE | | | | | | | 2 | 1 | 3:06.557 B | 50.918 | 53.029 | 1:22.610 | 139.9 | 10:08.293 | | |
| | 1 | 1 | 7:00.683 | 4:42.467 | 58.586 | 1:19.630 | | 78.1 | 21:34.024 | | | | | | | | |
| | 2 | 1 | 2:58.409 | 47.847 | 54.460 | 1:16.102 | | 191.5 | 24:32.433 | | | | | | | | |
| | 3 | 1 | 5:20.295 | 3:22.392 | 50.090 | 1:07.813 | | 123.6 | 15:28.588 | | | | | | | | |
| | 4 | 1 | 2:36.088 | 42.881 | 46.478 | 1:06.729 | | 223.6 | 18:04.676 | | | | | | | | |
| | 5 | 1 | 3:11.460 B | 43.124 | 1:05.984 | 1:22.352 | | 213.0 | 21:16.136 | | | | | | | | |
| | 6 | 1 | 6:04.041 | 4:07.788 | 49.512 | 1:06.741 | | 123.0 | 27:20.177 | | | | | | | | |
| | 7 | 1 | 2:35.510 | 42.499 | 45.791 | 1:07.220 | | 223.1 | 29:55.687 | | | | | | | | |
| | 8 | 1 | 2:56.846 | 41.681 | 45.817 | 1:29.348 | | 225.9 | 32:52.533 | | | | | | | | |
| | 9 | 1 | 2:54.039 B | 44.488 | 46.524 | 1:23.027 | | 201.9 | 35:46.572 | | | | | | | | |
| | 10 | 1 | 5:47.848 | 3:53.639 | 45.476 | 1:08.733 | | 131.2 | 41:34.420 | | | | | | | | |
| 72 | Austin-Healey 3000 Mk I 1960 | | | | | | GT3 | 10 | 1 | 2:59.328 | 51.030 | 52.661 | 1:15.637 | 147.5 | 41:49.022 | | |
| | 1.François FILLON | | | | | | | 1 | 1 | 4:00.054 | 1:45.912 | 56.923 | 1:17.219 | 111.0 | 4:00.054 | | |
| | 2.André RAULIN | | | | | | | 2 | 1 | 3:03.588 | 50.849 | 56.398 | 1:16.341 | 174.5 | 7:03.642 | | |
| | 1 | 1 | 5:38.032 | 3:23.941 | 59.831 | 1:14.260 | | 110.3 | 5:38.032 | | | | | | | | |
| | 2 | 1 | 2:49.487 | 46.931 | 51.055 | 1:11.501 | | 155.6 | 8:27.519 | | | | | | | | |
| | 3 | 1 | 4:33.992 B | 45.339 | 50.019 | 2:58.634 | | 190.1 | 13:01.511 | | | | | | | | |
| | 4 | 1 | 3:04.340 | 1:04.178 | 49.592 | 1:10.570 | | 114.5 | 16:05.851 | | | | | | | | |
| | 5 | 1 | 4:00.456 B | 44.716 | 50.524 | 2:25.216 | | 188.8 | 20:06.307 | | | | | | | | |
| | 6 | 1 | 3:25.398 | 1:17.876 | 52.812 | 1:14.710 | | 94.1 | 23:31.705 | | | | | | | | |
| | 7 | 1 | 2:48.679 | 46.701 | 50.373 | 1:11.605 | | 189.5 | 26:20.384 | | | | | | | | |
| | 8 | 1 | 2:46.728 | 46.086 | 50.641 | 1:10.001 | | 189.8 | 29:07.112 | | | | | | | | |
| | 9 | 1 | 2:43.886 | 44.165 | 48.674 | 1:11.047 | | 195.7 | 31:50.998 | | | | | | | | |
| | 10 | 1 | 2:42.917 | 44.621 | 48.951 | 1:09.345 | | 198.2 | 34:33.915 | | | | | | | | |
| 11 | 1 | 2:45.312 | 44.576 | 48.780 | 1:11.956 | 198.2 | 37:19.227 | | | | | | | | | | |
| 12 | 1 | 2:44.114 | 45.134 | 48.853 | 1:10.127 | 186.5 | 40:03.341 | | | | | | | | | | |
| 73 | Jaguar E-Type 3.8 1964 | | | | | | GT4 | 10 | 1 | 2:59.328 | 51.030 | 52.661 | 1:15.637 | 147.5 | 41:49.022 | | |
| | 1.William PAUL | | | | | | | 1 | 1 | 4:54.813 | 2:47.475 | 55.503 | 1:11.835 | 88.9 | 4:54.813 | | |
| | 2.Rory BUTCHER | | | | | | | 2 | 1 | 2:46.377 | 48.653 | 49.590 | 1:08.134 | 163.9 | 7:41.190 | | |
| | 1 | 1 | 6:59.172 | 4:52.534 | 55.069 | 1:11.569 | | 96.3 | 6:59.172 | | | | | | | | |
| | 2 | 1 | 3:00.682 | 51.665 | 54.124 | 1:14.893 | | 121.8 | 9:59.854 | | | | | | | | |
| | 3 | 1 | 2:45.287 | 44.285 | 50.704 | 1:10.298 | | 197.1 | 12:45.141 | | | | | | | | |
| | 4 | 1 | 2:44.444 | 44.414 | 50.157 | 1:09.873 | | 189.5 | 15:29.585 | | | | | | | | |
| | 5 | 1 | 2:42.631 | 44.313 | 49.307 | 1:09.011 | | 204.9 | 18:12.216 | | | | | | | | |
| | 6 | 1 | 2:44.114 | 44.644 | 50.474 | 1:08.996 | | 193.5 | 20:56.330 | | | | | | | | |
| | 7 | 1 | 2:54.272 B | 44.804 | 49.140 | 1:20.328 | | 203.0 | 23:50.602 | | | | | | | | |
| | 8 | 1 | 5:05.599 | 3:06.793 | 49.510 | 1:09.296 | | 102.2 | 28:56.201 | | | | | | | | |
| | 9 | 1 | 2:42.890 | 43.915 | 49.506 | 1:09.469 | | 193.5 | 31:39.091 | | | | | | | | |
| | 10 | 1 | 2:53.981 | 47.595 | 52.893 | 1:13.493 | | 182.7 | 38:49.694 | | | | | | | | |
| 11 | 1 | 3:03.671 | 49.016 | 58.182 | 1:16.473 | 173.6 | 35:55.713 | | | | | | | | | | |
| 12 | 1 | 2:53.981 | 47.595 | 52.893 | 1:13.493 | 182.7 | 38:49.694 | | | | | | | | | | |
| 13 | 1 | 2:59.32 | | | | | | | | | | | | | | | |



