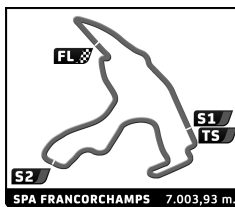


CER 2 SPA CLASSIC RACE

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
2 1. Frédéric DA ROCHA LOLA / T 298 BMW / 1979 PROTO 2								5	1	2:39.765	44.940	1:13.918	40.907	157.8	13:25.774
1	1	2:37.345	48.796	1:10.134	38.415	160.2	2:37.345	6	1	2:36.272	44.462	1:12.103	39.707	161.3	16:02.046
2	1	2:28.974	42.737	1:08.263	37.974	169.3	5:06.319	7	1	2:32.302	44.635	1:08.408	39.259	165.6	18:34.348
3	1	2:29.298	43.070	1:08.182	38.046	168.9	7:35.617	8	1	2:36.901	43.907	1:10.140	42.854	160.7	21:11.249
4	1	2:31.414	42.413	1:10.054	38.947	166.5	10:07.031	9	1	3:29.644	45.485	1:35.046	1:09.113	120.3	24:40.893
5	1	2:27.245	42.572	1:06.905	37.768	171.2	12:34.276	8 1. Philippe SCEMAMA LOLA / T 290 DFV / 1972 PROTO 2							
6	1	2:27.984	42.373	1:07.076	38.535	170.4	15:02.260	1	1	2:30.989	44.799	1:08.737	37.453	167.0	2:30.989
7	1	2:27.481	42.630	1:06.963	37.888	171.0	17:29.741	2	1	2:26.397	40.944	1:07.881	37.572	172.2	4:57.386
8	1	2:29.888	43.779	1:07.436	38.673	168.2	19:59.629	3	1	2:26.307	41.083	1:08.149	37.075	172.3	7:23.693
9	1	2:28.465	42.491	1:07.826	38.148	169.8	22:28.094	4	1	2:28.029	40.937	1:09.907	37.185	170.3	9:51.722
10	1	2:28.273	42.019	1:08.347	37.907	170.1	24:56.367	5	1	2:25.178	40.593	1:07.790	36.795	173.7	12:16.900
11	1	2:29.543	42.878	1:08.342	38.323	168.6	27:25.910	6	1	2:25.603	40.482	1:07.838	37.283	173.2	14:42.503
12	1	4:15.026	2:27.367	1:09.207	38.452	98.9	31:40.936	7	1	2:27.645	41.154	1:09.213	37.278	170.8	17:10.148
13	1	2:27.609	42.465	1:07.416	37.728	170.8	34:08.545	8	1	2:26.160	40.613	1:08.065	37.482	172.5	19:36.308
14	1	2:29.181	42.805	1:08.412	37.964	169.0	36:37.726	9	1	2:26.113	40.819	1:08.007	37.287	172.6	22:02.421
15	1	2:27.145	42.178	1:07.337	37.630	171.4	39:04.871	10	1	2:27.273	40.645	1:09.223	37.405	171.2	24:29.694
16	1	2:28.607	43.606	1:07.381	37.620	169.7	41:33.478	11	1	2:26.805	41.221	1:08.404	37.180	171.8	26:56.499
17	1	2:29.106	43.816	1:07.310	37.980	169.1	44:02.584	12	1	2:25.944	40.424	1:08.346	37.174	172.8	29:22.443
18	1	2:28.166	42.101	1:07.656	38.409	170.2	46:30.750	13	1	2:27.788	40.711	1:09.548	37.529	170.6	31:50.231
19	1	2:28.719	42.046	1:08.701	37.972	169.5	48:59.469	14	1	3:51.922	2:06.358	1:08.471	37.093	108.7	35:42.153
20	1	2:29.256	42.418	1:08.424	38.414	168.9	51:28.725	15	1	2:28.277	40.473	1:10.436	37.368	170.0	38:10.430
21	1	2:30.969	42.546	1:09.551	38.872	167.0	53:59.694	16	1	2:26.647	40.420	1:08.636	37.591	171.9	40:37.077
22	1	2:32.140	42.342	1:10.668	39.130	165.7	56:31.834	17	1	2:28.177	40.818	1:09.392	37.967	170.2	43:05.254
23	1	2:35.120	44.619	1:11.283	39.218	162.5	59:06.954	18	1	2:27.083	40.212	1:09.203	37.668	171.4	45:32.337
24	1	2:39.879	44.460	1:13.535	41.884	157.7	1:01:46.833	9 1. Jean-Marc MERLIN PORSCHE / 935 K3 / 1977 GT 2							
