

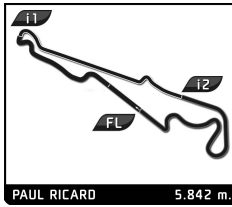
**CLASSIC ENDURANCE RACING 1**  
**DIX MILLE TOURS**  
**PRIVATE PRACTICE**

**Sector Analysis**

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed							
<b>2</b> <b>Lola T210 1970</b> 1. Frank JACOB P-2L								<b>9</b> <b>Porsche 910 1972</b> 1. MONFORTINO P+2L														
1	1	5:13.970	3:21.941	48.047	1:03.982	113.0	5:13.970	1	1	4:57.791	2:51.809	54.335	1:11.647	104.2	4:57.791							
2	1	2:24.939	39.757	43.961	1:01.221	216.4	7:38.909	2	1	2:49.420	45.849	53.346	1:10.225	182.7	7:47.211							
3	1	2:27.563	38.998	45.282	1:03.283	220.9	10:06.472	3	1	3:54.742 B	44.958	51.293	2:18.491	196.0	11:41.953							
4	1	2:45.339 B	43.297	43.850	1:18.192	189.1	12:51.811	4	1	3:08.438	1:05.761	49.820	1:12.857	116.1	14:50.391							
5	1	11:52.125	9:58.235	45.509	1:08.381	101.6	24:43.936	5	1	<b>2:41.963</b>	45.270	49.142	<b>1:07.551</b>	179.4	17:32.354							
6	1	2:37.903	45.328	48.673	1:03.902	213.4	27:21.839	6	1	2:42.517	<b>44.172</b>	49.240	1:09.105	196.4	20:14.871							
7	1	2:26.220	40.355	45.251	1:00.614	222.2	29:48.059	7	1	2:42.377	44.304	50.079	1:07.994	196.7	22:57.248							
8	1	2:22.414	38.523	43.000	1:00.891	221.3	32:10.473	8	1	4:00.009 B	45.132	<b>48.568</b>	2:26.309	190.8	26:57.257							
9	1	2:22.468	39.176	43.036	<b>1:00.256</b>	221.3	34:32.941	9	1	3:12.989	1:10.177	51.317	1:11.495	114.8	30:10.246							
10	1	2:23.517	39.034	43.132	1:01.351	220.9	36:56.458	10	1	2:47.816	45.846	52.584	1:09.386	180.0	32:58.062							
11	1	<b>2:22.032</b>	<b>38.403</b>	<b>42.880</b>	1:00.749	221.8	39:18.490	<b>11</b> <b>Ford GT40 (C) 1965</b> 1. Frederic WAKEMAN GT1 2. Mike GRANT-PETERKIN														
12	1	3:45.308 B	50.297	1:12.421	1:42.590	222.2	43:03.798	1	2	4:30.214	2:29.440	52.883	1:07.891	114.6	4:30.214							
<b>4</b> <b>Porsche 908/03 1971</b> 1. Henrique GEMPERLE P+2L 2. Marc de SIEBENTHAL								2								2	2:40.370	44.618	47.494	1:08.258	164.4	7:10.584
1	2	3:25.349	1:32.400	50.337	1:02.612	108.3	3:25.349	3	2	7:43.163 B	43.792	48.169	6:11.202	178.2	14:53.747							
2	2	2:16.838	39.116	40.988	56.734	225.5	5:42.187	4	1	3:17.237	1:25.445	45.998	1:05.794	82.1	18:10.984							
3	2	2:15.087	37.767	41.034	<b>56.286</b>	234.8	7:57.274	5	1	2:34.579	43.484	45.879	1:05.216	203.0	20:45.563							
4	2	<b>2:12.918</b>	<b>36.699</b>	<b>39.676</b>	56.543	243.2	10:10.192	6	1	2:34.140	42.441	46.328	1:05.371	196.7	23:19.703							
5	2	20:17.552 B	39.222	45.039	...	234.3	30:27.744	7	1	2:31.000	41.742	44.536	1:04.722	202.6	25:50.703							
6	1	2:46.830	1:04.020	42.760	1:00.050	99.2	33:14.574	8	1	2:28.909	<b>41.025</b>	43.681	1:04.203	210.1	28:19.612							
7	1	2:20.460	39.190	41.651	59.619	234.8	35:35.034	9	1	<b>2:28.384</b>	41.315	<b>43.394</b>	<b>1:03.675</b>	214.3	30:47.996							
8	1	2:22.554	39.791	42.485	1:00.278	232.3	37:57.588	10	1	4:22.725 B	46.716	47.234	2:48.775	172.2	35:10.721							
9	1	2:17.711	37.301	41.053	59.357	237.9	40:15.299	11	2	3:04.254	1:08.645	47.699	1:07.910	69.1	38:14.975							
10	1	3:57.067 B	56.087	1:19.209	1:41.771	240.0	44:12.366	12	2	2:52.278 B	42.624	45.334	1:24.320	180.6	41:07.253							
<b>7</b> <b>Lola T70 Mk.3B 1969</b> 1. Toni SEILER P+2L								<b>12</b> <b>Chevron B16 1970</b> 1. Thomas DOZIN P-2L														
1	1	5:38.530	3:49.636	47.335	1:01.559	126.6	5:38.530	1	1	6:50.115	4:38.995	54.748	1:16.372	72.0	6:50.115							
2	1	2:24.247	39.595	44.655	59.997	216.0	8:02.777	2	1	2:51.046	47.441	50.131	1:13.474	190.1	9:41.161							
3	1	2:34.095 B	39.273	42.000	1:12.822	225.5	10:36.872	3	1	7:28.699 B	45.044	49.127	5:54.528	190.8	17:09.860							
4	1	4:26.387	2:44.650	42.439	59.298	148.6	15:03.259	4	1	3:23.349	1:25.040	48.868	1:09.441	88.6	20:33.209							
5	1	2:19.392	38.379	42.254	58.759	231.8	17:22.651	5	1	2:40.608	44.632	48.730	1:07.246	195.3	23:13.817							
6	1	<b>2:17.631</b>	38.264	<b>41.306</b>	<b>58.061</b>	244.9	19:40.282	6	1	2:37.394	44.061	47.087	1:06.246	195.3	25:51.211							
7	1	2:42.340 B	38.904	43.643	1:19.793	208.1	22:22.622	7	1	2:38.832	44.469	47.238	1:07.125	194.9	28:30.043							
8	1	6:07.331	4:17.933	44.188	1:05.210	111.0	28:29.953	8	1	<b>2:36.660</b>	43.400	46.628	1:06.632	198.9	31:06.703							
9	1	2:20.178	<b>38.055</b>	43.196	58.927	241.1	30:50.131	9	1	2:37.099	43.868	46.228	1:07.003	196.0	33:43.802							
10	1	2:56.321	57.819	42.162	1:16.340	213.4	33:46.452	10	1	2:38.684	46.911	46.286	<b>1:05.487</b>	195.7	36:22.486							
11	1	3:48.979 B	1:00.242	1:02.186	1:46.551	149.2	37:35.431	11	1	2:37.714	44.378	46.992	1:06.344	196.7	39:00.200							
<b>8</b> <b>Chevron B21 1972</b> 1. Romain BELLETESTE P-2L								<b>13</b> <b>Porsche 911 Carrera RSR 2.8 1972</b> 1. Oren NATAF GT1														
1	1	8:15.399	6:19.227	53.026	1:03.146	102.0	8:15.399	1	1	5:39.021	3:30.961	53.956	1:14.104	99.3	5:39.021							
2	1	2:27.849	39.998	44.998	1:02.853	220.9	10:43.248	2	1	2:52.651	48.014	52.082	1:12.555	189.5	8:31.672							
3	1	2:29.554	41.867	43.718	1:03.969	207.3	13:12.802	3	1	4:23.972 B	47.293	51.049	2:45.630	183.1	12:55.644							
4	1	2:22.774	39.516	42.932	<b>1:00.326</b>	202.2	15:35.576	4	1	3:13.351	1:10.934	51.000	1:11.417	75.5	16:08.995							
5	1	4:12.150 B	42.489	44.400	2:45.261	199.6	19:47.726	5	1	2:47.729	46.971	50.187	1:10.571	191.5	18:56.724							
6	1	2:49.698	1:04.437	43.929	1:01.332	109.8	22:37.424	6	1	2:46.347	45.632	50.246	1:10.469	191.5	21:43.071							
7	1	2:23.070	<b>39.067</b>	43.328	1:00.675	225.5	25:00.494	7	1	2:44.266	45.100	49.663	1:09.503	187.2	24:27.337							
8	1	2:23.301	39.788	42.614	1:00.899	223.1	27:23.795	8	1	<b>2:43.976</b>	45.321	49.781	<b>1:08.874</b>	191.5	27:11.313							
9	1	2:25.176	40.106	44.570	1:00.500	210.5	29:48.971	9	1	2:51.679	47.729	52.820	1:11.130	192.5	30:02.992							
10	1	<b>2:21.904</b>	39.105	42.328	1:00.471	210.9	32:10.875	10	1	2:46.051	44.956	49.842	1:11.253	190.1	32:49.043							
11	1	2:22.406	39.667	<b>42.272</b>	1:00.467	218.2	34:33.281	11	1	2:47.020	46.593	51.077	1:09.350	189.8	35:36.063							
12	1	6:18.856 B	39.684	45.240	4:53.932	225.9	40:52.137	12	1	2:44.858	46.395	49.449	1:09.014	191.8	38:20.921							