SIXTIES' ENDURANCE DIX MILLE TOURS PRIVATE PRACTICE

Sector Analysis

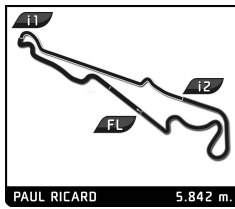
| | | | | | | | | Personal Best | | | Session Best | | | B Crossing the finish line in pit lane | | |
|---|---|----------|----------|----------|----------|--------|-----------|---------------|---|------|--------------|----------|----------|--|---------|--|
| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | |
| 74 Jaguar E-Type 3.8 1965 1.Alexis de BEAUMONT 2. MAVERICK GT4 | | | | | | | | | | | | | | | | |
| 1 | 1 | 5:10.228 | 3:02.813 | 51.549 | 1:15.866 | 101.6 | 5:10.228 | | | | | | | | | |
| 2 | 1 | 2:54.866 | 50.250 | 53.156 | 1:11.460 | 145.2 | 8:05.094 | | | | | | | | | |
| 3 | 1 | 3:01.767 | 46.387 | 54.684 | 1:20.696 | 186.9 | 11:06.861 | | | | | | | | | |
| 4 | 1 | 2:53.699 | 47.789 | 51.668 | 1:14.242 | 184.3 | 14:00.560 | | | | | | | | | |
| 5 | 1 | 2:45.636 | 45.422 | 49.117 | 1:11.097 | 182.1 | 16:46.196 | | | | | | | | | |
| 6 | 1 | 2:44.315 | 44.998 | 49.588 | 1:09.729 | 187.2 | 19:30.511 | | | | | | | | | |
| 7 | 1 | 2:59.473 | 45.453 | 50.758 | 1:23.262 | 189.1 | 22:29.984 | | | | | | | | | |
| 8 | 2 | 4:56.645 | 2:57.439 | 49.894 | 1:09.312 | 94.7 | 27:26.629 | | | | | | | | | |
| 9 | 2 | 2:42.615 | 45.017 | 47.655 | 1:09.943 | 176.8 | 30:09.244 | | | | | | | | | |
| 10 | 2 | 2:41.760 | 43.511 | 48.336 | 1:09.913 | 203.4 | 32:51.004 | | | | | | | | | |
| 11 | 2 | 2:40.442 | 43.198 | 47.827 | 1:09.417 | 207.3 | 35:31.446 | | | | | | | | | |
| 12 | 2 | 2:41.786 | 43.474 | 49.157 | 1:09.155 | 190.8 | 38:13.232 | | | | | | | | | |
| 75 Lotus Elan 26R 1965 1.Simon EVANS GT2 | | | | | | | | | | | | | | | | |
| 1 | 1 | 5:31.324 | 3:29.274 | 50.571 | 1:11.479 | 96.1 | 5:31.324 | | | | | | | | | |
| 2 | 1 | 2:44.796 | 47.080 | 48.552 | 1:09.164 | 162.2 | 8:16.120 | | | | | | | | | |
| 3 | 1 | 2:50.995 | 44.719 | 51.139 | 1:15.137 | 197.4 | 11:07.115 | | | | | | | | | |
| 4 | 1 | 2:43.487 | 43.370 | 50.052 | 1:10.065 | 198.5 | 13:50.602 | | | | | | | | | |
| 5 | 1 | 2:39.432 | 43.611 | 47.332 | 1:08.489 | 199.3 | 16:30.034 | | | | | | | | | |
| 6 | 1 | 2:48.040 | 45.296 | 47.997 | 1:14.747 | 181.8 | 19:18.074 | | | | | | | | | |
| 7 | 1 | 3:13.981 | 59.988 | 50.165 | 1:23.828 | 122.4 | 22:32.055 | | | | | | | | | |
| 8 | 1 | 5:20.950 | 3:20.946 | 47.178 | 1:12.826 | 122.6 | 27:53.005 | | | | | | | | | |
| 9 | 1 | 2:37.471 | 42.729 | 47.924 | 1:06.818 | 199.3 | 30:30.476 | | | | | | | | | |
| 10 | 1 | 2:41.533 | 45.301 | 47.496 | 1:08.736 | 199.6 | 33:12.009 | | | | | | | | | |
| 11 | 1 | 2:42.660 | 44.241 | 49.142 | 1:09.277 | 184.0 | 35:54.669 | | | | | | | | | |
| 12 | 1 | 2:38.514 | 42.880 | 47.655 | 1:07.979 | 196.4 | 38:33.183 | | | | | | | | | |
| 13 | 1 | 2:46.249 | 44.133 | 47.478 | 1:14.638 | 200.4 | 41:19.432 | | | | | | | | | |
| 79 Lotus Elan 26R 1964 1.Stéphane GUTZWILLER 2.Victor GUTZWILLER GT2 | | | | | | | | | | | | | | | | |
| 1 | 1 | 4:54.156 | 2:40.138 | 57.450 | 1:16.568 | 96.0 | 4:54.156 | | | | | | | | | |
| 2 | 1 | 2:56.308 | 48.790 | 53.205 | 1:14.313 | 171.7 | 7:50.464 | | | | | | | | | |
| 3 | 1 | 3:19.459 | 56.039 | 1:01.021 | 1:22.399 | 177.0 | 11:09.923 | | | | | | | | | |
| 4 | 1 | 2:54.146 | 48.401 | 52.139 | 1:13.606 | 170.1 | 14:04.069 | | | | | | | | | |
| 5 | 1 | 2:50.653 | 46.845 | 50.737 | 1:13.071 | 192.9 | 16:54.722 | | | | | | | | | |
| 6 | 1 | 3:02.149 | 47.985 | 51.026 | 1:23.138 | 192.9 | 19:56.871 | | | | | | | | | |
| 7 | 2 | 5:42.357 | 3:35.243 | 53.849 | 1:13.265 | 81.9 | 25:39.228 | | | | | | | | | |
| 8 | 2 | 2:55.298 | 46.603 | 53.389 | 1:15.306 | 198.2 | 28:34.526 | | | | | | | | | |
| 9 | 2 | 2:47.556 | 45.861 | 50.839 | 1:10.856 | 201.1 | 31:22.082 | | | | | | | | | |
| 10 | 2 | 2:51.264 | 47.079 | 52.605 | 1:11.580 | 198.9 | 34:13.346 | | | | | | | | | |
| 11 | 2 | 2:44.598 | 45.979 | 48.651 | 1:09.968 | 198.2 | 36:57.944 | | | | | | | | | |
| 12 | 2 | 2:44.280 | 45.304 | 48.649 | 1:10.327 | 199.3 | 39:42.224 | | | | | | | | | |
| 13 | 2 | 2:44.674 | 44.701 | 49.466 | 1:10.507 | 200.0 | 42:26.898 | | | | | | | | | |
| 84 MG B 1964 1.Benjamin ENGRAND GT2 | | | | | | | | | | | | | | | | |
| 1 | 1 | 5:49.126 | 3:25.530 | 1:00.928 | 1:22.668 | 96.6 | 5:49.126 | | | | | | | | | |
| 2 | 1 | 3:13.792 | 51.262 | 58.574 | 1:23.956 | 146.1 | 9:02.918 | | | | | | | | | |
| 3 | 1 | 3:10.649 | 50.961 | 57.590 | 1:22.098 | 161.2 | 12:13.567 | | | | | | | | | |
| 88 Shelby Cobra 289 1965 1.Sébastien DEMOLE 2.Antoine WEIL GT5 | | | | | | | | | | | | | | | | |
| 1 | 1 | 6:16.825 | 4:13.547 | 51.697 | 1:11.581 | 102.0 | 6:16.825 | | | | | | | | | |
| 2 | 1 | 2:50.405 | 49.342 | 51.026 | 1:10.037 | 137.6 | 9:07.230 | | | | | | | | | |
| 3 | 1 | 2:43.469 | 44.340 | 49.583 | 1:09.546 | 200.4 | 11:50.699 | | | | | | | | | |
| 4 | 1 | 2:42.351 | 43.723 | 46.937 | 1:11.691 | 216.0 | 14:33.050 | | | | | | | | | |
| 5 | 1 | 2:42.819 | 46.114 | 47.664 | 1:09.041 | 198.5 | 17:15.869 | | | | | | | | | |
| 6 | 1 | 2:42.626 | 43.096 | 48.182 | 1:11.348 | 217.7 | 19:58.495 | | | | | | | | | |
| 7 | 1 | 2:41.247 | 43.300 | 48.844 | 1:09.103 | 216.4 | 22:39.742 | | | | | | | | | |
| 8 | 1 | 2:40.402 | 43.156 | 47.873 | 1:09.373 | 214.3 | 25:20.144 | | | | | | | | | |
| 9 | 1 | 2:42.754 | 44.169 | 49.235 | 1:09.350 | 204.2 | 28:02.898 | | | | | | | | | |
| 10 | 1 | 3:19.981 | 51.147 | 1:00.132 | 1:28.702 | 165.1 | 31:22.879 | | | | | | | | | |
| 11 | 2 | 4:54.011 | 2:57.927 | 48.108 | 1:07.976 | 100.3 | 36:16.890 | | | | | | | | | |
| 12 | 2 | 2:34.644 | 42.302 | 46.631 | 1:05.711 | 213.9 | 38:51.534 | | | | | | | | | |
| 13 | 2 | 2:35.193 | 42.453 | 46.009 | 1:06.731 | 212.2 | 41:26.727 | | | | | | | | | |
| 89 Jaguar E-Type 3.8 1962 1.Carlos BARBOSA 2.Antonio SIMOES GT4 | | | | | | | | | | | | | | | | |
| 1 | 1 | 6:09.151 | 4:10.010 | 49.816 | 1:09.325 | 99.4 | 6:09.151 | | | | | | | | | |
| 2 | 1 | 3:01.098 | 50.842 | 51.069 | 1:19.187 | 101.8 | 9:10.249 | | | | | | | | | |
| 3 | 1 | 9:59.709 | 7:25.699 | 1:04.279 | 1:29.731 | 80.7 | 19:09.958 | | | | | | | | | |
| 4 | 1 | 3:28.124 | 56.082 | 58.937 | 1:33.105 | 142.3 | 22:38.082 | | | | | | | | | |
| 5 | 1 | 6:04.877 | 3:40.706 | 1:01.159 | 1:23.012 | 88.9 | 28:42.959 | | | | | | | | | |
| 6 | 1 | 3:16.077 | 54.741 | 58.641 | 1:22.695 | 144.4 | 31:59.036 | | | | | | | | | |
| 7 | 1 | 3:14.086 | 53.302 | 1:00.375 | 1:20.409 | 149.2 | 35:13.122 | | | | | | | | | |
| 8 | 1 | 3:17.205 | 52.672 | 1:01.558 | 1:22.975 | 146.9 | 38:30.327 | | | | | | | | | |
| 9 | 1 | 3:20.495 | 52.508 | 56.374 | 1:31.613 | 160.7 | 41:50.822 | | | | | | | | | |
| 90 Jaguar E-Type 3.8 1964 1.Carlos F. CRUZ 2.Miguel AMARAL GT4 | | | | | | | | | | | | | | | | |
| 1 | 1 | 5:20.984 | 3:11.759 | 53.149 | 1:16.076 | 92.7 | 5:20.984 | | | | | | | | | |
| 2 | 1 | 2:54.676 | 51.882 | 49.199 | 1:13.595 | 138.6 | 8:15.660 | | | | | | | | | |
| 3 | 1 | 2:51.738 | 45.663 | 50.011 | 1:16.064 | 197.8 | 11:07.398 | | | | | | | | | |
| 4 | 1 | 3:03.454 | 45.342 | 52.344 | 1:25.768 | 176.2 | 14:10.852 | | | | | | | | | |
| 5 | 1 | 4:00.306 | 1:59.300 | 49.485 | 1:11.521 | 85.6 | 18:11.158 | | | | | | | | | |
| 92 Alfa Romeo Giulia Sprint GTA 1966 1.Alain VÖGELE 2.Yves VÖGELE GT2 | | | | | | | | | | | | | | | | |
| 1 | 1 | 6:14.763 | 4:02.576 | 55.514 | 1:16.673 | 92.3 | 6:14.763 | | | | | | | | | |
| 2 | 1 | 3:04.191 | 50.867 | 54.819 | 1:18.505 | 145.7 | 9:18.954 | | | | | | | | | |
| 3 | 1 | 3:00.170 | 50.206 | 54.748 | 1:15.216 | 154.3 | 12:19.124 | | | | | | | | | |
| 4 | 1 | 3:01.168 | 49.302 | 54.005 | 1:17.861 | 170.1 | 15:20.292 | | | | | | | | | |
| 5 | 1 | 4:43.333 | 48.973 | 54.228 | 3:00.132 | 171.4 | 20:03.625 | | | | | | | | | |
| 6 | 2 | 3:33.211 | 1:19.913 | 56.642 | 1:16.656 | 89.8 | 23:36.836 | | | | | | | | | |
| 7 | 2 | 2:55.120 | 48.739 | 52.525 | 1:13.856 | 172.2 | 26:31.956 | | | | | | | | | |
| 8 | 2 | 2:57.438 | 51.661 | 52.294 | 1:13.483 | 174.2 | 29:29.394 | | | | | | | | | |
| 9 | 2 | 2:57.391 | 49.566 | 53.588 | 1:14.237 | 163.9 | 32:26.785 | | | | | | | | | |