5 1. Henrik LINDBERG PORSCHE / 935 K3 / 1979 GT 2								1	1	2:57.766	54.924	1:19.133	43.709	141.8	2:57.766
1	1	2:56.867	54.629	1:19.130	43.108	142.6	2:56.867	2	1	2:43.793	44.970	1:16.131	42.692	153.9	5:41.559
2	1	2:42.954	44.835	1:16.742	41.377	154.7	5:39.821	3	1	2:47.946	44.725	1:19.854	43.367	150.1	8:29.505
3	1	2:47.555	44.583	1:20.445	42.527	150.5	8:27.376	4	1	2:43.216	45.391	1:16.125	41.700	154.5	11:12.721
4	1	2:42.769	44.538	1:16.584	41.647	154.9	11:10.145	5	1	2:42.479	45.059	1:15.017	42.403	155.2	13:55.200
5	1	2:40.583	44.419	1:15.519	40.645	157.0	13:50.728	6	1	2:42.982	44.420	1:15.077	43.485	154.7	16:38.182
6	1	2:42.180	44.256	1:15.944	41.980	155.5	16:32.908	7	1	2:41.965	45.387	1:14.849	41.729	155.7	19:20.147
7	1	2:41.892	44.458	1:16.321	41.113	155.7	19:14.800	8	1	2:51.663	45.732	1:14.705	51.226	146.9	22:11.810
8	1	2:40.677	43.827	1:16.066	40.784	156.9	21:55.477	9	1	2:46.534	46.832	1:15.471	44.231	151.4	24:58.344
9	1	2:42.707	44.555	1:16.609	41.543	155.0	24:38.184	10	1	2:44.108	45.516	1:15.868	42.724	153.6	27:42.452
10	1	2:44.353	44.559	1:17.657	42.137	153.4	27:22.537	11	1	4:15.807	2:19.474	1:15.393	40.940	98.6	31:58.259
11	1	4:24.477	2:24.525	1:17.898	42.054	95.3	31:47.014	12	1	2:55.362	45.173	1:22.319	47.870	143.8	34:53.621
12	1	2:43.610	44.693	1:17.521	41.396	154.1	34:30.624	13	1	2:46.443	46.038	1:18.138	42.267	151.5	37:40.064
13	1	2:41.616	44.602	1:16.332	40.682	156.0	37:12.240	14	1	2:43.467	45.661	1:15.779	42.027	154.2	40:23.531
14	1	2:43.093	44.087	1:16.425	42.581	154.6	39:55.333	15	1	2:47.989	46.240	1:17.116	44.633	150.1	43:11.520
15	1	2:42.550	44.125	1:17.022	41.403	155.1	42:37.883	16	1	2:46.039	46.502	1:16.438	43.099	151.9	45:57.559
16	1	2:42.216	44.179	1:17.095	40.942	155.4	45:20.099	17	1	2:49.322	45.868	1:19.451	44.003	148.9	48:46.881
17	1	2:42.626	43.948	1:16.567	42.111	155.0	48:02.725	18	1	2:47.437	46.522	1:17.627	43.288	150.6	51:34.318
18	1	2:46.285	45.022	1:18.991	42.272	151.6	50:49.010	19	1	2:47.485	46.882	1:17.084	43.519	150.5	54:21.803
19	1	2:46.417	44.758	1:18.981	42.678	151.5	53:35.427	20	1	2:51.726	47.102	1:20.717	43.907	146.8	57:13.529
20	1	2:43.897	44.932	1:16.802	42.163	153.8	56:19.324	21	1	2:49.815	47.542	1:18.172	44.101	148.5	1:00:03.344
6 1. Stefan REHKOPF Cheetah / G601 / 1976 PROTO 2								22	1	2:53.902	47.926	1:19.968	46.008	145.0	1:02:57.246
1	1	2:47.527	52.290	1:13.983	41.254	150.5	2:47.527	15 1. Michel BAUDOIN LOLA / T 294 FVC / 1973 PROTO 2							
2	1	2:38.636	45.017	1:12.362	41.257	158.9	5:26.163	1	1	2:58.754	56.921	1:17.654	44.179	141.1	2:58.754
3	1	2:38.830	44.531	1:12.761	41.538	158.7	8:04.993	2	1	2:44.568	47.844	1:14.310	42.414	153.2	5:43.322
4	1	2:41.016	44.539	1:15.025	41.452	156.6	10:46.009								