# CLASSIC ENDURANCE RACING 1

## DIX MILLE TOURS

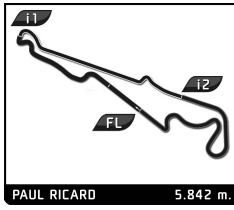
### PRIVATE PRACTICE

### 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
13	1	5:25.997	B 44.144	48.987	3:52.866	194.9	43:46.918	4	1	2:34.022	43.546	46.295	1:04.181	205.3	13:17.332
<b>15</b> <b>Chevron B19 1971</b> 1. John EMBERSON P-2L 2. Nigel GREENSALL								5	1	2:34.351	43.456	46.024	1:04.871	190.5	15:51.683
1	1	3:58.262	2:00.812	50.798	1:06.652	125.3	3:58.262	6	1	2:31.299	41.499	45.641	1:04.159	204.2	18:22.982
2	1	2:42.181	44.929	50.535	1:06.717	165.6	6:40.443	7	1	2:32.527	41.662	45.479	1:05.386	204.5	20:55.509
3	1	5:11.120	B 41.802	45.994	3:43.324	216.9	11:51.563	8	1	2:31.365	41.515	45.608	1:04.242	206.9	23:26.874
4	1	2:51.955	1:02.704	46.386	1:02.865	124.4	14:43.518	9	1	2:31.802	41.365	45.849	1:04.588	201.5	25:58.676
5	1	4:52.819	B 40.853	43.491	3:28.475	208.5	19:36.337	10	1	2:48.247	B 42.843	49.053	1:16.351	203.0	28:46.923
6	1	2:52.788	1:04.924	45.268	1:02.596	119.9	22:29.125	11	2	5:24.737	3:34.279	45.734	1:04.724	86.9	34:11.660
7	1	2:27.527	40.311	44.728	1:02.488	220.9	24:56.652	12	2	2:25.647	39.606	44.265	1:01.776	205.7	36:37.307
8	1	2:25.831	40.275	44.521	1:01.035	223.6	27:22.483	13	2	2:27.716	41.226	44.342	1:02.148	208.1	39:05.023
9	1	2:25.862	40.265	45.102	1:00.495	216.4	29:48.345	14	2	3:19.017	B 39.337	43.734	1:55.946	207.3	42:24.040
10	1	11:14.749	B 41.949	49.322	9:43.478	215.6	41:03.094	<b>21</b> <b>De Tomaso Pantera Gr. IV 1975</b> 1. Detlef VON DER LIECK GT1 2. Ralf KELLENERS							
<b>18</b> <b>Lola T70 Mk.3B 1969</b> 1. David HART P+2L 2. Olivier HART								1	2	6:45.713	4:47.676	52.123	1:05.914	94.4	6:45.713
1	1	3:59.028	2:15.660	43.145	1:00.223	85.7	3:59.028	2	2	2:34.855	41.724	46.100	1:07.031	190.1	9:20.568
2	1	2:27.451	42.198	44.489	1:00.764	199.3	6:26.479	3	2	2:22.341	38.420	43.098	1:00.823	230.8	11:42.909
3	1	2:23.978	40.011	44.153	59.814	190.5	8:50.457	4	2	2:41.982	B 38.746	43.218	1:20.018	229.8	14:24.891
4	1	2:19.338	38.442	41.009	59.887	220.4	11:09.795	5	1	6:07.944	4:13.644	47.111	1:07.189	92.9	20:32.835
5	1	2:19.910	37.928	42.108	59.874	222.7	13:29.705	6	1	2:36.031	43.352	46.654	1:06.025	201.1	23:08.866
6	1	2:21.895	38.944	43.735	59.216	232.3	15:51.600	7	1	2:34.280	42.204	45.535	1:06.541	215.1	25:43.146
7	1	2:18.652	37.692	41.061	59.899	235.3	18:10.252	8	1	2:36.345	43.820	46.735	1:05.790	174.2	28:19.491
8	1	2:32.067	B 39.024	41.220	1:11.823	220.0	20:42.319	9	1	2:43.843	B 42.858	45.789	1:15.196	195.3	31:03.334
9	2	4:59.630	3:16.722	42.094	1:00.814	123.6	25:41.949	10	1	4:21.975	2:30.515	46.483	1:04.977	104.2	35:25.309
10	2	2:19.734	39.366	42.029	58.339	227.8	28:01.683	11	1	2:35.739	42.868	46.703	1:06.168	227.4	38:01.048
11	2	2:27.441	B 37.846	40.684	1:08.911	241.1	30:29.124	12	1	2:34.431	41.432	44.955	1:08.044	225.9	40:35.479
12	2	4:13.031	2:33.391	40.533	59.107	130.3	34:42.155	<b>23</b> <b>Ferrari 512 M (C) 1971</b> 1. Lukas HALUSA P+2L							
13	2	2:16.131	37.555	40.619	57.957	236.8	36:58.286	1	1	9:48.419	8:00.780	45.967	1:01.672	90.8	9:48.419
14	2	2:18.075	36.950	41.562	59.563	243.8	39:16.361	2	1	2:29.742	41.291	43.328	1:05.123	228.8	12:18.161
15	2	3:13.144	B 36.495	40.082	1:56.567	244.9	42:29.505	3	1	2:18.148	39.396	40.298	58.454	206.9	14:36.309
<b>19</b> <b>Chevron B19 1971</b> 1. Rolf SIGRIST P-2L								4	1	2:15.926	38.237	40.541	57.148	226.4	16:52.235
1	1	3:16.659	1:27.380	46.609	1:02.670	111.9	3:16.659	5	1	2:20.076	40.629	40.571	58.876	249.4	19:12.311
2	1	2:25.165	41.378	44.364	59.423	193.5	5:41.824	6	1	2:15.644	37.984	40.789	56.871	241.6	21:27.955
3	1	2:26.389	41.544	44.410	1:00.435	203.0	8:08.213	7	1	2:13.589	36.359	40.105	57.125	252.9	23:41.544
4	1	2:24.337	39.105	42.424	1:02.808	224.5	10:32.550	8	1	2:56.009	B 46.724	49.090	1:20.195	209.7	26:37.553
5	1	2:21.976	39.020	44.045	58.911	220.9	12:54.526	9	1	4:55.944	3:15.492	40.887	59.565	96.5	31:33.497
6	1	4:56.354	B 40.922	43.856	3:31.576	220.9	17:50.880	10	1	2:15.837	38.112	39.461	58.264	236.8	33:49.334
7	1	2:50.348	1:07.569	42.388	1:00.391	97.3	20:41.228	11	1	2:15.952	37.690	40.705	57.557	230.3	36:05.286
8	1	2:20.073	38.776	42.885	58.412	225.9	23:01.301	12	1	2:13.996	36.616	39.023	58.357	225.9	38:19.282
9	1	2:19.934	38.526	42.189	59.219	226.4	25:21.235	13	1	2:59.260	B 38.628	51.083	1:29.549	252.9	41:18.542
10	1	2:24.343	43.236	41.722	59.385	181.8	27:45.578	<b>24</b> <b>Chevron B16 1971</b> 1. François BOURDIN P-2L 2. Charles BOURDIN							
11	1	2:21.035	38.545	42.428	1:00.062	228.3	30:06.613	1	2	4:36.204	2:27.304	55.636	1:13.264	83.6	4:36.204
12	1	2:20.199	38.609	41.540	1:00.050	221.3	32:26.812	2	2	2:44.570	45.360	50.525	1:08.685	179.1	7:20.774
13	1	2:18.272	38.463	41.525	58.284	219.1	34:45.084	3	2	2:45.615	46.443	50.873	1:08.299	165.6	10:06.389
14	1	2:19.916	40.090	41.389	58.437	227.4	37:05.000	4	2	2:41.115	45.274	48.615	1:07.226	181.5	12:47.504
15	1	2:18.648	39.147	41.599	57.902	231.3	39:23.648	5	2	2:40.843	43.664	46.968	1:10.211	193.2	15:28.347
16	1	4:14.498	B 41.492	52.264	2:40.742	229.3	43:38.146	6	2	2:38.648	46.088	46.616	1:05.944	182.1	18:06.995
<b>20</b> <b>Porsche 911 Carrera RSR 3.0 1974</b> 1. Rémi TERRAIL GT1 2. Jürg AEBERHARD								7	2	2:34.440	43.516	46.646	1:04.278	201.9	20:41.435
1	1	5:35.485	3:41.733	47.886	1:05.866	111.6	5:35.485	8	2	2:34.147	42.167	45.623	1:06.357	197.8	23:15.582
2	1	2:34.490	42.076	47.473	1:04.941	199.6	8:09.975	9	2	5:16.073	B 43.133	48.438	3:44.502	197.8	28:31.655
3	1	2:33.335	41.517	46.500	1:05.318	205.7	10:43.310	10	1	3:00.154	1:08.156	47.056	1:04.942	106.1	31:31.809
								11	1	2:28.302	41.006	45.395	1:01.901	208.5	34:00.111
								12	1	2:26.631	40.156	44.596	1:01.879	208.5	36:26.742