SIXTIES' ENDURANCE
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 |
|---|---|------------|----------|----------|----------|--------|-----------|-----|---|------|----------|----------|----------|--------|---------|
| 10 | 2 | 2:53.595 | 47.104 | 53.203 | 1:13.288 | 181.5 | 35:20.380 | | | | | | | | |
| 11 | 2 | 2:58.499 | 49.137 | 54.612 | 1:14.750 | 156.7 | 38:18.879 | | | | | | | | |
| 12 | 2 | 2:53.112 | 48.835 | 52.184 | 1:12.093 | 172.5 | 41:11.991 | | | | | | | | |
| <p>99 Lotus XI 1500 1956 1.Serge KRIKNOFF SP2</p> | | | | | | | | | | | | | | | |
| 1 | 1 | 18:33.338 | ... | 1:14.014 | 1:23.898 | 65.7 | 18:33.338 | | | | | | | | |
| 2 | 1 | 2:44.293 | 46.474 | 49.773 | 1:08.046 | 176.5 | 21:17.631 | | | | | | | | |
| 3 | 1 | 2:41.785 | 43.954 | 50.064 | 1:07.767 | 192.9 | 23:59.416 | | | | | | | | |
| 4 | 1 | 3:02.858 B | 46.425 | 51.781 | 1:24.652 | 180.6 | 27:02.274 | | | | | | | | |
| 5 | 1 | 5:53.369 | 3:51.911 | 52.215 | 1:09.243 | 77.4 | 32:55.643 | | | | | | | | |
| 6 | 1 | 2:39.661 | 44.283 | 48.537 | 1:06.841 | 194.2 | 35:35.304 | | | | | | | | |
| 7 | 1 | 2:42.674 | 43.082 | 49.652 | 1:09.940 | 196.7 | 38:17.978 | | | | | | | | |
| 8 | 1 | 3:18.686 | 50.863 | 1:02.209 | 1:25.614 | 196.7 | 41:36.664 | | | | | | | | |
| <p>104 Austin-Healey 100-4 1956 1.François de CHANTERAC GT3 2.Jérémy DA ROCHA</p> | | | | | | | | | | | | | | | |
| 1 | 1 | 4:14.676 | 1:42.225 | 1:05.854 | 1:26.597 | 89.3 | 4:14.676 | | | | | | | | |
| 2 | 1 | 3:23.312 | 55.726 | 1:02.043 | 1:25.543 | 149.4 | 7:37.988 | | | | | | | | |
| 3 | 1 | 3:37.938 | 1:04.245 | 1:03.715 | 1:29.978 | 105.8 | 11:15.926 | | | | | | | | |
| 4 | 1 | 3:35.763 B | 55.120 | 1:01.813 | 1:38.830 | 163.4 | 14:51.689 | | | | | | | | |
| 5 | 2 | 5:58.277 | 3:36.255 | 59.406 | 1:22.616 | 97.4 | 20:49.966 | | | | | | | | |
| 6 | 2 | 3:06.336 | 52.229 | 56.460 | 1:17.647 | 149.4 | 23:56.302 | | | | | | | | |
| 7 | 2 | 3:06.318 | 50.818 | 57.124 | 1:18.376 | 165.6 | 27:02.620 | | | | | | | | |
| 8 | 2 | 3:05.422 | 50.864 | 57.227 | 1:17.331 | 159.3 | 30:08.042 | | | | | | | | |
| 9 | 2 | 3:03.353 | 49.098 | 57.213 | 1:17.042 | 166.9 | 33:11.395 | | | | | | | | |
| 10 | 2 | 3:01.169 | 49.472 | 55.701 | 1:15.996 | 168.2 | 36:12.564 | | | | | | | | |
| 11 | 2 | 3:01.022 | 49.040 | 55.529 | 1:16.453 | 166.2 | 39:13.586 | | | | | | | | |
| 12 | 2 | 3:02.181 | 49.535 | 55.589 | 1:17.057 | 167.2 | 42:15.767 | | | | | | | | |
| <p>109 Shelby Cobra Daytona Coupe 1965 1.Olivier BREITTMAYER GT5 2.Emile BREITTMAYER</p> | | | | | | | | | | | | | | | |
| 1 | 1 | 6:19.795 | 4:16.662 | 51.178 | 1:11.955 | 122.3 | 6:19.795 | | | | | | | | |
| 2 | 1 | 2:47.953 | 48.256 | 49.811 | 1:09.886 | 149.6 | 9:07.748 | | | | | | | | |
| 3 | 1 | 2:45.757 | 46.487 | 50.072 | 1:09.198 | 200.0 | 11:53.505 | | | | | | | | |
| 4 | 1 | 2:38.581 | 43.527 | 46.569 | 1:08.485 | 222.2 | 14:32.086 | | | | | | | | |
| 5 | 1 | 2:38.935 | 43.816 | 47.142 | 1:07.977 | 208.5 | 17:11.021 | | | | | | | | |
| 6 | 1 | 2:57.629 B | 46.280 | 48.123 | 1:23.226 | 220.4 | 20:08.650 | | | | | | | | |
| 7 | 2 | 4:39.833 | 2:45.385 | 47.328 | 1:07.120 | 90.4 | 24:48.483 | | | | | | | | |
| 8 | 2 | 2:38.888 | 43.252 | 48.175 | 1:07.461 | 224.1 | 27:27.371 | | | | | | | | |
| 9 | 2 | 2:36.927 | 43.457 | 46.414 | 1:07.056 | 210.9 | 30:04.298 | | | | | | | | |
| 10 | 2 | 2:38.617 | 42.949 | 48.171 | 1:07.497 | 220.9 | 32:42.915 | | | | | | | | |
| 11 | 2 | 2:40.940 | 42.689 | 49.515 | 1:08.736 | 227.8 | 35:23.855 | | | | | | | | |
| 12 | 2 | 2:41.185 | 43.127 | 49.658 | 1:08.400 | 205.3 | 38:05.040 | | | | | | | | |
| 13 | 2 | 2:36.125 | 43.417 | 45.668 | 1:07.040 | 220.0 | 40:41.165 | | | | | | | | |
| <p>110 Morgan Plus 4 Super Sports 1961 1.Gonzague RUCHAUD GT3 2.Stanislas GURDJIAN</p> | | | | | | | | | | | | | | | |
| 1 | 1 | 4:52.642 | 2:38.383 | 57.834 | 1:16.425 | 103.3 | 4:52.642 | | | | | | | | |
| 2 | 1 | 2:54.656 | 48.072 | 52.646 | 1:13.938 | 181.8 | 7:47.298 | | | | | | | | |
| 3 | 1 | 3:07.912 | 56.045 | 55.719 | 1:16.148 | 176.8 | 10:55.210 | | | | | | | | |
| 4 | 1 | 2:58.573 | 49.559 | 52.974 | 1:16.040 | 170.6 | 13:53.783 | | | | | | | | |
| 5 | 1 | 3:13.121 B | 47.796 | 56.738 | 1:28.587 | 172.0 | 17:06.904 | | | | | | | | |
| 6 | 2 | 4:58.277 | 2:56.292 | 51.453 | 1:10.532 | 96.9 | 22:05.181 | | | | | | | | |
| 7 | 2 | 2:47.197 | 45.870 | 51.056 | 1:10.271 | 185.2 | 24:52.378 | | | | | | | | |
| <p>111 Lotus Elan 26R 1965 1.Jean-Pierre RICHELMI GT2 2.Philippe GACHE</p> | | | | | | | | | | | | | | | |
| 1 | 2 | 3:51.645 | 1:52.642 | 49.872 | 1:09.131 | 109.0 | 3:51.645 | | | | | | | | |
| 2 | 2 | 2:39.854 | 44.758 | 47.857 | 1:07.239 | 199.3 | 6:31.499 | | | | | | | | |
| 3 | 2 | 7:45.965 B | 45.524 | 48.751 | 6:11.690 | 161.2 | 14:17.464 | | | | | | | | |
| 4 | 1 | 3:07.595 | 1:08.963 | 49.382 | 1:09.250 | 113.9 | 17:25.059 | | | | | | | | |
| 5 | 1 | 2:44.568 | 45.067 | 50.688 | 1:08.813 | 199.3 | 20:09.627 | | | | | | | | |
| 6 | 1 | 2:42.591 | 44.749 | 49.217 | 1:08.625 | 201.1 | 22:52.218 | | | | | | | | |
| 7 | 1 | 2:43.236 | 45.367 | 48.803 | 1:09.066 | 201.1 | 25:35.454 | | | | | | | | |
| 8 | 1 | 2:41.658 | 44.276 | 49.159 | 1:08.223 | 201.9 | 28:17.112 | | | | | | | | |
| 9 | 1 | 2:41.527 | 43.849 | 48.636 | 1:09.042 | 201.1 | 30:58.639 | | | | | | | | |
| 10 | 1 | 2:43.304 | 44.167 | 49.347 | 1:09.790 | 201.5 | 33:41.943 | | | | | | | | |
| 11 | 1 | 2:43.063 | 44.698 | 50.118 | 1:08.247 | 194.9 | 36:25.006 | | | | | | | | |
| 12 | 1 | 2:40.811 | 43.464 | 48.039 | 1:09.308 | 203.0 | 39:05.817 | | | | | | | | |
| 13 | 1 | 2:40.739 | 44.214 | 48.444 | 1:08.081 | 199.3 | 41:46.556 | | | | | | | | |
| <p>114 MG B 1963 1.Cédric TERNOIS GT2 2.Pascal RAJON</p> | | | | | | | | | | | | | | | |
| 1 | 1 | 4:11.012 | 1:44.667 | 1:01.918 | 1:24.427 | 91.1 | 4:11.012 | | | | | | | | |
| 2 | 1 | 16:36.776 | ... | 1:02.485 | 1:26.483 | 65.9 | 20:47.788 | | | | | | | | |
| 3 | 1 | 3:15.421 | 56.257 | 58.516 | 1:20.648 | 154.7 | 24:03.209 | | | | | | | | |
| 4 | 1 | 3:12.549 | 53.093 | 57.508 | 1:21.948 | 160.7 | 27:15.758 | | | | | | | | |
| 5 | 1 | 3:11.097 | 51.549 | 57.381 | 1:22.167 | 163.1 | 30:26.855 | | | | | | | | |
| 6 | 1 | 3:20.957 B | 51.169 | 59.397 | 1:30.391 | 157.2 | 33:47.812 | | | | | | | | |
| 7 | 1 | 4:38.544 | 2:20.848 | 58.488 | 1:19.208 | 101.9 | 38:26.356 | | | | | | | | |
| 8 | 1 | 3:05.390 | 51.596 | 56.817 | 1:16.977 | 163.6 | 41:31.746 | | | | | | | | |
| <p>127 Alfa Romeo Giulia Sprint GTA 1966 1.Sandro HUBAR GT2</p> | | | | | | | | | | | | | | | |
| 1 | 1 | 3:29.170 | 1:14.273 | 58.474 | 1:16.423 | 75.7 | 3:29.170 | | | | | | | | |
| 2 | 1 | 3:00.860 | 49.860 | 54.858 | 1:16.142 | 172.0 | 6:30.030 | | | | | | | | |
| 3 | 1 | 2:55.893 | 48.792 | 52.549 | 1:14.552 | 160.2 | 9:25.923 | | | | | | | | |
| 4 | 1 | 2:54.642 | 47.717 | 52.696 | 1:14.229 | 177.0 | 12:20.565 | | | | | | | | |
| 5 | 1 | 3:10.459 B | 48.538 | 54.485 | 1:27.436 | 173.6 | 15:31.024 | | | | | | | | |
| 6 | 1 | 4:31.367 | 2:23.538 | 53.278 | 1:14.551 | 108.4 | 20:02.391 | | | | | | | | |
| 7 | 1 | 2:55.178 | 47.969 | 53.319 | 1:13.890 | 177.9 | 22:57.569 | | | | | | | | |
| 8 | 1 | 2:52.322 | 47.123 | 52.410 | 1:12.789 | 176.5 | 25:49.891 | | | | | | | | |
| 9 | 1 | 2:52.257 | 46.922 | 52.174 | 1:13.161 | 177.0 | 28:42.148 | | | | | | | | |
| 10 | 1 | 2:52.862 | 47.019 | 52.336 | 1:13.507 | 177.6 | 31:35.010 | | | | | | | | |
| 11 | 1 | 2:50.821 | 46.236 | 52.348 | 1:12.237 | 177.6 | 34:25.831 | | | | | | | | |
| 12 | 1 | 2:51.234 | 45.705 | 52.121 | 1:13.408 | 177.3 | 37:17.065 | | | | | | | | |
| 13 | 1 | 2:53.942 | 48.551 | 52.783 | 1:12.608 | 165.1 | 40:11.007 | | | | | | | | |
| <p>138 Porsche 356 SC coupe 1964 1.Didier MARIS GT2 2.Gabriel BALTHAZARD</p> | | | | | | | | | | | | | | | |
| 1 | 1 | 6:03.814 | 3:43.271 | 1:00.073 | 1:20.470 | 96.1 | 6:03.814 | | | | | | | | |
| 2 | 1 | 3:13.256 | 54.695 | 57.801 | 1:20.760 | 118.9 | 9:17.070 | | | | | | | | |
| 3 | 1 | 3:03.566 | 50.415 | 55.863 | 1:17.288 | 156.1 | 12:20.636 | | | | | | | | |
| 4 | 1 | 3:02.621 | 49.108 | 55.500 | 1:18.013 | 158.1 | 15:23.257 | | | | | | | | |
| 5 | 1 | 6:53.970 B | 50.067 | | | | | | | | | | | | |