CER 2 SPA CLASSIC RACE

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
3	1	2:46.574	46.393	1:16.841	43.340	151.4	8:29.896	8	1	2:30.752	42.191	1:10.581	37.980	167.3	20:09.680
4	1	2:44.591	46.607	1:16.162	41.822	153.2	11:14.487	9	1	2:29.208	42.459	1:08.942	37.807	169.0	22:38.888
5	1	2:42.208	46.393	1:13.966	41.849	155.4	13:56.695	10	1	2:30.056	43.542	1:08.349	38.165	168.0	25:08.944
6	1	2:42.982	46.073	1:13.996	42.913	154.7	16:39.677	11	1	2:29.389	42.199	1:08.663	38.527	168.8	27:38.333
7	1	2:42.728	45.910	1:14.969	41.849	154.9	19:22.405	12	1	2:31.176	43.023	1:09.085	39.068	166.8	30:09.509
8	1	2:45.684	47.039	1:14.949	43.696	152.2	22:08.089	13	1	4:05.756	2:18.443	1:08.917	38.396	102.6	34:15.265
9	1	2:43.266	45.317	1:15.092	42.857	154.4	24:51.355	14	1	2:30.428	43.000	1:09.180	38.248	167.6	36:45.693
10	1	2:45.621	46.968	1:15.613	43.040	152.2	27:36.976	15	1	2:30.309	42.892	1:09.030	38.387	167.7	39:16.002
11	1	2:45.750	47.550	1:15.253	42.947	152.1	30:22.726	16	1	2:33.865	42.733	1:11.998	39.134	163.9	41:49.867
12	1	4:23.389	2:27.311	1:14.120	41.958	95.7	34:46.115	17	1	2:31.839	42.877	1:10.309	38.653	166.1	44:21.706
13	1	2:42.078	46.050	1:13.630	42.398	155.6	37:28.193	18	1	2:52.346	43.207	1:29.379	39.760	146.3	47:14.052
14	1	2:41.226	45.160	1:14.035	42.031	156.4	40:09.419	19	1	2:39.275	43.997	1:15.687	39.591	158.3	49:53.327
15	1	2:41.198	45.722	1:13.891	41.585	156.4	42:50.617	20	1	2:35.675	43.695	1:12.130	39.850	162.0	52:29.002
16	1	2:42.722	45.256	1:15.214	42.252	155.0	45:33.339	21	1	2:36.965	44.358	1:12.852	39.755	160.6	55:05.967
17	1	3:09.006	45.973	1:40.012	43.021	133.4	48:42.345	22	1	2:35.261	44.055	1:11.748	39.458	162.4	57:41.228
18	1	2:48.059	46.159	1:18.238	43.662	150.0	51:30.404	23	1	2:35.629	44.238	1:11.960	39.431	162.0	1:00:16.857
19	1	2:42.772	46.343	1:14.668	41.761	154.9	54:13.176	24	1	2:35.353	43.784	1:11.953	39.616	162.3	1:02:52.210
20	1	2:42.199	45.229	1:15.162	41.808	155.5	56:55.375								
21	1	2:42.297	45.887	1:14.232	42.178	155.4	59:37.672								
22	1	2:41.316	45.033	1:14.786	41.497	156.3	1:02:18.988								

17		1. Patrice LAFARGUE				LOLA / T298 BMW / 1979		PROTO 2	
1	1	2:32.676	46.251	1:08.230	38.195	165.1	2:32.676		
2	1	2:25.753	41.724	1:06.628	37.401	173.0	4:58.429		
3	1	2:26.392	41.163	1:08.004	37.225	172.2	7:24.821		
4	1	2:28.242	41.350	1:09.416	37.476	170.1	9:53.063		
5	1	2:27.595	41.942	1:07.844	37.809	170.8	12:20.658		
6	1	2:25.758	41.132	1:07.233	37.393	173.0	14:46.416		
7	1	2:27.279	41.316	1:08.308	37.655	171.2	17:13.695		
8	1	2:26.065	41.061	1:07.933	37.071	172.6	19:39.760		
9	1	2:27.416	41.245	1:07.536	38.635	171.0	22:07.176		
10	1	2:26.311	41.061	1:07.397	37.853	172.3	24:33.487		
11	1	2:26.624	41.264	1:07.956	37.404	172.0	27:00.111		
12	1	2:27.037	41.146	1:07.771	38.120	171.5	29:27.148		
13	1	3:54.394	2:10.330	1:07.022	37.042	107.6	33:21.542		
14	1	2:26.026	41.496	1:06.921	37.609	172.7	35:47.568		
15	1	2:26.178	40.878	1:07.681	37.619	172.5	38:13.746		
16	1	2:28.139	42.557	1:08.210	37.372	170.2	40:41.885		
17	1	2:28.721	41.434	1:08.166	39.121	169.5	43:10.606		
18	1	2:28.175	42.308	1:08.279	37.588	170.2	45:38.781		
19	1	2:29.632	41.229	1:10.268	38.135	168.5	48:08.413		
20	1	2:29.731	41.914	1:09.802	38.015	168.4	50:38.144		
21	1	2:29.641	41.584	1:09.302	38.755	168.5	53:07.785		
22	1	2:29.181	41.884	1:08.898	38.399	169.0	55:36.966		
23	1	2:30.060	41.669	1:10.196	38.195	168.0	58:07.026		
24	1	2:31.131	42.988	1:09.983	38.160	166.8	1:00:38.157		

22

CHEVRON / B31 BDG / 1975

1. Russell BÜST

PROTO 2

1	1	2:38.643	49.040	1:10.069	39.534	158.9	2:38.643
2	1	2:29.471	42.638	1:08.496	38.337	168.7	5:08.114
3	1	2:29.101	42.482	1:08.473	38.146	169.1	7:37.215
4	1	2:30.919	42.473	1:09.070	39.376	167.1	10:08.134
5	1	2:30.273	43.223	1:08.466	38.584	167.8	12:38.407
6	1	2:31.404	43.894	1:08.917	38.593	166.5	15:09.811
7	1	2:29.117	42.383	1:08.293	38.441	169.1	17:38.928