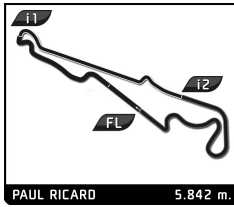


**CLASSIC ENDURANCE RACING 1**  
**DIX MILLE TOURS**  
**PRIVATE PRACTICE**

**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																																																																																																																																																																																																																								
13	1	2:26.207	39.689	45.170	1:01.348	211.4	38:52.949	13	2	2:53.584 B	40.270	43.464	1:29.850	221.8	41:43.211																																																																																																																																																																																																																								
14	1	4:00.740 B	40.907	45.499	2:34.334	208.9	42:53.689	<b>33</b> Lola T70 Mk.3 1967 1. Patrick JACK P+2L																																																																																																																																																																																																																															
<b>25</b> Porsche 911 Carrera RSR 3.0 (C) 1974 1. Uwe KOLB GT1 2. Patrick KOLB								<table border="1"> <tbody> <tr><td>1</td><td>1</td><td>4:57.005</td><td>3:03.139</td><td>49.440</td><td>1:04.426</td><td>107.2</td><td>4:57.005</td></tr> <tr><td>2</td><td>1</td><td>2:27.381</td><td>41.166</td><td>44.296</td><td>1:01.919</td><td>199.6</td><td>7:24.386</td></tr> <tr><td>3</td><td>1</td><td>2:31.323</td><td>43.857</td><td>44.795</td><td>1:02.671</td><td>173.1</td><td>9:55.709</td></tr> <tr><td>4</td><td>1</td><td>2:26.024</td><td>39.220</td><td>43.634</td><td>1:03.170</td><td>221.3</td><td>12:21.733</td></tr> <tr><td>5</td><td>1</td><td>2:21.994</td><td>39.490</td><td>41.476</td><td>1:01.028</td><td>231.8</td><td>14:43.727</td></tr> <tr><td>6</td><td>1</td><td>10:13.070 B</td><td>38.452</td><td>43.561</td><td>8:51.057</td><td>230.8</td><td>24:56.797</td></tr> <tr><td>7</td><td>1</td><td>2:59.217</td><td>1:06.866</td><td>48.928</td><td>1:03.423</td><td>106.9</td><td>27:56.014</td></tr> <tr><td>8</td><td>1</td><td>2:19.005</td><td>38.348</td><td>41.218</td><td>59.439</td><td>216.9</td><td>30:15.019</td></tr> <tr><td>9</td><td>1</td><td>2:30.617</td><td>42.595</td><td>44.073</td><td>1:03.949</td><td>179.4</td><td>32:45.636</td></tr> <tr><td>10</td><td>1</td><td>2:18.477</td><td>37.994</td><td>41.240</td><td>59.243</td><td>240.0</td><td>35:04.113</td></tr> <tr><td>11</td><td>1</td><td>2:21.102</td><td>39.298</td><td>41.459</td><td>1:00.345</td><td>223.1</td><td>37:25.215</td></tr> <tr><td>12</td><td>1</td><td>7:19.418 B</td><td>40.747</td><td>43.438</td><td>5:55.233</td><td>216.9</td><td>44:44.633</td></tr> </tbody> </table>								1	1	4:57.005	3:03.139	49.440	1:04.426	107.2	4:57.005	2	1	2:27.381	41.166	44.296	1:01.919	199.6	7:24.386	3	1	2:31.323	43.857	44.795	1:02.671	173.1	9:55.709	4	1	2:26.024	39.220	43.634	1:03.170	221.3	12:21.733	5	1	2:21.994	39.490	41.476	1:01.028	231.8	14:43.727	6	1	10:13.070 B	38.452	43.561	8:51.057	230.8	24:56.797	7	1	2:59.217	1:06.866	48.928	1:03.423	106.9	27:56.014	8	1	2:19.005	38.348	41.218	59.439	216.9	30:15.019	9	1	2:30.617	42.595	44.073	1:03.949	179.4	32:45.636	10	1	2:18.477	37.994	41.240	59.243	240.0	35:04.113	11	1	2:21.102	39.298	41.459	1:00.345	223.1	37:25.215	12	1	7:19.418 B	40.747	43.438	5:55.233	216.9	44:44.633																																																																																																																								
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<b>27</b> De Tomaso Pantera GTS 1975 1. Pedro SANCHEZ GT1								<b>35</b> Lola T70 Mk.3B 1969 1. Armand MILLE P+2L																																																																																																																																																																																																																															
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<b>31</b> Ford GT40 1972 1. Marc DONCIEUX GT1 2. Jules DONCIEUX								<b>36</b> Lotus 47 1969 1. Georges CABANNE P-2L 2. Charly BOURACHOT																																																																																																																																																																																																																															
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9	2	2:36.885	43.110	47.529	1:06.246	211.8	28:19.160																																																																																																																																																																																																																																
10	2	2:40.170	45.210	47.373	1:07.587	177.0	30:59.330																																																																																																																																																																																																																																
11	2	2:35.166	41.973	45.819	1:07.374	225.5	33:34.496																																																																																																																																																																																																																																
12	2	2:33.587	42.204	45.439	1:05.944	226.9	36:08.083																																																																																																																																																																																																																																
13	2	2:33.153	41.915	45.620	1:05.618	223.6	38:41.236																																																																																																																																																																																																																																
14	2	2:58.608 B	41.398	45.099	1:32.111	223.6	41:39.844																																																																																																																																																																																																																																
1	1	6:33.579	4:19.742	58.220	1:15.617	65.5	6:33.579																																																																																																																																																																																																																																
2	1	2:56.813	48.164	54.286	1:14.363	176.5	9:30.392																																																																																																																																																																																																																																
3	1	2:51.361	46.869	52.740	1:11.752	182.1	12:21.753																																																																																																																																																																																																																																
4	1	2:45.918	46.045	50.350	1:09.523	188.2	15:07.671																																																																																																																																																																																																																																
5	1	2:43.495	44.775	50.014	1:08.706	193.5	17:51.166																																																																																																																																																																																																																																
6	1	2:44.292	44.981	50.192	1:09.119	191.8	20:35.458																																																																																																																																																																																																																																
7	1	2:44.417	45.477	49.760	1:09.180	185.6	23:19.875																																																																																																																																																																																																																																
8	1	2:54.211 B	44.050	48.716	1:21.445	193.2	26:14.086																																																																																																																																																																																																																																
9	2	5:47.581	3:53.294	48.754	1:05.533	111.3	32:01.667																																																																																																																																																																																																																																
10	2	2:33.191	41.881	46.710	1:04.600	194.2	34:34.858																																																																																																																																																																																																																																
11	2	2:33.811	42.422	46.270	1:05.119	194.2	37:08.669																																																																																																																																																																																																																																
12	2	2:32.171	41.589	46.083	1:04.499	196.0	39:40.840																																																																																																																																																																																																																																
13	2	3:52.470 B	52.467	1:06.834	1:53.169	197.8	43:33.310																																																																																																																																																																																																																																
<b>32</b> De Tomaso Pantera Gr. IV 1975 1. Paul SURAND GT1 2. Stéphane LEMERET								<b>39</b> Porsche 911 Carrera RSR 3.0 1975 1. Vincent MARTIN GT1																																																																																																																																																																																																																															
<table border="1"> <tbody> <tr><td>1</td><td>1</td><td>5:38.908</td><td>3:42.886</td><td>48.806</td><td>1:07.216</td><td>111.2</td><td>5:38.908</td></tr> <tr><td>2</td><td>1</td><td>2:39.765</td><td>43.281</td><td>47.821</td><td>1:08.663</td><td>203.0</td><td>8:18.673</td></tr> <tr><td>3</td><td>1</td><td>2:35.350</td><td>42.411</td><td>46.818</td><td>1:06.121</td><td>213.0</td><td>10:54.023</td></tr> <tr><td>4</td><td>1</td><td>2:44.048 B</td><td>42.005</td><td>47.302</td><td>1:14.741</td><td>210.1</td><td>13:38.071</td></tr> <tr><td>5</td><td>1</td><td>5:05.085</td><td>3:11.920</td><td>47.074</td><td>1:06.091</td><td>118.4</td><td>18:43.156</td></tr> <tr><td>6</td><td>1</td><td>2:33.458</td><td>42.232</td><td>45.819</td><td>1:05.407</td><td>206.1</td><td>21:16.614</td></tr> <tr><td>7</td><td>1</td><td>2:35.428</td><td>42.617</td><td>46.331</td><td>1:06.480</td><td>212.2</td><td>23:52.042</td></tr> <tr><td>8</td><td>1</td><td>2:47.469 B</td><td>43.480</td><td>46.127</td><td>1:17.862</td><td>203.8</td><td>26:39.511</td></tr> <tr><td>9</td><td>2</td><td>4:43.271</td><td>2:50.657</td><td>48.243</td><td>1:04.371</td><td>105.0</td><td>31:22.782</td></tr> <tr><td>10</td><td>2</td><td>2:30.350</td><td>41.593</td><td>45.358</td><td>1:03.399</td><td>210.9</td><td>33:53.132</td></tr> <tr><td>11</td><td>2</td><td>2:30.087</td><td>42.042</td><td>45.509</td><td>1:02.536</td><td>219.5</td><td>36:23.219</td></tr> <tr><td>12</td><td>2</td><td>2:26.408</td><td>40.464</td><td>44.110</td><td>1:01.834</td><td>220.4</td><td>38:49.627</td></tr> </tbody> </table>								1	1	5:38.908	3:42.886	48.806	1:07.216	111.2	5:38.908	2	1	2:39.765	43.281	47.821	1:08.663	203.0	8:18.673	3	1	2:35.350	42.411	46.818	1:06.121	213.0	10:54.023	4	1	2:44.048 B	42.005	47.302	1:14.741	210.1	13:38.071	5	1	5:05.085	3:11.920	47.074	1:06.091	118.4	18:43.156	6	1	2:33.458	42.232	45.819	1:05.407	206.1	21:16.614	7	1	2:35.428	42.617	46.331	1:06.480	212.2	23:52.042	8	1	2:47.469 B	43.480	46.127	1:17.862	203.8	26:39.511	9	2	4:43.271	2:50.657	48.243	1:04.371	105.0	31:22.782	10	2	2:30.350	41.593	45.358	1:03.399	210.9	33:53.132	11	2	2:30.087	42.042	45.509	1:02.536	219.5	36:23.219	12	2	2:26.408	40.464	44.110	1:01.834	220.4	38:49.627	<table border="1"> <tbody> <tr><td>1</td><td>1</td><td>5:29.897</td><td>3:20.366</td><td>54.737</td><td>1:14.794</td><td>96.4</td><td>5:29.897</td></tr> <tr><td>2</td><td>1</td><td>2:50.793</td><td>46.080</td><td>51.879</td><td>1:12.834</td><td>187.8</td><td>8:20.690</td></tr> </tbody> </table>								1	1	5:29.897	3:20.366	54.737	1:14.794	96.4	5:29.897	2	1	2:50.793	46.080	51.879	1:12.834	187.8	8:20.690																																																																																																								
1	1	5:38.908	3:42.886	48.806	1:07.216	111.2	5:38.908																																																																																																																																																																																																																																
2	1	2:39.765	43.281	47.821	1:08.663	203.0	8:18.673																																																																																																																																																																																																																																
3	1	2:35.350	42.411	46.818	1:06.121	213.0	10:54.023																																																																																																																																																																																																																																
4	1	2:44.048 B	42.005	47.302	1:14.741	210.1	13:38.071																																																																																																																																																																																																																																
5	1	5:05.085	3:11.920	47.074	1:06.091	118.4	18:43.156																																																																																																																																																																																																																																
6	1	2:33.458	42.232	45.819	1:05.407	206.1	21:16.614																																																																																																																																																																																																																																
7	1	2:35.428	42.617	46.331	1:06.480	212.2	23:52.042																																																																																																																																																																																																																																
8	1	2:47.469 B	43.480	46.127	1:17.862	203.8	26:39.511																																																																																																																																																																																																																																
9	2	4:43.271	2:50.657	48.243	1:04.371	105.0	31:22.782																																																																																																																																																																																																																																
10	2	2:30.350	41.593	45.358	1:03.399	210.9	33:53.132																																																																																																																																																																																																																																
11	2	2:30.087	42.042	45.509	1:02.536	219.5	36:23.219																																																																																																																																																																																																																																
12	2	2:26.408	40.464	44.110	1:01.834	220.4	38:49.627																																																																																																																																																																																																																																
1	1	5:29.897	3:20.366	54.737	1:14.794	96.4	5:29.897																																																																																																																																																																																																																																
2	1	2:50.793	46.080	51.879	1:12.834	187.8	8:20.690																																																																																																																																																																																																																																
<b>40</b> Ford GT40 1968 1. Philippe SCEMAMA GT1								<table border="1"> <tbody> <tr><td>1</td><td>1</td><td>4:30.632</td><td>2:28.056</td><td>55.434</td><td>1:07.142</td><td>95.3</td><td>4:30.632</td></tr> <tr><td>2</td><td>1</td><td>2:28.101</td><td>40.702</td><td>44.746</td><td>1:02.653</td><td>215.6</td><td>6:58.733</td></tr> <tr><td>3</td><td>1</td><td>4:16.680 B</td><td>41.780</td><td>47.736</td><td>2:47.164</td><td>204.2</td><td>11:15.413</td></tr> <tr><td>4</td><td>1</td><td>2:45.406</td><td>59.243</td><td>44.924</td><td>1:01.239</td><td>128.9</td><td>14:00.819</td></tr> <tr><td>5</td><td>1</td><td>2:23.805</td><td>39.158</td><td>42.669</td><td>1:01.978</td><td>214.7</td><td>16:24.624</td></tr> </tbody> </table>								1	1	4:30.632	2:28.056	55.434	1:07.142	95.3	4:30.632	2	1	2:28.101	40.702	44.746	1:02.653	215.6	6:58.733	3	1	4:16.680 B	41.780	47.736	2:47.164	204.2	11:15.413	4	1	2:45.406	59.243	44.924	1:01.239	128.9	14:00.819	5	1	2:23.805	39.158	42.669	1:01.978	214.7	16:24.624																																																																																																																																																																																
1	1	4:30.632	2:28.056	55.434	1:07.142	95.3	4:30.632																																																																																																																																																																																																																																
2	1	2:28.101	40.702	44.746	1:02.653	215.6	6:58.733																																																																																																																																																																																																																																
3	1	4:16.680 B	41.780	47.736	2:47.164	204.2	11:15.413																																																																																																																																																																																																																																
4	1	2:45.406	59.243	44.924	1:01.239	128.9	14:00.819																																																																																																																																																																																																																																
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# CLASSIC ENDURANCE RACING 1