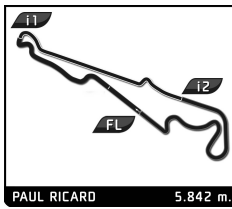


SIXTIES' ENDURANCE DIX MILLE TOURS PRIVATE PRACTICE

Sector Analysis

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

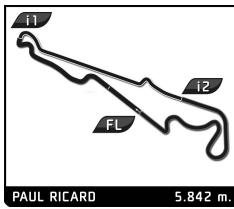
| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed |
|--|---|----------|----------|----------|----------|--------|-----------|-----|---|------|----------|----------|----------|--------|---------|
| 139 Lotus Elan 26R 1964 1. Hubert BOURDIN GT2 2. Charles BOURDIN | | | | | | | | | | | | | | | |
| 1 | 1 | 4:00.756 | 1:53.036 | 54.655 | 1:13.065 | 107.1 | 4:00.756 | | | | | | | | |
| 2 | 1 | 2:52.151 | 48.629 | 50.643 | 1:12.879 | 165.1 | 6:52.907 | | | | | | | | |
| 3 | 1 | 2:46.633 | 46.283 | 49.252 | 1:11.098 | 173.6 | 9:39.540 | | | | | | | | |
| 4 | 1 | 2:42.590 | 45.290 | 48.193 | 1:09.107 | 190.1 | 12:22.130 | | | | | | | | |
| 5 | 1 | 2:48.312 | 45.281 | 49.810 | 1:13.221 | 190.5 | 15:10.442 | | | | | | | | |
| 6 | 1 | 2:41.077 | 43.468 | 49.185 | 1:08.424 | 200.0 | 17:51.519 | | | | | | | | |
| 7 | 1 | 4:05.126 | 43.592 | 49.065 | 2:32.469 | 201.9 | 21:56.645 | | | | | | | | |
| 8 | 1 | 3:13.635 | 1:09.072 | 51.318 | 1:13.245 | 111.7 | 25:10.280 | | | | | | | | |
| 9 | 1 | 2:47.015 | 46.153 | 50.083 | 1:10.779 | 191.5 | 27:57.295 | | | | | | | | |
| 10 | 1 | 2:46.323 | 44.683 | 50.333 | 1:11.307 | 199.6 | 30:43.618 | | | | | | | | |
| 11 | 1 | 2:49.752 | 45.758 | 52.310 | 1:11.684 | 198.9 | 33:33.370 | | | | | | | | |
| 12 | 1 | 2:48.921 | 47.010 | 51.787 | 1:10.124 | 196.7 | 36:22.291 | | | | | | | | |
| 13 | 1 | 2:44.920 | 45.170 | 50.172 | 1:09.578 | 194.6 | 39:07.211 | | | | | | | | |
| 14 | 1 | 2:44.858 | 45.292 | 49.365 | 1:10.201 | 194.6 | 41:52.069 | | | | | | | | |
| 143 Lotus Elan 26R 1966 1. Damien SIONNEAU GT2 2. Charles Edouard ROUSSE | | | | | | | | | | | | | | | |
| 1 | 1 | 5:48.246 | 3:40.161 | 55.664 | 1:12.421 | 94.0 | 5:48.246 | | | | | | | | |
| 2 | 1 | 2:49.291 | 46.087 | 51.736 | 1:11.468 | 181.2 | 8:37.537 | | | | | | | | |
| 3 | 1 | 2:56.362 | 45.863 | 49.822 | 1:20.677 | 197.1 | 11:33.899 | | | | | | | | |
| 4 | 1 | 5:17.672 | 3:12.917 | 52.792 | 1:11.963 | 101.0 | 16:51.571 | | | | | | | | |
| 5 | 1 | 2:56.721 | 45.291 | 49.366 | 1:22.064 | 198.9 | 19:48.292 | | | | | | | | |
| 6 | 1 | 4:17.483 | 2:17.963 | 49.620 | 1:09.900 | 103.9 | 24:05.775 | | | | | | | | |
| 7 | 1 | 2:58.465 | 44.917 | 50.833 | 1:22.715 | 190.8 | 27:04.240 | | | | | | | | |
| 8 | 2 | 5:23.678 | 3:19.930 | 51.074 | 1:12.674 | 112.0 | 32:27.918 | | | | | | | | |
| 9 | 2 | 2:46.630 | 45.036 | 52.454 | 1:09.140 | 201.9 | 35:14.548 | | | | | | | | |
| 10 | 2 | 2:40.987 | 44.071 | 48.689 | 1:08.227 | 198.9 | 37:55.535 | | | | | | | | |
| 11 | 2 | 2:39.245 | 43.667 | 48.183 | 1:07.395 | 197.4 | 40:34.780 | | | | | | | | |
| 163 Jaguar E-Type 3.8 1963 1. Stéphane WIMEZ GT4 2. Jérôme CATTELIN | | | | | | | | | | | | | | | |
| 1 | 1 | 4:48.094 | 2:21.165 | 57.652 | 1:29.277 | 82.0 | 4:48.094 | | | | | | | | |
| 2 | 1 | 3:33.394 | 1:34.820 | 49.348 | 1:09.226 | 88.2 | 8:21.488 | | | | | | | | |
| 3 | 1 | 2:46.133 | 44.168 | 48.168 | 1:13.797 | 192.5 | 11:07.621 | | | | | | | | |
| 4 | 1 | 2:44.737 | 43.690 | 49.367 | 1:11.680 | 194.2 | 13:52.358 | | | | | | | | |
| 5 | 1 | 2:41.333 | 44.142 | 48.146 | 1:09.045 | 200.7 | 16:33.691 | | | | | | | | |
| 6 | 1 | 2:40.663 | 43.628 | 47.256 | 1:09.779 | 202.2 | 19:14.354 | | | | | | | | |
| 7 | 1 | 3:13.627 | 46.787 | 48.298 | 1:38.542 | 177.6 | 22:27.981 | | | | | | | | |
| 8 | 2 | 5:18.306 | 3:16.945 | 49.591 | 1:11.770 | 112.6 | 27:46.287 | | | | | | | | |
| 9 | 2 | 2:41.368 | 44.551 | 48.188 | 1:08.629 | 204.5 | 30:27.655 | | | | | | | | |
| 10 | 2 | 2:42.654 | 44.858 | 48.481 | 1:09.315 | 203.0 | 33:10.309 | | | | | | | | |
| 11 | 2 | 2:42.460 | 45.402 | 48.982 | 1:08.076 | 180.6 | 35:52.769 | | | | | | | | |
| 12 | 2 | 2:41.171 | 44.185 | 47.742 | 1:09.244 | 210.9 | 38:33.940 | | | | | | | | |
| 13 | 2 | 2:42.157 | 44.508 | 49.904 | 1:07.745 | 183.4 | 41:16.097 | | | | | | | | |
| 164 Morgan 4/4 1964 1. Roger WHITESIDE GT2 2. Richard THORNE | | | | | | | | | | | | | | | |
| 1 | 1 | 6:08.405 | 3:55.069 | 55.104 | 1:18.232 | 98.1 | 6:08.405 | | | | | | | | |
| 2 | 1 | 3:07.545 | 54.388 | 54.044 | 1:19.113 | 112.9 | 9:15.950 | | | | | | | | |
| 3 | 1 | 3:00.626 | 49.049 | 54.234 | 1:17.343 | 169.0 | 12:16.576 | | | | | | | | |