26

1. Claude LE JEAN
2. Lucien ROSSIAUD

CHEVRON / B36 BMW / 1976

PROTO 2

1	1	3:04.530	1:01.552	1:18.703	44.275	136.6	3:04.530
2	1	2:49.060	48.280	1:17.161	43.619	149.1	5:53.590
3	1	3:00.429	52.111	1:22.050	46.268	139.7	8:54.019
4	1	4:11.240	2:09.310	1:17.271	44.659	100.4	13:05.259
5	1	2:54.278	48.913	1:20.327	45.038	144.7	15:59.537
6	1	2:49.520	47.877	1:16.176	45.467	148.7	18:49.057
7	1	2:48.787	48.226	1:16.046	44.515	149.4	21:37.844
8	1	2:47.078	47.853	1:15.835	43.390	150.9	24:24.922
9	1	2:49.439	48.587	1:17.189	43.663	148.8	27:14.361
10	1	4:56.951	2:54.838	1:18.601	43.512	84.9	32:11.312
11	1	2:52.347	49.356	1:19.014	43.977	146.3	35:03.659
12	1	2:52.683	49.414	1:20.001	43.268	146.0	37:56.342
13	1	2:56.240	50.212	1:22.747	43.281	143.1	40:52.582
14	1	2:52.259	48.871	1:19.632	43.756	146.4	43:44.841
15	1	2:51.642	49.630	1:17.814	44.198	146.9	46:36.483
16	1	2:52.904	48.762	1:19.933	44.209	145.8	49:29.387
17	1	2:51.123	49.526	1:18.315	43.282	147.3	52:20.510
18	1	2:50.057	48.415	1:18.813	42.829	148.3	55:10.567
19	1	2:48.962	48.854	1:16.693	43.415	149.2	57:59.529
20	1	2:52.285	48.478	1:19.451	44.356	146.4	1:00:51.814

27

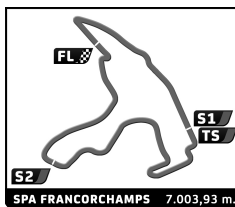
1. Bertrand PENLAE

CHEVRON / B 36 BMW / 1976

PROTO 2

1	1	3:05.732	1:02.627	1:18.093	45.012	135.8	3:05.732
2	1	2:51.894	51.704	1:15.460	44.730	146.7	5:57.626
3	1	8:23.163	6:25.100	1:14.976	43.087	50.1	14:20.789
4	1	2:44.696	48.459	1:13.301	42.936	153.1	17:05.485
5	1	2:46.553	47.759	1:16.369	42.425	151.4	19:52.038

30		1. NELSON		Porsche / 930 Turbo / 1975				GT 2	
1	1	3:00.620	57.838	1:18.218	44.564	139.6	3:00.620		
2	1	2:51.600	47.252	1:19.823	44.525	146.9	5:52.220		
3	1	2:54.915	48.086	1:22.260	44.569	144.2	8:47.135		
4	1	2:53.117	47.633	1:20.699	44.785	145.6	11:40.252		
5	1	2:52.345	47.569	1:20.238	44.538	146.3	14:32.597		



CER 2 SPA CLASSIC RACE

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
6	1	2:52.546	47.269	1:20.611	44.666	146.1	17:25.143	1	1	2:47.070	50.552	1:15.078	41.440	150.9	2:47.070
7	1	2:52.614	47.840	1:20.416	44.358	146.1	20:17.757	2	1	2:38.567	44.135	1:13.424	41.008	159.0	5:25.637
8	1	2:51.515	47.604	1:19.419	44.492	147.0	23:09.272	3	1	2:37.047	44.445	1:12.727	39.875	160.6	8:02.684
9	1	2:51.089	47.317	1:19.636	44.136	147.4	26:00.361	4	1	2:36.414	43.423	1:12.790	40.201	161.2	10:39.098
10	1	2:53.072	47.237	1:21.079	44.756	145.7	28:53.433	5	1	2:37.268	43.839	1:13.211	40.218	160.3	13:16.366
11	1	4:28.001	2:24.186	1:20.021	43.794	94.1	33:21.434	6	1	3:13.656	48.578	1:28.562	56.516	130.2	16:30.022
12	1	2:50.931	46.998	1:19.661	44.272	147.5	36:12.365								
13	1	2:51.092	47.303	1:19.728	44.061	147.4	39:03.457								
14	1	2:51.767	47.259	1:19.996	44.512	146.8	41:55.224								
15	1	2:50.566	46.859	1:19.960	43.747	147.8	44:45.790								
16	1	2:51.264	47.077	1:20.283	43.904	147.2	47:37.054								
17	1	2:50.525	46.905	1:19.666	43.954	147.9	50:27.579								
18	1	2:52.109	47.073	1:20.943	44.093	146.5	53:19.688								
19	1	2:53.584	47.654	1:20.518	45.412	145.3	56:13.272								
20	1	2:50.979	47.169	1:19.513	44.297	147.5	59:04.251								
21	1	2:51.295	46.997	1:20.085	44.213	147.2	1:01:55.546								