## 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	
6	1	5:37.490	B	39.367	51.965	4:06.158	221.3	22:02.114	3	1	2:39.444	43.404	49.405	1:06.635	201.1	9:44.449
7	1	2:51.068		1:05.143	44.114	1:01.811	110.3	24:53.182	4	1	2:39.300	44.227	47.583	1:07.490	203.8	12:23.749
8	1	<b>2:23.735</b>		38.872	43.949	<b>1:00.914</b>	239.5	27:16.917	5	1	2:37.898	43.016	47.926	1:06.956	201.9	15:01.647
9	1	2:29.449		40.499	43.489	1:05.461	236.8	29:46.366	6	1	2:36.518	42.697	47.623	1:06.198	198.5	17:38.165
10	1	2:31.196		38.847	45.937	1:06.412	233.8	32:17.562	7	1	2:34.846	42.453	47.010	1:05.383	203.0	20:13.011
11	1	4:32.110	B	<b>38.592</b>	43.652	3:09.866	238.4	36:49.672	8	1	2:36.013	42.864	47.915	1:05.234	203.4	22:49.024
12	1	2:43.771		55.639	44.206	1:03.926	139.9	39:33.443	9	1	2:35.343	42.560	47.057	1:05.726	203.0	25:24.367
13	1	4:28.038	B	41.124	1:07.633	2:39.281	238.4	44:01.481	10	1	2:37.149	42.643	47.899	1:06.607	203.0	28:01.516

42		Lola T212 1971		1.Christophe BEAUDON		P-2L		
1	1	11:24.461		9:34.079	47.303	1:03.079	94.6	11:24.461
2	1	2:24.678		41.066	<b>43.322</b>	<b>1:00.290</b>	224.5	13:49.139
3	1	2:45.980	B	39.443	45.825	1:20.712	222.2	16:35.119
4	1	2:43.148		58.460	43.612	1:01.076	126.0	19:18.267
5	1	2:26.637		41.456	44.173	1:01.008	220.4	21:44.904
6	1	<b>2:23.636</b>		<b>39.262</b>	43.464	1:00.910	223.1	24:08.540
7	1	2:37.099	B	39.909	44.007	1:13.183	220.9	26:45.639
8	1	9:40.659	B	7:44.091	44.515	1:12.053	104.9	36:26.298
9	1	3:43.499		1:56.916	43.513	1:03.070	129.0	40:09.797
10	1	3:43.797	B	49.837	1:10.372	1:43.588	222.7	43:53.594

45		Chevron B19 1971		1.Gianluigi CANDIANI		P-2L		
1	2	3:35.362		1:46.460	47.831	1:01.071	118.6	3:35.362
2	2	2:21.518		39.899	42.830	58.789	201.5	5:56.880
3	2	2:26.879		37.450	41.954	1:07.475	226.4	8:23.759
4	2	2:18.064		37.838	41.563	58.663	225.0	10:41.823
5	2	2:28.014		45.531	42.761	59.722	211.4	13:09.837
6	2	2:18.928		<b>36.962</b>	<b>41.125</b>	1:00.841	225.0	15:28.765
7	2	2:16.967		37.622	41.602	57.743	223.6	17:45.732
8	2	<b>2:16.523</b>		37.586	41.658	<b>57.279</b>	223.6	20:02.255
9	2	2:33.985	B	39.667	42.238	1:12.080	223.1	22:36.240
10	1	10:23.581		8:34.927	46.852	1:01.802	115.6	32:59.821
11	1	2:23.371		39.804	42.953	1:00.614	226.4	35:23.192
12	1	2:22.425		39.831	42.355	1:00.239	225.9	37:45.617
13	1	2:25.731		40.076	44.685	1:00.970	225.5	40:11.348
14	1	3:46.265	B	50.519	1:08.674	1:47.072	224.1	43:57.613

46		Porsche 911 Carrera RS 2.7 1973		1.Christian BOURIEZ		GT1		
1	2	7:15.985		4:52.716	1:03.879	1:19.390	92.2	7:15.985
2	2	3:01.670		50.999	55.653	1:15.018	175.0	10:17.655
3	2	2:57.167		48.051	54.053	1:15.063	187.2	13:14.822
4	2	2:53.811		47.642	53.442	1:12.727	182.4	16:08.633
5	2	2:55.845		48.712	53.538	1:13.595	184.0	19:04.478
6	2	2:51.944		47.410	52.914	1:11.620	186.5	21:56.422
7	2	6:29.463	B	46.692	52.007	4:50.764	187.2	28:25.885
8	2	3:17.022		1:11.892	52.663	1:12.467	101.7	31:42.907
9	2	2:50.573		47.391	51.850	1:11.332	188.2	34:33.480
10	2	2:48.109		<b>45.957</b>	51.212	1:10.940	189.1	37:21.589
11	2	<b>2:47.657</b>		46.648	<b>50.842</b>	<b>1:10.167</b>	187.2	40:09.246

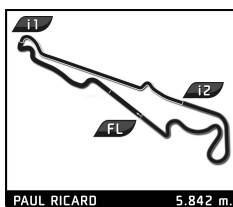
51		Porsche 911 Carrera RSR 3.0 1974		1.Frédéric DI EGIDIO		GT1		
1	1	4:22.235		2:24.090	49.891	1:08.254	90.5	4:22.235
2	1	2:42.770		43.923	51.210	1:07.637	190.5	7:05.005