| 4 | 1 | 3:06.137 | 49.363 | 57.322 | 1:19.452 | 169.8 | 15:22.713 | | | | | | | | |
| 5 | 1 | 3:01.818 | 50.272 | 55.728 | 1:15.818 | 163.4 | 18:24.531 | | | | | | | | |
| 165 Porsche 911 2.0L 1965 1. Alexis FALCON GT2 | | | | | | | | | | | | | | | |
| 1 | 1 | 5:20.250 | 2:46.806 | 1:04.465 | 1:28.979 | 93.7 | 5:20.250 | | | | | | | | |
| 2 | 1 | 3:20.247 | 56.620 | 59.272 | 1:24.355 | 136.7 | 8:40.497 | | | | | | | | |
| 3 | 1 | 3:28.780 | 53.167 | 58.516 | 1:37.097 | 163.4 | 12:09.277 | | | | | | | | |
| 4 | 1 | 4:47.902 | 2:28.987 | 58.706 | 1:20.209 | 100.2 | 16:57.179 | | | | | | | | |
| 5 | 1 | 3:08.022 | 51.889 | 56.713 | 1:19.420 | 160.0 | 20:05.201 | | | | | | | | |
| 6 | 1 | 3:05.530 | 50.730 | 56.097 | 1:18.703 | 164.1 | 23:10.731 | | | | | | | | |
| 7 | 1 | 3:03.297 | 50.964 | 55.802 | 1:16.531 | 165.9 | 26:14.028 | | | | | | | | |
| 8 | 1 | 3:03.728 | 51.452 | 55.863 | 1:16.413 | 164.9 | 29:17.756 | | | | | | | | |
| 9 | 1 | 3:05.863 | 50.025 | 56.467 | 1:19.371 | 160.7 | 32:23.619 | | | | | | | | |
| 10 | 1 | 3:07.364 | 51.782 | 57.946 | 1:17.636 | 166.7 | 35:30.983 | | | | | | | | |
| 11 | 1 | 3:03.182 | 50.095 | 55.167 | 1:17.920 | 160.7 | 38:34.165 | | | | | | | | |
| 12 | 1 | 3:05.460 | 49.214 | 56.772 | 1:19.474 | 170.6 | 41:39.625 | | | | | | | | |
| 166 Shelby Mustang GT350 1965 1. Stan NOVAKOVIC GT5 | | | | | | | | | | | | | | | |
| 1 | 1 | 5:08.321 | 2:43.739 | 1:04.726 | 1:19.856 | 96.3 | 5:08.321 | | | | | | | | |
| 2 | 1 | 3:00.623 | 51.694 | 55.908 | 1:13.021 | 139.9 | 8:08.944 | | | | | | | | |
| 3 | 1 | 3:02.947 | 48.135 | 53.639 | 1:21.173 | 174.5 | 11:11.891 | | | | | | | | |
| 4 | 1 | 3:02.257 | 52.829 | 55.220 | 1:14.208 | 157.9 | 14:14.148 | | | | | | | | |
| 5 | 1 | 2:50.261 | 46.909 | 52.030 | 1:11.322 | 178.2 | 17:04.409 | | | | | | | | |
| 6 | 1 | 3:10.522 | 48.386 | 52.325 | 1:29.811 | 157.4 | 20:14.931 | | | | | | | | |
| 7 | 1 | 5:26.543 | 3:24.317 | 50.699 | 1:11.527 | 105.9 | 25:41.474 | | | | | | | | |
| 8 | 1 | 2:48.777 | 45.342 | 52.263 | 1:11.172 | 192.5 | 28:30.251 | | | | | | | | |
| 9 | 1 | 2:48.513 | 45.438 | 50.873 | 1:12.202 | 197.8 | 31:18.764 | | | | | | | | |
| 10 | 1 | 2:46.132 | 45.324 | 50.550 | 1:10.258 | 182.4 | 34:04.896 | | | | | | | | |
| 11 | 1 | 2:45.367 | 45.262 | 49.045 | 1:11.600 | 203.8 | 36:50.263 | | | | | | | | |
| 12 | 1 | 2:44.645 | 45.372 | 48.972 | 1:10.301 | 184.9 | 39:34.908 | | | | | | | | |
| 13 | 1 | 2:46.315 | 45.174 | 48.803 | 1:12.338 | 200.7 | 42:21.223 | | | | | | | | |
| 169 Shelby Cobra Daytona Coupe (C) 1965 1. Brice PINEAU GT5 2. Olivier MUYTJENS | | | | | | | | | | | | | | | |
| 1 | 1 | 5:13.014 | 3:04.271 | 52.597 | 1:16.146 | 103.2 | 5:13.014 | | | | | | | | |
| 2 | 1 | 2:53.413 | 49.943 | 51.647 | 1:11.823 | 152.8 | 8:06.427 | | | | | | | | |
| 3 | 1 | 3:05.046 | 46.796 | 54.554 | 1:23.696 | 187.2 | 11:11.473 | | | | | | | | |
| 4 | 1 | 2:56.744 | 52.927 | 51.831 | 1:11.986 | 182.1 | 14:08.217 | | | | | | | | |
| 5 | 1 | 2:48.012 | 46.812 | 49.862 | 1:11.338 | 207.7 | 16:56.229 | | | | | | | | |
| 6 | 1 | 4:41.199 | 47.238 | 48.732 | 3:05.229 | 190.8 | 21:37.428 | | | | | | | | |
| 7 | 1 | 3:00.626 | 1:04.406 | 47.844 | 1:08.376 | 115.3 | 24:38.054 | | | | | | | | |
| 8 | 1 | 2:38.742 | 43.963 | 46.060 | 1:08.719 | 195.3 | 27:16.796 | | | | | | | | |
| 9 | 1 | 2:39.025 | 43.276 | 47.611 | 1:08.138 | 196.0 | 29:55.821 | | | | | | | | |
| 10 | 1 | 2:37.922 | 42.474 | 45.900 | 1:09.548 | 198.5 | 32:33.743 | | | | | | | | |
| 11 | 1 | 4:39.365 | 43.220 | 53.811 | 3:02.334 | 202.6 | 37:13.108 | | | | | | | | |
| 170 Lotus Elan 26R 1964 1. Ted TUPPEN GT2 | | | | | | | | | | | | | | | |
| 1 | 1 | 6:08.443 | 4:03.207 | 52.326 | 1:12.910 | 101.8 | 6:08.443 | | | | | | | | |
| 2 | 1 | 2:54.729 | 50.696 | 51.559 | 1:12.474 | 121.2 | 9:03.172 | | | | | | | | |
| 3 | 1 | 2:52.961 | 45.655 | 55.426 | 1:11.880 | 193.5 | 11:56.133 | | | | | | | | |
| 4 | 1 | 4:40.902 | 45.562 | 53.012 | 3:02.328 | 192.5 | 16:37.035 | | | | | | | | |
| 5 | 1 | 3:02.573 | 1:00.756 | 50.212 | 1:11.605 | 111.3 | 19:39.608 | | | | | | | | |
| 6 | 1 | 2:50.700 | 47.104 | 50.725 | 1:12.871 | 194.6 | 22:30.308 | | | | | | | | |
| 7 | 1 | 2:48.300 | 45.200 | 51.589 | 1:11.511 | 192.2 | 25:18.608 | | | | | | | | |
| 8 | 1 | 2:49.870 | 46.604 | 52.024 | 1:11.242 | 189.8 | 28:08.478 | | | | | | | | |
| 9 | 1 | 2:52.060 | 45.830 | 54.526 | 1:11.704 | 196.0 | 31:00.538 | | | | | | | | |