31

1. Carlos BARBOT

LOLA / T280 / 1972

PROTO 2

1	1	2:35.890	47.456	1:09.977	38.457	161.7	2:35.890
2	1	2:29.706	41.660	1:09.328	38.718	168.4	5:05.596
3	1	2:29.438	41.497	1:09.470	38.471	168.7	7:35.034
4	1	2:32.418	41.946	1:10.814	39.658	165.4	10:07.452
5	1	2:31.294	42.681	1:09.093	39.520	166.7	12:38.746
6	1	2:30.217	42.036	1:09.693	38.488	167.9	15:08.963
7	1	2:29.153	41.933	1:08.918	38.302	169.0	17:38.116
8	1	2:30.591	42.131	1:10.239	38.221	167.4	20:08.707
9	1	2:29.433	41.956	1:09.031	38.446	168.7	22:38.140
10	1	2:28.455	41.819	1:08.626	38.010	169.8	25:06.595
11	1	2:30.316	41.859	1:08.927	39.530	167.7	27:36.911
12	1	2:31.044	41.687	1:09.314	40.043	166.9	30:07.955
13	1	4:03.955	2:16.081	1:09.910	37.964	103.4	34:11.910
14	1	2:27.722	41.428	1:08.365	37.929	170.7	36:39.632
15	1	2:30.919	43.640	1:09.082	38.197	167.1	39:10.551
16	1	2:32.512	41.959	1:10.907	39.646	165.3	41:43.063
17	1	2:32.282	42.955	1:10.530	38.797	165.6	44:15.345
18	1	2:37.516	47.620	1:10.998	38.898	160.1	46:52.861
19	1	2:32.405	43.077	1:10.397	38.931	165.4	49:25.266
20	1	2:30.468	42.695	1:09.698	38.075	167.6	51:55.734
21	1	2:31.458	42.571	1:09.353	39.534	166.5	54:27.192
22	1	2:34.325	42.546	1:12.564	39.215	163.4	57:01.517
23	1	2:33.610	42.365	1:10.955	40.290	164.1	59:35.127
24	1	2:33.783	42.460	1:11.067	40.256	164.0	1:02:08.910

36

1. Stephan MEYERS

Porsche / 935 / 1978

GT 2

2. Marc DE SIEBENTHAL

1	1	2:45.584	49.086	1:15.778	40.720	152.3	2:45.584
2	1	2:39.270	43.423	1:15.105	40.742	158.3	5:24.854
3	1	2:38.969	43.746	1:13.986	41.237	158.6	8:03.823
4	1	2:41.018	43.418	1:16.386	41.214	156.6	10:44.841
5	1	2:41.104	44.087	1:15.433	41.584	156.5	13:25.945
6	1	2:40.067	43.527	1:16.070	40.470	157.5	16:06.012
7	1	3:06.362	43.601	1:17.180	1:05.581	135.3	19:12.374

37

1. Marc DE SIEBENTHAL

Porsche / 935 / 1978

GT 2

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39

1. Louis ZURSTRASSEN

LOLA / T292 BDG / 1973

PROTO 2

1	1	2:48.864	52.538	1:14.627	41.699	149.3	2:48.864
2	1	2:38.578	44.981	1:12.465	41.132	159.0	5:27.442
3	1	2:38.441	44.598	1:12.476	41.367	159.1	8:05.883
4	1	2:39.269	44.433	1:13.810	41.026	158.3	10:45.152
5	1	2:35.727	44.354	1:11.703	39.670	161.9	13:20.879
6	1	2:35.521	44.926	1:10.481	40.114	162.1	15:56.400
7	1	2:33.782	44.199	1:09.784	39.799	164.0	18:30.182
8	1	2:34.498	44.252	1:10.706	39.540	163.2	21:04.680
9	1	2:34.102	44.561	1:09.852	39.689	163.6	23:38.782
10	1	2:35.093	44.848	1:09.613	40.632	162.6	26:13.875
11	1	2:37.045	44.525	1:10.924	41.596	160.6	28:50.920
12	1	4:21.852	2:27.800	1:13.931	40.121	96.3	33:12.772
13	1	2:35.827	45.049	1:10.036	40.742	161.8	35:48.599
14	1	2:36.156	44.615	1:11.329	40.212	161.5	38:24.755
15	1	2:34.868	44.726	1:10.290	39.852	162.8	40:59.623
16	1	2:35.942	44.335	1:10.455	41.152	161.7	43:35.565
17	1	2:35.044	44.463	1:10.546	40.035	162.6	46:10.609
18	1	2:35.217	43.969	1:11.441	39.807	162.4	48:45.826
19	1	2:38.102	44.852	1:12.530	40.720	159.5	51:23.928
20	1	2:37.772	44.637	1:12.199	40.936	159.8	54:01.700
21	1	2:35.602	45.014	1:10.961	39.627	162.0	56:37.302
22	1	2:37.200	44.720	1:12.538	39.942	160.4	59:14.502
23	1	2:36.121	44.444	1:11.768	39.909	161.5	1:01:50.623

