



ENDURANCE RACING LEGENDS 1 LMP-GT

DIX MILLE TOURS

QUALIFYING 2

Sector Analysis

Lap under Red Flag								Invalidated Lap								Personal Best								Session Best								B Crossing the 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	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed								
2		Maserati MC12 GT1 2008														GT1B																							
		1. Alexander RITTWEGER																																					
		2. Sam HANCOCK																																					
1	1	2:10.451	43.583	30.950	55.918	130.3	2:10.451	1	1	8:52.010	7:12.283	34.036	1:05.691	111.7	8:52.010	25	1	2:16.227	39.063	32.392	1:04.772	216.0	11:08.237	2	1	2:16.227	39.063	32.392	1:04.772	216.0	11:08.237								
2	1	2:00.323	35.792	29.942	54.589	246.6	4:10.774	2	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	3	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	3	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
3	1	2:15.551	49.766	30.225	55.560	249.4	6:26.325	3	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	3	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	3	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
4	1	2:01.736	36.309	29.984	55.443	251.7	8:28.061	4	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	4	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	4	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
5	1	2:00.772	36.235	29.729	54.808	252.9	10:28.833	5	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	5	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	5	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
6	1	2:05.670	37.603	31.215	56.852	250.6	12:34.503	6	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	6	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	6	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
7	1	6:22.116 B	38.742	42.695	5:00.679	227.8	18:56.619	7	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	7	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	7	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
8	1	2:17.108	52.587	30.012	54.509	155.2	21:13.727	8	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	8	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	8	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
9	1	2:00.154	36.186	29.833	54.135	249.4	23:13.881	9	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	9	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	9	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
10	1	1:57.558	35.356	29.521	52.681	252.9	25:11.439	10	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	10	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	10	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
11	1	1:59.249	35.494	29.672	54.083	252.9	27:10.688	11	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	11	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	11	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
12	1	2:02.065	36.746	29.884	55.435	252.3	29:12.753	12	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	12	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	12	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
13	1	3:16.005 B	36.106	29.492	2:10.407	251.7	32:28.758	13	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	13	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	13	1	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
14	2	2:18.311	52.930	29.849	55.532	152.5	34:47.069	14	2	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	14	2	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	14	2	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
15	2	1:54.821	34.193	29.110	51.518	252.3	36:41.890	15	2	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	15	2	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	15	2	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
16	2	1:54.139	34.101	28.947	51.091	252.3	38:36.029	16	2	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	16	2	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	16	2	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
17	2	1:54.024	33.832	29.030	51.162	251.7	40:30.053	17	2	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	17	2	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775	17	2	2:19.538 B	37.344	30.955	1:11.239	246.0	13:27.775								
4		Riley & Scott MK III C 2002														LMP1B																							
		1. Xavier MICHERON																																					
1	1	9:23.860	7:47.940	32.810	1:03.110	129.8	9:23.860	1	1	8:57.541	7:23.902	33.217	1:00.422	117.0	8:57.541	43	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	2	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223								
2	1	2:11.428	40.735	31.852	58.841	239.5	11:35.288	2	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	3	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	3	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223								
3	1	2:23.942 B	38.945	30.749	1:14.248	246.0	13:59.230	3	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	4	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	4	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223								
4	1	3:50.195	2:28.019	29.562	52.614	128.9	17:49.425	4	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	5	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	5	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223								
5	1	1:57.914	36.210	28.742	52.962	261.5	19:47.339	5	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	6	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	6	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223								
6	1	1:58.634	35.037	28.832	54.765	260.9	21:45.973	6	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	7	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	7	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223								
7	1	1:54.964	34.623	28.673	51.668	260.9	23:40.937	7	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	8	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	8	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223								
8	1	1:54.713	34.441	28.793	51.479	263.4	25:35.650	8	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	9	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	9	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223								
9	1	1:54.552	34.661	28.565	51.326	262.1	27:30.202	9	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	10	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	10	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223								
10	1	1:55.842	34.575	28.609	52.658	260.9	29:26.044	10	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	11	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	11	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223								
11	1	2:25.038 B	39.958	33.131	1:11.949	242.7	31:51.082	11	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	12	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223	12	1	2:17.223	50.055	30.352	56.816	136.0	2:17.223								
14		Dome S101 2002														LMP1B																							
		1. Felipe ORTIZ																																					
1	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	1	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	43	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	2	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275								
2	1	2:00.003	37.454	29.303	53.246	274.1	4:16.278	2	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	3	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	3	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275								
3	1	1:57.439	35.087	28.964	53.388	276.2	6:13.717	3	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	4	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	4	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275								
4	1	2:17.723 B	42.292	31.140	1:04.291	266.7	8:31.440	4	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	5	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	5	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275								
5	1	11:01.378	9:38.757	29.479	53.142	142.1	19:32.818	5	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	6	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	6	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275								
6	1	1:56.893	34.885	28.837	53.081	272.0	21:29.621	6	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	7	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	7	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275								
7	1	1:56.283	34.680	28.668	52.935	272.7	23:25.904	7	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	8	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275	8	1	2:16.275	50.621	30.845	54.809	130.3	2:16.275								
8	1	1:55.386	34.573	28.5																																			



HISTORIC RACING

BY PETER AUTO