55		Chevron B19 1971		1.François RIVAZ		P-2L		
1	2	3:33.533		1:48.572	44.601	1:00.360	116.5	3:33.533
2	2	2:22.973		39.549	43.495	59.929	214.7	5:56.506
3	2	2:20.177		<b>38.077</b>	42.364	59.736	221.8	8:16.683
4	2	2:20.038		38.316	42.472	59.250	224.5	10:36.721
5	2	<b>2:19.426</b>		39.007	42.356	<b>58.063</b>	221.3	12:56.147
6	2	7:37.164	B	38.473	43.187	6:15.504	223.6	20:33.311
7	1	3:00.261		1:10.484	45.400	1:04.377	119.7	23:33.572
8	1	2:26.374		40.962	43.723	1:01.689	206.5	25:59.946
9	1	2:29.263		41.672	44.522	1:03.069	213.4	28:29.209
10	1	2:28.652		40.564	44.611	1:03.477	224.5	30:57.861
11	1	2:25.808		39.956	44.591	1:01.261	220.0	33:23.669
12	1	2:43.135		56.877	44.050	1:02.208	221.3	36:06.804
13	1	2:21.521		39.333	42.781	59.407	219.1	38:28.325

56		Chevron B19 1971		1. NELSON		P-2L		
1	1	5:13.154		3:21.626	46.668	1:04.860	125.4	5:13.154
2	1	2:22.919		39.491	43.811	59.617	219.5	7:36.073
3	1	3:41.748	B	39.086	43.939	2:18.723	223.6	11:17.821
4	1	2:39.614		56.426	43.541	59.647	136.4	13:57.435
5	1	2:20.533		38.105	42.369	1:00.059	225.9	16:17.968
6	1	2:21.858		38.473	44.474	58.911	226.9	18:39.826
7	1	<b>2:18.359</b>		<b>37.998</b>	<b>41.863</b>	58.498	226.9	20:58.185
8	1	2:22.332		39.556	42.657	1:00.119	219.1	23:20.517
9	1	6:37.635	B	39.515	49.007	5:09.113	225.5	29:58.152
10	1	2:36.759		54.807	43.604	<b>58.348</b>	143.6	32:34.911
11	1	9:44.697	B	39.383	48.318	8:16.996	226.4	42:19.608

59		Porsche 911 Carrera RSR 3.0 1974		1.Jean-Louis BONNET		GT1		
1	1	6:34.913		4:26.819	55.646	1:12.448	101.0	6:34.913
2	1	2:52.999		47.755	53.778	1:11.466	177.3	9:27.912
3	1	2:47.407		45.534	51.014	1:10.859	196.0	12:15.319
4	1	2:48.329		47.743	50.337	1:10.249	185.2	15:03.648
5	1	<b>2:42.818</b>		44.544	48.920	1:09.354	196.7	17:46.466
6	1	2:43.362		45.511	<b>48.411</b>	1:09.440	192.2	20:29.828
7	1	5:14.659	B	45.944	52.159	3:36.556	182.4	25:44.487
8	1	3:04.315		1:06.545	48.604	1:09.166	107.4	28:48.802
9	1	2:43.616		44.906	49.330	1:09.380	195.3	31:32.418
10	1	2:43.146		44.887	49.163	<b>1:09.096</b>	196.0	34:15.564
11	1	2:43.473		<b>44.250</b>	49.070	1:10.153	193.9	36:59.037





# CLASSIC ENDURANCE RACING 1

## 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
12	1	2:46.024	45.015	50.516	1:10.493	187.5	39:45.061	6	2	<b>2:59.664</b>	50.882	<b>54.454</b>	<b>1:14.328</b>	153.6	27:09.997
13	1	3:51.031 <b>B</b>	52.670	1:06.357	1:52.004	187.8	43:36.092	7	2	3:00.764	<b>48.296</b>	55.338	1:17.130	178.8	30:10.761
								8	2	5:18.155 <b>B</b>	52.887	56.217	3:29.051	138.8	35:28.916

<b>60</b>	Lola T70 Mk.3 1968															
	1. Martin WACHTER														P+2L	
1	1	6:10.463	4:11.077	51.488	1:07.898	105.1	6:10.463									
2	1	2:45.659	48.851	49.385	1:07.423	147.7	8:56.122									
3	1	2:37.599	43.370	47.239	1:06.990	189.5	11:33.721									
4	1	2:39.650	44.656	46.891	1:08.103	179.7	14:13.371									
5	1	3:05.956 <b>B</b>	43.232	45.663	1:37.061	193.2	17:19.327									
6	1	4:43.515	2:48.438	46.753	1:08.324	117.1	22:02.842									
7	1	2:40.270	44.294	47.849	1:08.127	205.7	24:43.112									
8	1	2:30.219	42.499	44.295	<b>1:03.425</b>	202.6	27:13.331									
9	1	2:30.194	43.483	<b>43.236</b>	1:03.475	222.7	29:43.525									
10	1	2:29.228	40.605	43.821	1:04.802	236.3	32:12.753									
11	1	2:30.485	42.443	43.469	1:04.573	199.6	34:43.238									
12	1	2:30.699	42.696	44.179	1:03.824	201.5	37:13.937									
13	1	<b>2:28.092</b>	<b>40.011</b>	43.529	1:04.552	230.8	39:42.029									
14	1	3:44.269 <b>B</b>	49.865	1:05.612	1:48.792	238.4	43:26.298									

<b>61</b>	Porsche 911 Carrera RSR 3.0 1974																
	1. Serge LIBENS														GT1		
		2. Jean-André COLLARD															
1	1	6:54.436	4:46.936	53.546	1:13.954	95.4	6:54.436										
2	1	2:44.875	44.440	49.293	1:11.142	197.1	9:39.311										
3	1	2:42.364	42.959	48.599	1:10.806	194.2	12:21.675										
4	1	2:43.336	43.068	49.518	1:10.750	197.4	15:05.011										
5	1	2:39.957	43.646	48.700	1:07.611	194.9	17:44.968										
6	1	4:14.390 <b>B</b>	43.043	47.977	2:43.370	189.5	21:59.358										
7	1	3:01.069	1:06.061	47.514	1:07.494	113.2	25:00.427										
8	1	2:35.910	42.650	47.152	1:06.108	198.9	27:36.337										
9	1	<b>2:33.900</b>	<b>42.022</b>	<b>46.632</b>	<b>1:05.246</b>	200.7	30:10.237										
10	1	2:38.023	42.207	46.975	1:08.841	202.6	32:48.260										
11	1	3:34.661 <b>B</b>	42.609	53.550	1:58.502	196.7	36:22.921										

<b>62</b>	Chevron B19 1971															
	1. Michael BIRCH														P-2L	
1	1	6:40.600	4:42.143	51.041	1:07.416	95.2	6:40.600									
2	1	2:36.556	43.074	49.308	1:04.174	205.7	9:17.156									
3	1	2:27.814	40.762	44.198	1:02.854	214.7	11:44.970									
4	1	2:48.909 <b>B</b>	40.307	44.153	1:24.449	220.0	14:33.879									
5	1	6:38.170	4:47.412	46.024	1:04.734	117.4	21:12.049									
6	1	2:29.251	42.194	44.609	1:02.448	216.9	23:41.300									
7	1	2:29.688	42.695	44.739	1:02.254	206.9	26:10.988									
8	1	2:28.799	41.401	44.410	1:02.988	217.7	28:39.787									
9	1	2:28.146	41.397	44.095	1:02.654	217.3	31:07.933									
10	1	2:27.965	40.965	43.532	1:03.468	216.4	33:35.898									
11	1	2:27.499	41.787	43.874	1:01.838	221.8	36:03.397									
12	1	<b>2:22.591</b>	<b>39.751</b>	<b>42.553</b>	<b>1:00.287</b>	219.5	38:25.988									
13	1	3:23.489 <b>B</b>	48.501	54.293	1:40.695	164.1	41:49.477									

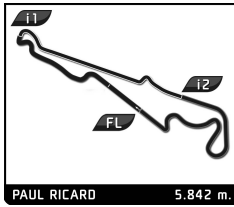
<b>64</b>	Porsche 911 Carrera RS 3.0 1974																
	1. Jérôme ANASTASIO														GT1		
		2. Charles ANASTASIO															
1	1	6:23.664	4:10.302	57.264	1:16.098	90.8	6:23.664										
2	1	3:03.526	50.578	56.138	1:16.810	155.6	9:27.190										
3	1	3:05.080	49.326	54.624	1:21.130	175.3	12:32.270										
4	1	8:07.940 <b>B</b>	50.591	59.487	6:17.862	178.2	20:40.210										
5	2	3:30.123	1:14.695	57.463	1:17.965	92.5	24:10.333										

<b>67</b>	Porsche 906 1967																
	1. Luca LITTARDI														P-2L		
		2. Massimo PEDRAZZI															
1	1	6:14.764	4:07.936	54.871	1:11.957	91.4	6:14.764										
2	1	2:53.261	49.607	52.577	1:11.077	159.8	9:08.025										
3	1	4:06.874 <b>B</b>	46.882	52.200	2:27.792	188.2	13:14.899										
4	1	3:13.095	1:08.530	51.640	1:12.925	99.8	16:27.994										
5	1	2:45.433	46.500	50.543	1:08.390	188.5	19:13.427										
6	1	2:43.733	44.626	49.201	1:09.906	183.7	21:57.160										
7	1	5:16.079 <b>B</b>	50.532	51.813	3:33.734	175.0	27:13.239										
8	1	3:46.962 <b>B</b>	1:05.391	56.814	1:44.757	99.6	31:00.201										
9	1	2:59.142	1:01.622	49.782	1:07.738	105.3	33:59.343										
10	1	<b>2:39.742</b>	43.920	49.021	<b>1:06.801</b>	183.1	36:39.085										
11	1	2:39.798	<b>43.260</b>	<b>48.669</b>	1:07.869	190.1	39:18.883										
12	1	4:29.679 <b>B</b>	47.314	1:01.225	2:41.140	184.9	43:48.562										