42

1. Valerio LEONE

MARCH / 75 S BDG / 1975

PROTO 2

2. Fabrice NOTARI

1	1	2:49.690	52.854	1:14.958	41.878	148.6	2:49.690
2	1	2:38.396	45.225	1:12.250	40.921	159.2	5:28.086
3	1	2:38.291	45.390	1:11.619	41.282	159.3	8:06.377
4	1	2:39.546	44.912	1:13.520	41.114	158.0	10:45.923
5	1	2:40.711	44.896	1:13.801	42.014	156.9	13:26.634
6	1	2:40.751	44.690	1:14.456	41.605	156.9	16:07.385
7	1	2:41.172	44.794	1:13.018	43.360	156.4	18:48.557
8	1	2:41.394	46.062	1:14.021	41.311	156.2	21:29.951
9	1	2:40.664	45.095	1:14.475	41.094	156.9	24:10.615
10	1	2:39.564	44.929	1:13.307	41.328	158.0	26:50.179
11	1	4:44.661	2:45.552	1:16.917	42.192	88.6	31:34.840
12	1	2:41.584	46.293	1:13.601	41.690	156.0	34:16.424
13	1	2:39.024	45.619	1:12.418	40.987	158.6	36:55.448
14	1	3:01.303	46.188	1:23.895	51.220	139.1	39:56.751
15	1	2:43.024	47.314	1:13.925	41.785	154.7	42:39.775
16	1	3:35.838	1:43.168	1:12.176	40.494	116.8	46:15.613
17	1	2:38.601	44.937	1:13.403	40.261	159.0	48:54.214
18	1	2:39.921	45.136	1:13.889	40.896	157.7	51:34.135
19	1	2:39.296	45.580	1:12.345	41.371	158.3	54:13.431
20	1	2:38.574	45.841	1:12.408	40.325	159.0	56:52.005
21	1	2:39.629	44.929	1:14.474	40.226	158.0	59:31.634
22	1	2:39.397	45.861	1:13.278	40.258	158.2	1:02:11.031



Analysis

Personal Best

Session Best

B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
46 FERRARI / 512 BBLM / 1980 1.Christian BOURIEZ GT 2								3	1	2:26.192	41.222	1:07.870	37.100	172.5	7:24.194
4	1	2:28.372	40.897	1:10.213	37.262	169.9	9:52.566	5	1	2:26.537	41.635	1:07.652	37.250	172.1	12:19.103
6	1	2:26.568	41.585	1:07.843	37.140	172.0	14:45.671	7	1	2:27.429	41.388	1:08.398	37.643	171.0	17:13.100
8	1	2:26.270	41.110	1:07.840	37.320	172.4	19:39.370	9	1	2:26.712	41.133	1:07.623	37.956	171.9	22:06.082
10	1	2:26.398	41.078	1:08.139	37.181	172.2	24:32.480	11	1	2:26.633	41.597	1:07.864	37.172	172.0	26:59.113
12	1	2:26.404	41.119	1:07.846	37.439	172.2	29:25.517	13	1	2:26.711	41.100	1:08.143	37.468	171.9	31:52.228
14	1	3:59.622	2:15.050	1:07.695	36.877	105.2	35:51.850	15	1	2:26.262	41.016	1:08.042	37.204	172.4	38:18.112
16	1	2:26.256	41.298	1:07.362	37.596	172.4	40:44.368	17	1	2:59.067	48.073	1:21.591	49.403	140.8	43:43.435
18	1	5:48.013	3:56.454	1:13.314	38.245	72.5	49:31.448	19	1	2:27.897	41.640	1:08.977	37.280	170.5	51:59.345
20	1	2:27.216	41.241	1:08.120	37.855	171.3	54:26.561	21	1	2:29.400	41.288	1:10.372	37.740	168.8	56:55.961
22	1	2:41.668	41.455	1:21.664	38.549	156.0	59:37.629	23	1	2:29.211	41.831	1:09.451	37.929	169.0	1:02:06.840