SIXTIES' ENDURANCE
DIX MILLE TOURS
PRIVATE PRACTICE

Sector Analysis

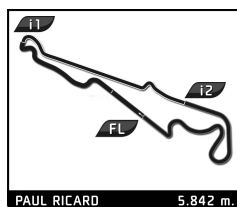
| | | | | | | | | Personal Best | | | Session Best | | | B Crossing the finish line in pit lane | | |
|---|---|----------|----------|----------|----------|--------|-----------|---------------|---|------|--------------|----------|----------|--|---------|--|
| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | |
| 172 Jaguar E-Type 3.8 1964 1. Didier ROBIN 2. Maxime ROBIN GT4 | | | | | | | | | | | | | | | | |
| 1 | 2 | 3:50.655 | 1:46.515 | 53.273 | 1:10.867 | 103.5 | 3:50.655 | | | | | | | | | |
| 2 | 2 | 2:51.895 | 47.740 | 50.125 | 1:14.030 | 192.2 | 6:42.550 | | | | | | | | | |
| 3 | 2 | 2:54.246 | 50.856 | 51.900 | 1:11.490 | 153.0 | 9:36.796 | | | | | | | | | |
| 4 | 2 | 2:44.210 | 45.087 | 49.456 | 1:09.667 | 175.9 | 12:21.006 | | | | | | | | | |
| 5 | 2 | 2:51.060 | 45.747 | 50.715 | 1:14.598 | 189.8 | 15:12.066 | | | | | | | | | |
| 6 | 2 | 2:44.147 | 44.220 | 49.476 | 1:10.451 | 198.9 | 17:56.213 | | | | | | | | | |
| 7 | 2 | 4:53.360 | B 45.663 | 50.549 | 3:17.148 | 176.8 | 22:49.573 | | | | | | | | | |
| 8 | 1 | 3:14.849 | 1:14.320 | 50.839 | 1:09.690 | 100.4 | 26:04.422 | | | | | | | | | |
| 9 | 1 | 2:44.350 | 45.602 | 49.805 | 1:08.943 | 182.4 | 28:48.772 | | | | | | | | | |
| 10 | 1 | 2:41.999 | 44.859 | 48.569 | 1:08.571 | 194.2 | 31:30.771 | | | | | | | | | |
| 11 | 1 | 2:43.704 | 43.784 | 50.876 | 1:09.044 | 202.6 | 34:14.475 | | | | | | | | | |
| 12 | 1 | 2:43.516 | 45.146 | 48.632 | 1:09.738 | 198.2 | 36:57.991 | | | | | | | | | |
| 13 | 1 | 2:41.632 | 44.173 | 48.418 | 1:09.041 | 200.4 | 39:39.623 | | | | | | | | | |
| 14 | 1 | 2:40.626 | 43.629 | 48.426 | 1:08.571 | 200.4 | 42:20.249 | | | | | | | | | |
| 173 Jaguar E-Type 3.8 1963 1. Laurent JASPERS GT4 | | | | | | | | | | | | | | | | |
| 1 | 1 | 6:33.935 | 4:29.636 | 51.219 | 1:13.080 | 98.8 | 6:33.935 | | | | | | | | | |
| 2 | 1 | 2:59.528 | B 48.932 | 49.772 | 1:20.824 | 142.3 | 9:33.463 | | | | | | | | | |
| 3 | 1 | 3:49.000 | 1:49.808 | 48.782 | 1:10.410 | 112.9 | 13:22.463 | | | | | | | | | |
| 4 | 1 | 2:44.874 | 45.161 | 49.764 | 1:09.949 | 173.1 | 16:07.337 | | | | | | | | | |
| 5 | 1 | 2:40.726 | 43.688 | 48.167 | 1:08.871 | 187.2 | 18:48.063 | | | | | | | | | |
| 6 | 1 | 2:43.915 | 43.794 | 48.900 | 1:11.221 | 194.6 | 21:31.978 | | | | | | | | | |
| 7 | 1 | 2:39.753 | 43.726 | 47.143 | 1:08.884 | 192.2 | 24:11.731 | | | | | | | | | |
| 8 | 1 | 2:46.489 | 45.728 | 51.235 | 1:09.526 | 153.2 | 26:58.220 | | | | | | | | | |
| 9 | 1 | 2:39.491 | 45.618 | 46.792 | 1:07.081 | 160.0 | 29:37.711 | | | | | | | | | |
| 10 | 1 | 2:44.140 | 43.002 | 50.262 | 1:10.876 | 208.1 | 32:21.851 | | | | | | | | | |
| 11 | 1 | 2:49.683 | 42.575 | 56.973 | 1:10.135 | 210.9 | 35:11.534 | | | | | | | | | |
| 12 | 1 | 2:38.514 | 43.595 | 47.363 | 1:07.556 | 210.5 | 37:50.048 | | | | | | | | | |
| 13 | 1 | 2:34.834 | 42.507 | 45.593 | 1:06.734 | 204.5 | 40:24.882 | | | | | | | | | |
| 176 Bizzarrini 5300 GT 1965 1. David HART 2. Olivier HART GT5 | | | | | | | | | | | | | | | | |
| 1 | 1 | 3:06.574 | 1:10.484 | 47.813 | 1:08.277 | 78.7 | 3:06.574 | | | | | | | | | |
| 2 | 1 | 2:38.891 | 45.084 | 46.140 | 1:07.667 | 173.1 | 5:45.465 | | | | | | | | | |
| 3 | 1 | 2:42.652 | B 45.733 | 45.763 | 1:11.156 | 169.8 | 8:28.117 | | | | | | | | | |
| 4 | 1 | 4:39.008 | 2:35.621 | 50.624 | 1:12.763 | 140.3 | 13:07.125 | | | | | | | | | |
| 5 | 1 | 2:38.816 | 42.606 | 45.089 | 1:11.121 | 188.5 | 15:45.941 | | | | | | | | | |
| 6 | 1 | 2:37.092 | 43.501 | 45.553 | 1:08.038 | 189.8 | 18:23.033 | | | | | | | | | |
| 7 | 1 | 3:03.764 | B 42.322 | 44.881 | 1:36.561 | 198.9 | 21:26.797 | | | | | | | | | |
| 177 Jaguar E-Type 3.8 1961 1. Arnaud FIEFFE 2. Hugo PAYEN GT4 | | | | | | | | | | | | | | | | |
| 1 | 2 | 4:38.057 | 2:30.575 | 56.508 | 1:10.974 | 84.5 | 4:38.057 | | | | | | | | | |
| 181 Shelby Cobra Daytona Coupe 1962 1. Vincent NEURRISSE 2. Bertrand ROUCHAUD GT5 | | | | | | | | | | | | | | | | |
| 1 | 1 | 6:28.060 | 4:23.569 | 51.972 | 1:12.519 | 99.6 | 6:28.060 | | | | | | | | | |
| 2 | 1 | 2:47.811 | 48.431 | 48.082 | 1:11.298 | 157.7 | 9:15.871 | | | | | | | | | |
| 3 | 1 | 2:59.979 | B 45.277 | 50.649 | 1:24.053 | 187.5 | 12:15.850 | | | | | | | | | |
| 4 | 1 | 4:48.378 | 2:52.802 | 46.487 | 1:09.089 | 116.4 | 17:04.228 | | | | | | | | | |
| 182 Alfa Romeo Giulia Sprint GTV 1968 1. Elzéar ROUCHAUD GT2 | | | | | | | | | | | | | | | | |
| 1 | 1 | 7:36.484 | 5:14.388 | 59.009 | 1:23.087 | 82.8 | 7:36.484 | | | | | | | | | |
| 2 | 1 | 3:17.675 | 58.807 | 59.803 | 1:19.065 | 108.5 | 10:54.159 | | | | | | | | | |
| 3 | 1 | 3:25.310 | B 52.783 | 57.538 | 1:34.989 | 157.9 | 14:19.469 | | | | | | | | | |
| 4 | 1 | 5:43.071 | 3:26.839 | 57.921 | 1:18.311 | 94.7 | 20:02.540 | | | | | | | | | |
| 5 | 1 | 3:06.297 | 51.331 | 56.470 | 1:18.496 | 162.7 | 23:08.837 | | | | | | | | | |
| 6 | 1 | 3:03.335 | 50.086 | 56.617 | 1:16.632 | 161.4 | 26:12.172 | | | | | | | | | |
| 7 | 1 | 3:04.371 | 49.518 | 58.072 | 1:16.781 | 163.9 | 29:16.543 | | | | | | | | | |
| 8 | 1 | 3:03.527 | 49.768 | 57.415 | 1:16.344 | 164.1 | 32:20.070 | | | | | | | | | |
| 9 | 1 | 3:03.796 | 49.543 | 57.134 | 1:17.119 | 162.4 | 35:23.866 | | | | | | | | | |
| 10 | 1 | 3:08.233 | B 49.071 | 56.256 | 1:22.906 | 164.6 | 38:32.099 | | | | | | | | | |
| 11 | 1 | 4:15.574 | 2:01.628 | 56.589 | 1:17.357 | 96.6 | 42:47.673 | | | | | | | | | |
| 226 Shelby Cobra 289 1965 1. Michael HINDERER 2. Marc DEVIS GT5 | | | | | | | | | | | | | | | | |
| 1 | 1 | 5:41.520 | 3:23.164 | 59.072 | 1:19.284 | 86.3 | 5:41.520 | | | | | | | | | |
| 2 | 1 | 2:58.559 | 50.474 | 53.069 | 1:15.016 | 160.7 | 8:40.079 | | | | | | | | | |
| 3 | 1 | 2:54.199 | 46.181 | 52.538 | 1:15.480 | 191.2 | 11:34.278 | | | | | | | | | |
| 4 | 1 | 2:57.511 | 47.862 | 51.630 | 1:18.019 | 177.9 | 14:31.789 | | | | | | | | | |
| 5 | 1 | 2:50.021 | 46.467 | 51.400 | 1:12.154 | 196.4 | 17:21.810 | | | | | | | | | |
| 6 | 1 | 4:53.459 | B 47.515 | 53.279 | 3:12.665 | 192.5 | 22:15.269 | | | | | | | | | |
| 7 | 2 | 3:28.035 | 1:19.975 | 54.548 | 1:13.512 | 78.2 | 25:43.304 | | | | | | | | | |
| 8 | 2 | 2:50.003 | 46.709 | 50.827 | 1:12.467 | 184.0 | 28:33.307 | | | | | | | | | |
| 9 | 2 | 2:45.129 | 45.271 | 49.279 | 1:10.579 | 193.9 | 31:18.436 | | | | | | | | | |
| 10 | 2 | 2:43.048 | 44.384 | 49.622 | 1:09.442 | 203.8 | 34:01.484 | | | | | | | | | |
| 11 | 2 | 2:42.835 | 44.655 | 48.404 | 1:09.776 | 201.1 | 36:44.319 | | | | | | | | | |
| 12 | 2 | 2:45.372 | 45.135 | 49.693 | 1:10.544 | 184.6 | 39:29.691 | | | | | | | | | |
| 13 | 2 | 2:41.620 | 44.930 | 48.208 | 1:08.482 | 196.0 | 42:11.311 | | | | | | | | | |
| 244 Austin-Healey 3000 Mk II 1962 1. MOZ GT3 | | | | | | | | | | | | | | | | |
| 1 | 1 | 5:58.585 | 3:35.031 | 1:00.695 | 1:22.859 | 85.5 | 5:58.585 | | | | | | | | | |
| 2 | 1 | 3:01.197 | 49.786 | 54.407 | 1:17.004 | 161.2 | 8:59.782 | | | | | | | | | |
| 3 | 1 | 2:58.641 | 47.985 | 52.906 | 1:17.750 | 173.1 | 11:58.423 | | | | | | | | | |
| 4 | 1 | 3:00.190 | 49.978 | 54.464 | 1:15.748 | 176.5 | 14:58.613 | | | | | | | | | |
| 5 | 1 | 2:52.958 | 47.629 | 52.192 | 1:13.137 | 178.8 | 17:51.571 | | | | | | | | | |
| 6 | 1 | 2:53.455 | 46.890 | 52.251 | 1:14.314 | 172.5 | 20:45.026 | | | | | | | | | |
| 7 | 1 | 2:54.987 | 49.604 | 53.072 | 1:12.311 | 178.8 | 23:40.013 | | | | | | | | | |
| 8 | 1 | 2:52.538 | 47.114 | 52.501 | 1:12.923 | 177.0 | 26:32.551 | | | | | | | | | |
| 9 | 1 | 3:00.963 | 53.090 | 53.077 | 1:14.796 | 169.5 | 29:33.514 | | | | | | | | | |
| 10 | 1 | 2:55.626 | 46.603 | 53.211 | 1:15.812 | 176.8 | 32:29.140 | | | | | | | | | |
| 11 | 1 | 2:54.644 | 46.884 | 54.192 | 1:13.568 | 179.4 | 35:23.784 | | | | | | | | | |
| 12 | 1 | 2:53.399 | 46.499 | 52.870 | 1:14.030 | 178.8 | 38:17.183 | | | | | | | | | |
| 13 | 1 | 2:50.310 | 47.367 | 51.538 | 1:11.405 | 178.8 | 41:07.493 | | | | | | | | | |
| 255 Lotus Elan 26R 1965 1. Guillaume BRAJEUX 2. Patrice GAY GT2 | | | | | | | | | | | | | | | | |
| 1 | 2 | 4:10.671 | 2:11.755 | 49.552 | 1:09.364 | 96.7 | 4:10.671 | | | | | | | | | |
| 2 | 2 | 2:43.699 | 44.918 | 49.829 | 1:08.952 | 191.8 | 6:54.370 | | | | | | | | | |