<b>68</b>	Porsche 911 Carrera RSR 3.0 1974																
	1. Claudio RODDARO														GT1		
		2. Michel SPEYER															
1	1	6:01.263	4:04.361	48.981	1:07.921	93.1	6:01.263										
2	1	2:38.479	46.474	48.516	1:03.489	201.9	8:39.742										
3	1	2:29.721	40.610	45.708	1:03.403	210.5	11:09.463										
4	1	<b>2:28.464</b>	<b>40.725</b>	<b>44.657</b>	1:03.082	208.5	13:37.927										
5	1	5:39.004 <b>B</b>	42.689	47.805	4:08.510	208.5	19:16.931										
6	2	3:03.931	1:10.290	47.404	1:06.237	111.3	22:20.862										
7	2	2:33.199	42.313	46.268	1:04.618	204.2	24:54.061										
8	2	2:32.327	42.310	46.457	1:03.560	206.9	27:26.388										
9	2	2:31.181	41.261	45.426	1:04.494	213.0	29:57.569										
10	2	2:29.417	41.168	45.256	<b>1:02.993</b>	206.1	32:26.986										
11	2	2:29.545	<b>40.555</b>	45.335	1:03.655	210.5	34:56.531										
12	2	2:31.232	42.096	45.356	1:03.780	210.9	37:27.763										
13	2	2:30.735	41.011	45.818	1:03.906	214.7	39:58.498										
14	2	3:53.691 <b>B</b>	59.360	1:00.660	1:53.671	211.8	43:52.189										

<b>69</b>	Ford GT40 1965															
	1. Mr JOHN OF B														GT1	
1	1	6:53.724	5:01.511	<b>48.500</b>	<b>1:03.713</b>	117.0	6:53.724									

<b>70</b>	Lola T70 Mk.3B 1969															
	1. Pierre-Alain FRANCE														P+2L	
1	1	6:17.276	4:25.568	48.014	1:03.694	85.0	6:17.276									
2	1	2:30.733	44.106	43.837	1:02.790											



# CLASSIC ENDURANCE RACING 1

## DIX MILLE TOURS

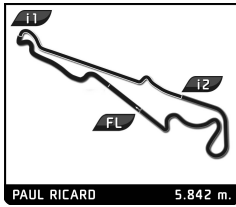
### PRIVATE PRACTICE

### 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	2	7:06.485	5:00.697	56.129	1:09.659	94.4	7:06.485	11	2	2:42.978	44.416	47.966	1:10.596	199.3	37:38.908
2	2	<b>2:36.973</b>	<b>43.164</b>	47.704	<b>1:06.105</b>	205.7	9:43.458	12	2	2:39.745	44.828	<b>47.182</b>	<b>1:07.735</b>	201.5	40:18.653
3	2	2:38.693	43.901	<b>46.561</b>	1:08.231	211.4	12:22.151	13	2	4:32.963 <b>B</b>	1:09.132	1:26.495	1:57.336	162.2	44:51.616
4	2	2:54.251 <b>B</b>	43.414	47.866	1:22.971	208.9	15:16.402	<b>79</b> <b>Chevron B8 1969</b>							
5	1	7:05.763	5:00.664	52.879	1:12.220	87.0	22:22.165	1. Daniel ROUSTAN P-2L							
6	1	2:47.398	46.594	50.330	1:10.474	183.7	25:09.563	1	1	10:51.760 <b>B</b>	4:25.090	<b>1:00.362</b>	5:26.308	97.2	10:51.760
7	1	2:54.964	50.662	51.374	1:12.928	194.9	28:04.527	2	1	11:41.158 <b>B</b>	1:16.221	1:05.340	9:19.597	94.6	22:32.918
8	1	2:50.155	45.945	53.746	1:10.464	185.2	30:54.682	<b>82</b> <b>Chevrolet Corvette C3 1969</b>							
9	1	2:48.244	45.216	49.970	1:13.058	190.1	33:42.926	1. Nicolas MATILE GT1							
10	1	2:49.625	47.482	52.150	1:09.993	186.2	36:32.551	1	1	4:53.766	2:55.741	50.602	1:07.423	90.5	4:53.766
11	1	2:49.260	46.139	51.104	1:12.017	194.2	39:21.811	2	1	<b>2:34.626</b>	42.597	46.540	1:05.489	210.5	7:28.392
12	1	3:57.220 <b>B</b>	1:07.286	1:07.497	1:42.437	205.7	43:19.031	3	1	5:43.186 <b>B</b>	46.656	50.802	4:05.728	173.6	13:11.578
<b>73</b> <b>Lola T70 Mk.3B Spyder 1967</b>								P+2L							
1. Marc DEVIS															
2. Mathias DEVIS															
1	1	3:55.091	2:00.302	49.142	1:05.647	102.2	3:55.091	4	1	2:59.793	1:09.158	<b>46.195</b>	<b>1:04.440</b>	109.6	16:11.371
2	1	2:39.487	47.499	46.743	1:05.245	186.5	6:34.578	5	1	2:34.885	43.550	46.669	1:04.666	171.2	18:46.256
3	1	2:31.292	41.208	45.350	1:04.734	204.2	9:05.870	6	1	5:37.216 <b>B</b>	<b>41.820</b>	46.900	4:08.496	221.3	24:23.472
4	1	2:25.897	39.740	43.384	1:02.773	222.7	11:31.767	<b>84</b> <b>Shelby Cobra 427 1966</b>							
5	1	4:10.482 <b>B</b>	41.520	44.050	2:44.912	202.2	15:42.249	1. Max HUBER GT1							
6	1	2:45.233	59.109	44.544	<b>1:01.580</b>	105.4	18:27.482	1	1	7:17.380	4:59.211	1:00.874	1:17.295	89.0	7:17.380
7	1	<b>2:24.993</b>	39.644	<b>42.675</b>	1:02.674	220.0	20:52.475	2	1	2:54.939	51.444	52.724	1:10.771	149.6	10:12.319
8	1	4:19.001 <b>B</b>	39.760	43.737	2:55.504	232.3	25:11.476	3	1	4:54.417 <b>B</b>	43.622	46.903	3:23.892	153.4	15:06.736
9	2	3:24.446	1:12.872	56.131	1:15.443	89.1	28:35.922	4	1	3:04.713	1:12.926	46.514	1:05.273	120.8	18:11.449
10	2	2:42.621	44.552	47.695	1:10.374	179.7	31:18.543	5	1	2:36.825	41.954	45.473	1:09.398	192.5	20:48.274
11	2	2:33.558	41.762	46.007	1:05.789	212.2	33:52.101	6	1	2:33.861	42.907	44.335	1:06.619	204.2	23:22.135
12	2	2:32.836	41.930	46.872	1:04.034	207.7	36:24.937	7	1	2:30.945	42.193	44.472	1:04.280	179.1	25:53.080
13	2	2:29.052	40.740	44.386	1:03.926	208.9	38:53.989	8	1	2:31.481	43.015	44.177	1:04.289	170.9	28:24.561
<b>76</b> <b>Lola T212 1971</b>								P-2L							
1. Gonçalo GOMES															
2. James CLARIDGE															
1	2	4:04.371	1:56.622	53.128	1:14.621	122.4	4:04.371	9	1	2:51.849 <b>B</b>	45.582	45.553	1:20.714	221.3	31:16.410
2	2	2:56.814	55.298	50.366	1:11.150	151.3	7:01.185	10	1	4:27.756	2:39.755	43.789	<b>1:04.212</b>	124.9	35:44.166
3	2	2:54.691	46.300	51.567	1:16.824	184.6	9:55.876	11	1	<b>2:30.942</b>	41.702	43.524	1:05.716	197.8	38:15.108
4	2	6:07.322 <b>B</b>	45.168	48.690	4:33.464	196.4	16:03.198	12	1	2:43.860 <b>B</b>	<b>40.485</b>	<b>43.113</b>	1:20.262	200.0	40:58.968
5	1	2:56.112	1:10.015	44.569	1:01.528	93.9	18:59.310	<b>89</b> <b>McLaren M6B 1968</b>							
6	1	2:23.841	39.908	42.507	1:01.426	224.1	21:23.151	1. Max BANKS P+2L							
7	1	2:20.584	38.372	42.750	59.462	221.8	23:43.735	2. Andrew BANKS							
8	1	<b>2:20.504</b>	38.732	41.874	59.898	226.9	26:04.239	1	1	3:38.092	1:53.388	44.157	1:00.547	125.3	3:38.092
9	1	2:25.083	38.778	43.796	1:02.509	223.6	28:29.322	2	1	2:28.001	42.852	43.649	1:01.500	192.2	6:06.093
10	1	2:22.453	39.003	43.393	1:00.057	223.1	30:51.775	3	1	2:24.028	41.966	42.628	59.434	192.2	8:30.121
11	1	2:20.965	39.621	41.934	59.410	226.9	33:12.740	4	1	2:19.887	38.122	42.514	59.251	220.0	10:50.008
12	1	4:06.342 <b>B</b>	<b>37.914</b>	43.661	2:44.767	225.9	37:19.082	5	1	2:23.176	39.336	42.856	1:00.984	204.9	13:13.184
13	1	2:38.371	<b>57.233</b>	<b>41.840</b>	<b>59.298</b>	131.1	39:57.453	6	1	2:16.828	37.817	40.948	<b>58.063</b>	224.1	15:30.012
<b>77</b> <b>Porsche 911 Carrera RSR 3.0 1975</b>								GT1							
1. Eric MOUEZ															
2. Jean-Marc BACHELIER															
1	1	6:08.012	3:45.656	1:00.900	1:21.456	94.1	6:08.012	7	1	2:19.467	39.427	40.764	59.276	201.1	17:49.479
2	1	2:59.258	49.634	54.683	1:14.941	168.7	9:07.270	8	1	2:21.261	38.947	42.603	59.711	242.2	20:10.740
3	1	2:53.553	46.162	53.078	1:14.313	194.6	12:00.823	9	1	2:16.734	38.003	40.449	58.282	233.3	22:27.474
4	1	3:19.554	45.678	50.260	1:43.616	191.5	15:20.377	10	1	4:14.683 <b>B</b>	39.320	42.176	2:53.187	228.8	26:42.157
5	1	2:46.525	44.786	50.166	1:11.573	196.0	18:06.902	11	2	2:43.357	1:00.214	41.242	1:01.901	138.5	29:25.514
6	1	2:46.716	45.033	50.172	1:11.511	191.2	20:53.618	12	2	2:19.804	38.675	42.266	58.863	219.5	31:45.318
7	1	3:10.004 <b>B</b>	45.055	56.871	1:28.078	198.9	24:03.622	13	2	2:18.378	38.857	41.445	58.076	221.3	34:03.696
8	2	5:31.073	3:28.388	51.660	1:11.025	84.4	29:34.695	14	2	2:17.693	37.199	40.998	59.496	236.8	36:21.389
9	2	2:42.119	44.226	47.730	1:10.163	189.1	32:16.814	15	2	<b>2:16.651</b>	37.218	40.892	58.541	240.0	38:38.040
10	2	<b>2:39.116</b>	<b>43.237</b>	47.985	1:07.894	198.2	34:55.930	<b>93</b> <b>Chevrolet Corvette C3 1969</b>							
								1. Eric EXCOFFIER GT1							
								2. Clément EXCOFFIER							
1	1	5:13.936	3:04.704	55.424	1:13.808	95.0	5:13.936	2	1	2:50.692	45.782	51.466	1:13.444	177.3	8:04.628
2	1	2:46.369	45.762	49.928	1:10.679	182.7	10:50.997	3	1	2:50.244	46.407	49.876	1:13.961	176.5	13:41.241