52

TOJ / SC 304 / 1976

1.Yves SCEMAMA

PROTO 2

1	1	2:33.827	46.779	1:09.249	37.799	163.9	2:33.827
2	1	2:26.780	41.265	1:07.792	37.723	171.8	5:00.607
3	1	2:27.260	41.843	1:07.727	37.690	171.2	7:27.867
4	1	2:29.217	41.302	1:10.232	37.683	169.0	9:57.084
5	1	2:28.594	41.778	1:08.988	37.828	169.7	12:25.678
6	1	2:27.080	41.062	1:08.301	37.717	171.4	14:52.758
7	1	2:28.726	41.445	1:08.511	38.770	169.5	17:21.484
8	1	2:27.336	41.346	1:08.073	37.917	171.1	19:48.820
9	1	2:28.558	42.248	1:08.507	37.803	169.7	22:17.378
10	1	2:28.353	41.849	1:08.456	38.048	170.0	24:45.731
11	1	2:28.686	41.488	1:09.248	37.950	169.6	27:14.417
12	1	2:27.772	41.361	1:08.641	37.770	170.6	29:42.189
13	1	3:58.524	2:12.255	1:08.577	37.692	105.7	33:40.713
14	1	2:29.826	41.096	1:08.755	39.975	168.3	36:10.539
15	1	2:27.725	41.398	1:08.726	37.601	170.7	38:38.264
16	1	2:28.059	40.913	1:09.171	37.975	170.3	41:06.323
17	1	2:28.265	41.407	1:08.364	38.494	170.1	43:34.588
18	1	2:27.697	41.134	1:08.727	37.836	170.7	46:02.285
19	1	2:33.181	41.144	1:13.888	38.149	164.6	48:35.466
20	1	2:29.130	41.306	1:09.385	38.439	169.1	51:04.596
21	1	2:28.867	41.471	1:09.246	38.150	169.4	53:33.463
22	1	2:30.386	40.997	1:11.438	37.951	167.7	56:03.849
23	1	2:30.181	41.252	1:10.839	38.090	167.9	58:34.030
24	1	2:29.388	41.149	1:10.103	38.136	168.8	1:01:03.418

57

BMW / M1

1.Amaury LATHAM

2.Christian BAUD

GT 2

1	1	3:33.028	1:12.742	1:27.346	52.940	118.4	3:33.028
2	1	3:16.214	57.895	1:27.136	51.183	128.5	6:49.242
3	1	3:22.138	56.608	1:31.454	54.076	124.7	10:11.380
4	1	3:14.494	56.265	1:25.173	53.056	129.6	13:25.874
5	1	3:16.587	56.166	1:26.047	54.374	128.3	16:42.461
6	1	3:14.122	55.695	1:26.221	53.912	128.6	19:56.583

49

LOLA / T 298 / 1979

1.James FARLEY

PROTO 2

1	1	2:46.846	50.665	1:15.234	40.947	151.1	2:46.846
2	1	2:40.017	45.237	1:13.801	40.979	157.6	5:26.863
3	1	2:38.326	44.260	1:13.035	41.031	159.3	8:05.189
4	1	2:38.674	44.349	1:14.292	40.033	158.9	10:43.863
5	1	2:33.742	43.714	1:10.385	39.643	164.0	13:17.605
6	1	2:35.068	45.769	1:10.230	39.069	162.6	15:52.673
7	1	2:33.199	44.041	1:09.638	39.520	164.6	18:25.872
8	1	2:32.813	42.876	1:09.841	40.096	165.0	20:58.685
9	1	2:32.699	43.740	1:09.598	39.361	165.1	23:31.384
10	1	2:32.672	42.912	1:10.392	39.368	165.2	26:04.056
11	1	2:37.044	44.999	1:12.363	40.182	160.6	28:41.100
12	1	2:32.077	43.013	1:09.832	39.232	165.8	31:13.177
13	1	2:35.017	43.885	1:10.972	40.160	162.7	33:48.194
14	1	4:08.386	2:16.307	1:12.308	39.771	101.5	37:56.580
15	1	2:33.417	43.854	1:10.152	39.411	164.4	40:29.997
16	1	2:33.554	43.057	1:10.782	39.715	164.2	43:03.551
17	1	2:32.767	42.961	1:09.852	39.954	165.0	45:36.318
18	1	2:34.631	43.829	1:11.702	39.100	163.1	48:10.949
19	1	2:33.682	42.676	1:10.593	40.413	164.1	50:44.631
20	1	2:33.181	43.210	1:10.279	39.692	164.6	53:17.812
21	1	2:32.875	43.114	1:10.600	39.161	164.9	55:50.687
22	1	2:32.283	43.077	1:09.928	39.278	165.6	58:22.970
23	1	2:33.207	43.904	1:10.044	39.259	164.6	1:00:56.177

50

LOLA / T 286 DFV / 1979

1.Dominique GUENAT

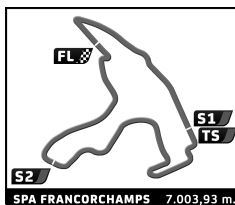
PROTO 2

1	1	2:31.592	45.750	1:08.245	37.597	166.3	2:31.592
2	1	2:26.410	41.268	1:07.729	37.413	172.2	4:58.002