SIXTIES' ENDURANCE 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 |
| 3 | 2 | 2:42.134 | 43.974 | 49.066 | 1:09.094 | 196.7 | 9:36.504 | 11 | 1 | 2:38.010 | 43.286 | 47.141 | 1:07.583 | 213.9 | 37:20.962 |
| 4 | 2 | 2:40.715 | 43.783 | 47.770 | 1:09.162 | 197.8 | 12:17.219 | 12 | 1 | 2:41.253 | 45.208 | 48.451 | 1:07.594 | 178.8 | 40:02.215 |
| 5 | 2 | 3:12.440 | B 45.278 | 53.536 | 1:33.626 | 199.3 | 15:29.659 | 284 Lotus Elan 26R 1965 1. Steve JONES 2. Christopher ATKINSON GT2 | | | | | | | |
| 6 | 1 | 5:19.142 | 3:00.688 | 57.286 | 1:21.168 | 98.9 | 20:48.801 | 1 | 1 | 5:45.759 | 3:36.165 | 54.180 | 1:15.414 | 96.6 | 5:45.759 |
| 7 | 1 | 3:03.988 | 52.940 | 54.206 | 1:16.842 | 161.7 | 23:52.789 | 2 | 1 | 2:55.484 | 48.953 | 52.332 | 1:14.199 | 161.7 | 8:41.243 |
| 8 | 1 | 3:09.975 | 53.066 | 56.874 | 1:20.035 | 159.3 | 27:02.764 | 3 | 1 | 3:04.823 | B 46.437 | 52.589 | 1:25.797 | 184.9 | 11:46.066 |
| 9 | 1 | 2:59.210 | 50.193 | 53.091 | 1:15.926 | 156.3 | 30:01.974 | 4 | 2 | 5:13.277 | 3:04.115 | 54.729 | 1:14.433 | 110.8 | 16:59.343 |
| 10 | 1 | 3:08.745 | 51.750 | 55.811 | 1:21.184 | 180.9 | 33:10.719 | 5 | 2 | 2:52.648 | 48.094 | 52.224 | 1:12.330 | 158.8 | 19:51.991 |
| 11 | 1 | 2:58.766 | 49.584 | 53.893 | 1:15.289 | 166.2 | 36:09.485 | 6 | 2 | 2:50.010 | 47.470 | 51.253 | 1:11.287 | 186.9 | 22:42.001 |
| 12 | 1 | 2:56.997 | 48.225 | 52.869 | 1:15.903 | 183.4 | 39:06.482 | 7 | 2 | 2:50.255 | 47.296 | 50.932 | 1:12.027 | 186.2 | 25:32.256 |
| 13 | 1 | 2:56.625 | 49.077 | 51.978 | 1:15.570 | 160.2 | 42:03.107 | 8 | 2 | 2:50.521 | 46.753 | 51.622 | 1:12.146 | 195.3 | 28:22.777 |
| 261 Jaguar E-Type 3.8 1963 1. Luc-Pierre VERQUIN GT4 | | | | | | | | 9 | 2 | 2:49.725 | 45.579 | 51.735 | 1:12.411 | 193.5 | 31:12.502 |
| 1 | 1 | 5:04.644 | 2:57.485 | 52.761 | 1:14.398 | 113.7 | 5:04.644 | 10 | 2 | 2:45.610 | 44.960 | 50.968 | 1:09.682 | 196.0 | 33:58.112 |
| 2 | 1 | 2:46.195 | 45.453 | 50.153 | 1:10.589 | 187.2 | 7:50.839 | 11 | 2 | 2:47.942 | 45.932 | 50.550 | 1:11.460 | 196.0 | 36:46.054 |
| 3 | 1 | 3:03.806 | 53.816 | 55.980 | 1:14.010 | 170.3 | 10:54.645 | 12 | 2 | 2:46.649 | 44.893 | 50.694 | 1:11.062 | 191.8 | 39:32.703 |
| 4 | 1 | 2:50.500 | 48.264 | 51.196 | 1:11.040 | 180.3 | 13:45.145 | 13 | 2 | 2:42.685 | 44.145 | 49.401 | 1:09.139 | 195.3 | 42:15.388 |
| 5 | 1 | 2:44.680 | 44.978 | 48.857 | 1:10.845 | 183.4 | 16:29.825 | 340 MG B 1963 1. Romain GUERARDELLE GT2 | | | | | | | |
| 6 | 1 | 2:44.006 | 44.529 | 48.281 | 1:11.196 | 190.1 | 19:13.831 | 1 | 1 | 5:30.793 | 3:17.841 | 56.745 | 1:16.207 | 83.1 | 5:30.793 |
| 7 | 1 | 2:47.430 | 47.834 | 48.767 | 1:10.829 | 179.7 | 22:01.261 | 2 | 1 | 2:56.662 | 48.979 | 53.092 | 1:14.591 | 162.7 | 8:27.455 |
| 8 | 1 | 2:42.003 | 44.041 | 48.288 | 1:09.674 | 199.6 | 24:43.264 | 3 | 1 | 2:53.505 | 46.920 | 52.509 | 1:14.076 | 177.0 | 11:20.960 |
| 9 | 1 | 2:46.660 | 44.784 | 50.619 | 1:11.257 | 198.9 | 27:29.924 | 4 | 1 | 3:12.419 | B 47.111 | 58.789 | 1:26.519 | 177.6 | 14:33.379 |
| 10 | 1 | 2:44.133 | 43.684 | 49.232 | 1:11.217 | 201.9 | 30:14.057 | 5 | 1 | 5:09.344 | 3:02.205 | 53.822 | 1:13.317 | 105.3 | 19:42.723 |
| 11 | 1 | 2:47.611 | 43.685 | 51.898 | 1:12.028 | 201.1 | 33:01.668 | 6 | 1 | 2:56.542 | 50.694 | 53.164 | 1:12.684 | 178.2 | 22:39.265 |
| 12 | 1 | 2:46.661 | 44.858 | 52.862 | 1:08.941 | 200.0 | 35:48.329 | 7 | 1 | 2:53.282 | 47.283 | 52.486 | 1:13.513 | 177.9 | 25:32.547 |
| 13 | 1 | 2:40.964 | 43.509 | 47.850 | 1:09.605 | 197.8 | 38:29.293 | 8 | 1 | 2:57.736 | 47.684 | 56.744 | 1:13.308 | 177.0 | 28:30.283 |
| 14 | 1 | 2:53.324 | 46.023 | 53.271 | 1:14.030 | 186.5 | 41:22.617 | 9 | 1 | 2:54.147 | 47.343 | 54.129 | 1:12.675 | 178.8 | 31:24.430 |
| 264 Shelby Cobra 289 1965 1. Thierry LAFONT 2. Serge COZZOLINO GT5 | | | | | | | | 10 | 1 | 2:56.857 | 46.794 | 54.654 | 1:15.409 | 177.6 | 34:21.287 |
| 1 | 1 | 4:58.341 | 2:50.748 | 54.544 | 1:13.049 | 107.8 | 4:58.341 | 11 | 1 | 2:55.706 | 47.959 | 53.611 | 1:14.136 | 178.2 | 37:16.993 |
| 2 | 1 | 2:49.851 | 47.756 | 50.305 | 1:11.790 | 155.6 | 7:48.192 | 12 | 1 | 2:53.088 | 48.207 | 52.170 | 1:12.711 | 176.8 | 40:10.081 |
| 3 | 1 | 3:05.031 | 55.575 | 53.902 | 1:15.554 | 143.6 | 10:53.223 | 369 Shelby Cobra 289 1964 1. Urs BECK 2. Patrick SIMON GT5 | | | | | | | |
| 4 | 1 | 2:54.789 | 50.269 | 51.807 | 1:12.713 | 163.9 | 13:48.012 | 1 | 1 | 4:53.322 | 2:53.226 | 51.751 | 1:08.345 | 117.6 | 4:53.322 |
| 5 | 1 | 2:47.090 | 46.815 | 49.114 | 1:11.161 | 177.3 | 16:35.102 | 2 | 1 | 2:39.696 | 44.437 | 47.101 | 1:08.158 | 192.5 | 7:33.018 |
| 6 | 1 | 2:46.741 | 46.508 | 49.207 | 1:11.026 | 175.0 | 19:21.843 | 3 | 1 | 2:51.477 | B 51.661 | 46.400 | 1:13.416 | 100.2 | 10:24.495 |
| 7 | 1 | 5:09.398 | B 47.046 | 56.611 | 3:25.741 | 173.1 | 24:31.241 | 4 | 1 | 3:29.531 | 1:29.191 | 51.127 | 1:09.213 | 127.2 | 13:54.026 |
| 8 | 2 | 3:10.585 | 1:10.929 | 49.516 | 1:10.140 | 112.4 | 27:41.826 | 5 | 1 | 2:36.185 | 43.139 | 46.597 | 1:06.449 | 211.8 | 16:30.211 |
| 9 | 2 | 2:44.306 | 45.495 | 48.407 | 1:10.404 | 187.2 | 30:26.132 | 6 | 1 | 2:36.081 | 42.231 | 46.107 | 1:07.743 | 206.5 | 19:06.292 |
| 10 | 2 | 2:43.753 | 44.586 | 48.513 | 1:10.654 | 203.4 | 33:09.885 | 7 | 1 | 2:44.157 | B 42.108 | 47.297 | 1:14.752 | 212.6 | 21:50.449 |
| 11 | 2 | 2:47.012 | 45.396 | 51.759 | 1:09.857 | 186.5 | 35:56.897 | 8 | 2 | 4:45.923 | 2:54.294 | 46.496 | 1:05.133 | 97.6 | 26:36.372 |
| 12 | 2 | 2:47.175 | 45.585 | 50.992 | 1:10.598 | 181.2 | 38:44.072 | 9 | 2 | 2:37.687 | 46.397 | 45.602 | 1:05.688 | 205.3 | 29:14.059 |
| 13 | 2 | 2:45.877 | 45.776 | 49.290 | 1:10.811 | 185.6 | 41:29.949 | 10 | 2 | 2:52.374 | 41.383 | 44.989 | 1:26.002 | 213.0 | 32:06.433 |
| 281 Shelby Cobra 289 1964 1. Patrick BONNARDEL GT5 | | | | | | | | 11 | 2 | 2:34.643 | 43.382 | 46.627 | 1:04.634 | 207.3 | 34:41.076 |
| 1 | 1 | 6:52.412 | 4:40.648 | 58.735 | 1:13.029 | 90.2 | 6:52.412 | 12 | 2 | 2:45.811 | B 40.964 | 47.611 | 1:17.236 | 220.4 | 37:26.887 |
| 2 | 1 | 2:46.366 | 45.476 | 50.294 | 1:10.596 | 173.6 | 9:38.778 | 13 | 2 | 4:13.490 | B 2:10.269 | 44.713 | 1:18.508 | 130.0 | 41:40.377 |
| 3 | 1 | 2:42.376 | 44.171 | 49.408 | 1:08.797 | 192.5 | 12:21.154 | 411 Porsche 911 2.0L 1965 1. Lukas BUCHER 2. David VERZIJLBERGEN GT2 | | | | | | | |
| 4 | 1 | 3:04.111 | B 44.986 | 50.601 | 1:28.524 | 187.8 | 15:25.265 | 1 | 1 | 6:03.708 | 3:55.424 | 53.081 | 1:15.203 | 104.4 | 6:03.708 |
| 5 | 1 | 5:24.585 | 3:27.893 | 48.613 | 1:08.079 | 105.5 | 20:49.850 | 2 | 1 | 2:58.799 | 49.995 | 52.175 | 1:16.629 | 139.5 | 9:02.507 |
| 6 | 1 | 3:04.848 | 44.108 | 1:11.705 | 1:09.035 | 206.5 | 23:54.698 | 3 | 1 | 2:57.096 | 47.942 | 54.878 | 1:14.276 | 172.5 | 11:59.603 |
| 7 | 1 | 2:41.710 | 44.199 | 48.215 | 1:09.296 | 175.0 | 26:36.408 | 4 | 1 | 2:54.299 | 48.010 | 51.990 | 1:14.299 | 186.2 | 14:53.902 |
| 8 | 1 | 2:43.254 | 48.496 | 47.406 | 1:07.352 | 202.2 | 29:19.662 | 5 | 1 | 2:50.825 | 47.327 | 51.421 | 1:12.077 | 183.7 | 17:44.727 |
| 9 | 1 | 2:43.075 | 44.220 | 47.129 | 1:11.726 | 183.4 | 32:02.737 | | | | | | | | |
| 10 | 1 | 2:40.215 | 45.937 | 47.720 | 1:06.558 | 197.8 | 34:42.952 | | | | | | | | |