# CLASSIC ENDURANCE RACING 1

## 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
5	1	3:15.044	B	46.715	49.406	1:38.923	166.7 16:56.285
6	2	5:58.907		4:00.817	51.004	1:07.086	103.7 22:55.192
7	2	2:33.490		43.439	46.250	1:03.801	205.7 25:28.682
8	2	2:37.616		48.189	44.939	1:04.488	160.0 28:06.298
9	2	2:31.641		42.898	44.840	1:03.903	189.8 30:37.939
10	2	<b>2:30.259</b>		<b>41.027</b>	45.581	<b>1:03.651</b>	211.8 33:08.198
11	2	2:47.451	B	41.273	47.292	1:18.886	225.5 35:55.649

100		Chevron B19 1971			
1.		Charlie HYETT		P+2L	
1	1	4:21.632	2:30.676	47.446	1:03.510 116.0 4:21.632
2	1	2:27.468	40.278	46.344	1:00.846 216.9 6:49.100
3	1	2:23.516	39.468	43.892	1:00.156 219.5 9:12.616
4	1	2:21.752	39.261	42.608	59.883 219.5 11:34.368
5	1	2:44.345	B	40.701	44.762 1:18.882 191.8 14:18.713
6	1	4:14.542	2:31.761	43.703	59.078 124.6 18:33.255
7	1	2:20.045	38.342	41.801	59.902 222.2 20:53.300
8	1	2:25.656	39.252	44.000	1:02.404 225.9 23:18.956
9	1	2:21.543	39.452	43.188	58.903 220.0 25:40.499
10	1	2:17.492	37.966	41.658	57.868 223.1 27:57.991
11	1	2:16.513	37.451	<b>41.248</b>	57.814 224.1 30:14.504
12	1	2:33.452	B	38.774	43.634 1:11.044 225.9 32:47.956
13	1	5:26.128	3:43.106	43.755	59.267 128.6 38:14.084
14	1	<b>2:16.042</b>		<b>36.965</b>	41.331 <b>57.746</b> 222.2 40:30.126

107		Porsche 911 Carrera RSR 2,8L 1973			
1.		Geoffroy PETER		GT1	
1	1	26:21.383	...	47.678	1:05.126 118.8 26:21.383
2	1	2:39.037	44.606	47.165	1:07.266 186.2 29:00.420
3	1	2:36.911	43.389	46.837	1:06.685 204.5 31:37.331
4	1	2:35.444	<b>42.062</b>	47.255	1:06.127 201.5 34:12.775
5	1	<b>2:33.228</b>	42.102	46.311	<b>1:04.815</b> 193.9 36:46.003
6	1	2:33.971	42.196	<b>45.904</b>	1:05.871 200.7 39:19.974

110		Sabre D4 1971			
1.		Franco PEDRAZZI		P+2L	
1	1	4:35.217	2:34.190	52.388	1:08.639 112.1 4:35.217
2	1	3:53.205	B	42.165	47.493 2:23.547 206.5 8:28.422
3	1	2:54.762	1:04.828	46.110	1:03.824 98.5 11:23.184
4	1	2:30.112	42.862	44.604	1:02.646 227.8 13:53.296
5	1	2:28.707	<b>39.922</b>	44.715	1:04.070 228.8 16:22.003
6	1	2:30.557	42.527	45.370	1:02.660 233.3 18:52.560
7	1	2:26.722	40.921	44.078	<b>1:01.723</b> 227.4 21:19.282
8	1	<b>2:26.426</b>	40.764	<b>43.368</b>	1:02.294 214.3 23:45.708
9	1	2:28.974	41.085	45.603	1:02.286 225.0 26:14.682
10	1	2:30.031	41.307	44.927	1:03.797 228.8 28:44.713
11	1	2:32.829	42.984	45.251	1:04.594 208.5 31:17.542
12	1	2:27.069	41.007	43.786	1:02.276 225.9 33:44.611
13	1	2:28.061	41.946	43.942	1:02.173 208.1 36:12.672
14	1	2:29.178	41.606	44.050	1:03.522 229.8 38:41.850
15	1	4:00.895	B	41.590	43.688 2:35.617 223.1 42:42.745

113		Ford GT40 Mk II (C) 1966			
1.		Luco SANCHEZ		GT1	
2.		Michael FUNKE			
1	2	6:23.381	4:26.331	50.674	1:06.376 94.6 6:23.381
2	2	2:31.490	44.124	44.852	1:02.514 160.2 8:54.871
3	2	2:25.164	40.253	43.972	<b>1:00.939</b> 214.3 11:20.035

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
4	2	<b>2:21.027</b>		<b>37.974</b>	<b>42.012</b>	1:01.041 218.6 13:41.062	
5	2	5:16.717	B	43.133	47.345	3:46.239 175.3 18:57.779	
6	1	3:01.741	1:06.949	47.715	1:07.077 114.6 21:59.520		
7	1	2:43.182	46.188	48.877	1:08.117 157.0 24:42.702		
8	1	2:36.105	44.604	46.233	1:05.268 177.0 27:18.807		
9	1	2:39.847	43.019	49.674	1:07.154 186.2 29:58.654		
10	1	2:32.460	42.324	45.064	1:05.072 190.1 32:31.114		
11	1	2:32.446	42.375	45.974	1:04.097 209.7 35:03.560		
12	1	2:30.498	41.705	44.451	1:04.342 200.7 37:34.058		
13	1	4:33.595	B	42.886	44.485	3:06.224 197.1 42:07.653	

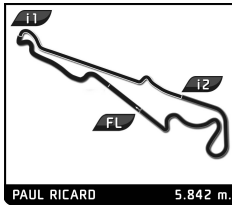
119		Ferrari 312 P 1969			
1.		Remo LIPS		P+2L	
1	1	6:04.361	4:14.262	46.355	1:03.744 65.3 6:04.361
2	1	2:30.830	45.147	44.692	1:00.991 211.8 8:35.191
3	1	2:23.928	39.414	42.634	1:01.880 229.8 10:59.119
4	1	2:20.328	38.389	42.619	59.320 242.2 13:19.447
5	1	2:22.647	40.159	41.926	1:00.562 204.2 15:42.094
6	1	2:24.354	39.056	44.535	1:00.763 236.3 18:06.448
7	1	2:17.802	37.958	41.155	58.689 234.8 20:24.250
8	1	<b>2:16.085</b>	37.202	<b>41.053</b>	<b>57.830</b> 246.6 22:40.335
9	1	2:37.965	B	<b>36.934</b>	41.152 1:19.879 245.5 25:18.300

121		Chevrolet Corvette C3 ZL-1 1969			
1.		Christian DELON		GT1	
2.		Georges DEBREZENY			
1	1	6:56.315	4:25.898	1:05.495	1:24.922 89.9 6:56.315
2	1	3:17.027	57.482	57.033	1:22.512 184.0 10:13.342
3	1	<b>3:02.164</b>		<b>49.467</b>	55.489 <b>1:17.208</b> 170.1 13:15.506
4	1	3:31.322	B	54.232	57.795 1:39.295 158.1 16:46.828
5	2	5:35.146	3:18.711	56.510	1:19.925 91.2 22:21.974
6	2	3:04.618	50.559	55.070	1:18.989 164.4 25:26.592
7	2	3:07.976	51.848	55.734	1:20.394 155.4 28:34.568
8	2	3:28.502	B	49.582	<b>54.898</b> 1:44.022 182.4 32:03.070
9	2	7:25.357	B	4:25.352	1:10.445 1:49.560 65.3 39:28.427