SIXTIES' ENDURANCE 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 |
|-----|---|----------|----------|----------|----------|--------|-----------|-----|---|------|----------|----------|----------|--------|---------|
| 6 | 1 | 2:54.012 | 46.281 | 53.545 | 1:14.186 | 186.5 | 20:38.739 | | | | | | | | |
| 7 | 1 | 4:22.840 | B 46.745 | 52.921 | 2:43.174 | 183.1 | 25:01.579 | | | | | | | | |
| 8 | 2 | 3:15.274 | 1:07.958 | 53.483 | 1:13.833 | 93.0 | 28:16.853 | | | | | | | | |
| 9 | 2 | 2:50.319 | 46.176 | 51.995 | 1:12.148 | 185.6 | 31:07.172 | | | | | | | | |
| 10 | 2 | 2:48.890 | 46.231 | 51.733 | 1:10.926 | 186.2 | 33:56.062 | | | | | | | | |
| 11 | 2 | 2:47.025 | 45.006 | 50.482 | 1:11.537 | 186.5 | 36:43.087 | | | | | | | | |
| 12 | 2 | 2:49.937 | 46.334 | 52.138 | 1:11.465 | 186.5 | 39:33.024 | | | | | | | | |
| 13 | 2 | 2:45.142 | 44.626 | 49.859 | 1:10.657 | 187.8 | 42:18.166 | | | | | | | | |

455 Morgan Plus 4 Super Sports 1965
1. Malik KINDE GT3
2. Gonzague THEOL

| | | | | | | | |
|----|---|----------|----------|----------|----------|-------|-----------|
| 1 | 1 | 5:12.253 | 2:55.474 | 56.803 | 1:19.976 | 97.5 | 5:12.253 |
| 2 | 1 | 2:59.697 | 49.670 | 55.635 | 1:14.392 | 157.2 | 8:11.950 |
| 3 | 1 | 3:17.265 | B 48.056 | 53.466 | 1:35.743 | 178.2 | 11:29.215 |
| 4 | 1 | 4:13.198 | 2:06.316 | 53.200 | 1:13.682 | 105.6 | 15:42.413 |
| 5 | 1 | 3:12.295 | 49.928 | 1:08.660 | 1:13.707 | 154.9 | 18:54.708 |
| 6 | 1 | 3:11.729 | B 48.110 | 53.036 | 1:30.583 | 175.9 | 22:06.437 |
| 7 | 2 | 5:03.620 | 2:36.778 | 1:04.648 | 1:22.194 | 92.1 | 27:10.057 |
| 8 | 2 | 3:14.484 | 51.744 | 58.832 | 1:23.908 | 159.1 | 30:24.541 |
| 9 | 2 | 3:06.664 | 51.230 | 58.179 | 1:17.255 | 175.0 | 33:31.205 |
| 10 | 2 | 3:04.373 | 51.266 | 55.391 | 1:17.716 | 165.9 | 36:35.578 |
| 11 | 2 | 3:04.798 | 50.463 | 55.687 | 1:18.648 | 154.7 | 39:40.376 |
| 12 | 2 | 3:07.575 | 52.061 | 55.862 | 1:19.652 | 163.1 | 42:47.951 |

888 Jaguar E-Type 3.8 1963
1. Pascal RAPALLINO GT4
2. Jacques-Laurent JOSSE

| | | | | | | | |
|----|---|----------|------------|--------|----------|-------|-----------|
| 1 | 2 | 4:51.191 | 2:36.898 | 57.945 | 1:16.348 | 92.3 | 4:51.191 |
| 2 | 2 | 2:55.216 | 48.124 | 51.307 | 1:15.785 | 183.1 | 7:46.407 |
| 3 | 2 | 3:09.111 | 56.119 | 54.600 | 1:18.392 | 153.8 | 10:55.518 |
| 4 | 2 | 2:56.976 | 48.806 | 52.430 | 1:15.740 | 180.6 | 13:52.494 |
| 5 | 2 | 2:53.910 | 47.237 | 52.575 | 1:14.098 | 180.6 | 16:46.404 |
| 6 | 2 | 2:51.437 | 48.413 | 50.095 | 1:12.929 | 181.5 | 19:37.841 |
| 7 | 2 | 3:04.569 | B 48.332 | 50.716 | 1:25.521 | 198.2 | 22:42.410 |
| 8 | 1 | 5:51.172 | B 3:28.922 | 57.069 | 1:25.181 | 90.3 | 28:33.582 |
| 9 | 2 | 3:52.053 | 1:44.691 | 52.527 | 1:14.835 | 120.9 | 32:25.635 |
| 10 | 2 | 2:51.511 | 46.781 | 51.209 | 1:13.521 | 187.5 | 35:17.146 |
| 11 | 2 | 2:48.113 | 46.408 | 50.378 | 1:11.327 | 193.2 | 38:05.259 |
| 12 | 2 | 2:49.997 | 46.951 | 49.742 | 1:13.304 | 191.8 | 40:55.256 |