124		Lola T70 Mk.3B (C) 1968			
1.		Emile BREITMAYER		P+2L	
1	1	4:35.215	2:48.321	44.669	1:02.225 135.2 4:35.215
2	1	2:23.547	39.608	42.697	1:01.242 244.3 6:58.762
3	1	2:24.012	39.637	42.201	1:02.174 238.4 9:22.774
4	1	2:19.282	37.159	42.482	59.641 243.2 11:42.056
5	1	2:19.101	37.265	42.632	59.204 250.0 14:01.157
6	1	2:19.827	37.164	40.439	1:02.224 249.4 16:20.984
7	1	2:30.763	B	37.134	42.685 1:10.944 250.0 18:51.747
8	1	10:26.281	8:32.757	50.237	1:03.287 128.1 29:18.028
9	1	<b>2:17.133</b>	37.154	<b>39.841</b>	1:00.138 247.7 31:35.161
10	1	2:17.986	39.299	39.862	58.825 235.8 33:53.147
11	1	2:21.591	41.098	41.712	58.781 227.8 36:14.738
12	1	2:17.214	37.328	41.389	<b>58.497</b> 251.2 38:31.952
13	1	2:37.034	B	<b>36.919</b>	41.180 1:18.935 247.1 41:08.986

151		Abarth 1000 SP 1968			
1.		Hisashi KUNIE		P+2L	
1	1	7:16.397	4:46.626	1:03.863	1:25.908 84.6 7:16.397
2	1	<b>3:18.698</b>	58.118	59.404	<b>1:21.176</b> 138.1 10:35.095
3	1	16:59.943	B	53.378	1:01.383 ... 154.3 27:35.038
4	1	7:28.177	B	1:13.104	1:13.330 5:01.743 88.6 35:03.215





# CLASSIC ENDURANCE RACING 1

## 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
<b>163</b> Porsche 911 Carrera RSR 2.8 1973 1. Didier DENAT GT1															
5	1	3:32.333	1:04.550	1:05.725	1:22.058	100.4	38:35.548	7	1	2:41.702	44.287	48.059	1:09.356	197.1	22:19.740
1	1	5:40.502	3:45.963	49.095	1:05.444	119.6	5:40.502	8	1	2:53.426B	44.202	48.181	1:21.043	189.8	25:13.166
2	1	2:30.990	41.889	45.887	1:03.214	213.9	8:11.492	9	1	4:18.001	2:21.702	47.960	1:08.339	120.3	29:31.167
3	1	2:30.145	40.595	45.140	1:04.410	217.7	10:41.637	10	1	2:38.850	43.702	47.538	1:07.610	203.8	32:10.017
4	1	2:33.112	42.623	45.538	1:04.951	210.9	13:14.749	11	1	2:56.140B	43.892	47.986	1:24.262	184.6	35:06.157
5	1	2:31.244	41.207	45.782	1:04.255	213.4	15:45.993	<b>199</b> Chevron B19 1971 1. Steve BROOKS P-2L 2. Jamie CONSTABLE							
6	1	2:32.032	41.111	45.928	1:04.993	209.3	18:18.025	1	1	4:19.601	2:15.296	43.670	1:20.635	89.8	4:19.601
7	1	2:33.347	42.756	46.012	1:04.579	199.3	20:51.372	2	1	2:24.861	40.140	44.689	1:00.032	221.8	6:44.462
8	1	4:32.529B	42.130	46.058	3:04.341	208.9	25:23.901	3	1	2:19.510	38.366	43.032	58.112	225.5	9:03.972
9	1	2:50.704	1:00.622	45.857	1:04.225	133.0	28:14.605	4	1	2:16.397	37.193	41.557	57.647	227.4	11:20.369
10	1	2:31.252	41.127	45.919	1:04.206	211.4	30:45.857	5	1	3:42.012B	40.589	46.019	2:15.404	216.0	15:02.381
11	1	2:32.978	41.716	45.825	1:05.437	213.4	33:18.835	6	2	3:02.931	1:15.090	44.389	1:03.452	101.6	18:05.312
12	1	2:29.906	41.108	45.269	1:03.529	212.2	35:48.741	7	2	2:27.837	41.006	44.094	1:02.737	220.4	20:33.149
13	1	2:30.489	40.678	45.534	1:04.277	216.9	38:19.230	8	2	2:23.098	40.239	42.812	1:00.047	222.7	22:56.247
<b>170</b> Lola T70 Mk.3B (C) 1969 1. Ross HYETT P+2L															
1	1	7:00.771B	2:43.656	49.969	3:27.146	91.0	7:00.771	9	2	2:21.856	39.172	42.542	1:00.142	226.4	25:18.103
2	1	2:56.785	1:09.936	44.153	1:02.696	92.1	9:57.556	10	2	2:20.337	39.090	42.148	59.099	225.0	27:38.440
3	1	2:27.363	40.852	43.706	1:02.805	212.2	12:24.919	11	2	4:06.593B	38.990	42.124	2:45.479	229.8	31:45.033
4	1	2:26.809	41.063	44.835	1:00.911	215.6	14:51.728	12	1	2:51.985	1:07.141	43.996	1:00.848	96.3	34:37.018
5	1	2:24.058	39.063	43.757	1:01.238	224.5	17:15.786	13	1	2:25.831	39.837	43.558	1:02.436	223.6	37:02.849
6	1	2:22.978	40.498	42.060	1:00.420	222.7	19:38.764	14	1	2:20.786	38.771	42.402	59.613	225.5	39:23.635
7	1	2:52.098B	41.634	43.467	1:26.997	216.0	22:30.862	<b>690</b> Chevron B8 1969 1. Roger WHITESIDE P-2L							
8	1	5:43.940	3:58.064	45.016	1:00.860	118.4	28:14.802	1	1	4:27.348	2:23.264	53.000	1:11.084	85.4	4:27.348
9	1	2:21.459	38.769	42.752	59.938	238.9	30:36.261	2	1	2:50.428	49.115	50.600	1:10.713	189.5	7:17.776
10	1	2:20.810	38.915	42.749	59.146	227.8	32:57.071	3	1	2:46.231	47.059	48.659	1:10.513	187.5	10:04.007
11	1	2:20.386	38.521	42.495	59.370	240.5	35:17.457	4	1	2:40.460	43.733	48.663	1:08.064	201.1	12:44.467
12	1	2:19.826	37.987	42.022	59.817	238.9	37:37.283	5	1	2:44.710	43.152	48.598	1:12.960	200.4	15:29.177
13	1	3:14.801B	47.085	54.868	1:32.848	185.6	40:52.084	6	1	2:50.285	51.606	50.510	1:08.169	146.7	18:19.462
<b>173</b> Porsche 911 Carrera RSR 3.0 1974 1. Romain JOFFROY GT1 2. Arthur MATHIEU															
1	2	6:00.718	4:07.780	47.191	1:05.747	101.8	6:00.718	7	1	2:38.345	43.261	46.783	1:08.301	198.9	20:57.807
2	2	2:49.914	54.811	47.941	1:07.162	210.9	8:50.632	8	1	2:41.162	43.654	47.615	1:09.893	198.5	23:38.969
3	2	2:39.262	45.194	47.364	1:06.704	195.7	11:29.894	9	1	2:41.684	45.585	49.312	1:06.787	202.6	26:20.653
4	2	5:27.994B	42.459	47.874	3:57.661	208.5	16:57.888	10	1	2:39.707	44.621	47.152	1:07.934	201.5	29:00.360
5	1	3:26.177B	1:05.019	49.018	1:32.140	117.8	20:24.065	11	1	5:16.736B	44.450	50.121	3:42.165	185.6	34:17.096
6	1	5:47.426B	1:10.041	52.494	3:44.891	116.6	26:11.491	12	1	3:04.917	1:10.326	47.755	1:06.836	96.7	37:22.013
7	2	2:52.452	1:00.601	47.034	1:04.817	120.9	29:03.943	13	1	2:41.397	43.424	48.903	1:09.070	195.7	40:03.410
8	2	2:34.929	42.078	47.003	1:05.848	212.6	31:38.872	<b>180</b> Porsche 911 Carrera RSR 3.0 1974 1. Richard HYWEL EVANS GT1 2. Andrew SMITH							
9	2	2:35.328	42.169	47.432	1:05.727	209.3	34:14.200	1	1	6:05.001	4:05.523	49.215	1:10.263	94.9	6:05.001
10	2	2:34.134	42.814	46.555	1:04.765	208.9	36:48.334	2	1	2:44.950	47.461	47.908	1:09.581	177.3	8:49.951
11	2	2:33.137	41.799	45.763	1:05.575	213.4	39:21.471	3	1	2:42.122	44.683	49.030	1:08.409	196.4	11:32.073
12	2	3:16.540B	42.620	54.324	1:39.596	214.7	42:38.011	4	1	2:42.918	44.223	48.329	1:10.366	190.5	14:14.991
<b>180</b> Porsche 911 Carrera RSR 3.0 1974 1. Richard HYWEL EVANS GT1 2. Andrew SMITH															
1	1	6:05.001	4:05.523	49.215	1:10.263	94.9	6:05.001	5	1	2:40.964	43.726	48.328	1:08.910	203.0	16:55.955
2	1	2:44.950	47.461	47.908	1:09.581	177.3	8:49.951	6	1	2:42.083	44.600	47.940	1:09.543	194.9	19:38.038
3	1	2:42.122	44.683	49.030	1:08.409	196.4	11:32.073								
4	1	2:42.918	44.223	48.329	1:10.366	190.5	14:14.991								
5	1	2:40.964	43.726	48.328	1:08.910	203.0	16:55.955								
6	1	2:42.083	44.600	47.940	1:09.543	194.9	19:38.038								