78		Cheetah / G 501 / 1974					
1. Reto STUTZ		PROTO 2					
1	1	2:48.121	51.989	1:14.580	41.552	150.0	2:48.121
2	1	2:38.520	45.117	1:12.238	41.165	159.1	5:26.641
3	1	2:37.927	44.338	1:12.850	40.739	159.7	8:04.568
4	1	2:35.918	44.721	1:10.583	40.614	161.7	10:40.486
5	1	2:36.504	43.921	1:12.520	40.063	161.1	13:16.990
6	1	2:34.204	44.557	1:09.976	39.671	163.5	15:51.194
7	1	2:32.803	43.864	1:09.758	39.181	165.0	18:23.997
8	1	2:33.361	44.274	1:09.597	39.490	164.4	20:57.358
9	1	2:32.580	44.147	1:09.433	39.000	165.3	23:29.938
10	1	2:35.004	44.317	1:11.143	39.544	162.7	26:04.942
11	1	4:15.327	2:24.702	1:10.599	40.026	98.8	30:20.269
12	1	2:34.276	44.978	1:09.981	39.317	163.4	32:54.545
13	1	2:33.866	44.465	1:10.175	39.226	163.9	35:28.411
14	1	2:35.765	44.438	1:11.312	40.015	161.9	38:04.176
15	1	2:36.671	45.713	1:11.427	39.531	160.9	40:40.847
16	1	2:35.099	44.683	1:10.404	40.012	162.6	43:15.946
17	1	2:36.127	45.228	1:11.528	39.371	161.5	45:52.073



CER 2 SPA CLASSIC RACE

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
18	1	2:37.969	44.800	1:13.486	39.683	159.6	48:30.042	15	1	2:50.344	46.375	1:20.282	43.687	148.0	44:04.131
19	1	2:35.678	44.212	1:11.108	40.358	162.0	51:05.720	16	1	2:46.020	46.404	1:16.838	42.778	151.9	46:50.151
20	1	2:38.038	46.378	1:10.560	41.100	159.5	53:43.758	17	1	2:48.815	46.412	1:18.192	44.211	149.4	49:38.966
21	1	2:58.557 B	49.131	1:13.126	56.300	141.2	56:42.315	18	1	2:46.538	46.520	1:17.388	42.630	151.4	52:25.504
22	1	3:31.236	1:36.771	1:14.142	40.323	119.4	1:00:13.551	19	1	2:49.914	47.401	1:18.853	43.660	148.4	55:15.418
23	1	2:39.901	45.099	1:13.329	41.473	157.7	1:02:53.452	20	1	2:47.842	47.224	1:17.278	43.340	150.2	58:03.260
								21	1	2:50.633	47.960	1:17.716	44.957	147.8	1:00:53.893

85

1. Tony SINCLAIR

LOLA / T292 BDG / 1973

PROTO 2

1	1	2:34.475	47.155	1:09.117	38.203	163.2	2:34.475
2	1	2:29.207	43.102	1:06.748	39.357	169.0	5:03.682
3	1	2:49.323	45.206	1:15.645	48.472	148.9	7:53.005
4	1	6:09.323	4:23.598	1:07.327	38.398	68.3	14:02.328
5	1	2:30.608	43.458	1:07.752	39.398	167.4	16:32.936
6	1	2:35.410	46.388	1:08.136	40.886	162.2	19:08.346
7	1	2:29.048	43.743	1:06.453	38.852	169.2	21:37.394
8	1	2:28.637	42.840	1:07.717	38.080	169.6	24:06.031
9	1	2:27.403	43.091	1:06.349	37.963	171.1	26:33.434
10	1	2:27.646	43.189	1:06.224	38.233	170.8	29:01.080
11	1	2:29.180	43.613	1:07.073	38.494	169.0	31:30.260
12	1	4:06.168	2:19.968	1:07.042	39.158	102.4	35:36.428
13	1	2:28.579	43.222	1:06.859	38.498	169.7	38:05.007
14	1	2:29.373	43.400	1:07.842	38.131	168.8	40:34.380
15	1	2:32.556	42.987	1:10.249	39.320	165.3	43:06.936
16	1	2:29.409	43.254	1:07.118	39.037	168.8	45:36.345
17	1	2:31.299	43.466	1:09.231	38.602	166.7	48:07.644
18	1	2:32.157	44.201	1:08.876	39.080	165.7	50:39.801
19	1	2:31.046	43.864	1:08.322	38.860	166.9	53:10.847
20	1	2:32.431	43.445	1:09.390	39.596	165.4	55:43.278
21	1	2:31.319	43.563	1:08.159	39.597	166.6	58:14.597
22	1	2:33.516	43.621	1:09.683	40.212	164.2	1:00:48.113

87

1. Louis KOLLY

LOLA / T292 BMW / 1973

PROTO 2

1	1	2:51.921	53.229	1:15.716	42.976	146.7	2:51.921
2	1	2:45.989	46.531	1:17.067	42.391	151.9	5:37.910
3	1	2:48.829	45.970	1:19.646	43.213	149.3	8:26.739
4	1	2:47.278	48.166	1:17.013	42.099	150.7	11:14.017
5	1	3:26.800	52.344	1:38.179	56.277	121.9	14:40.817

94

1. Maurizio FRATTI

2. Andrea CABIANCA

Porsche / 934 / 1976

GT 2

1	1	2:58.435	54.278	1:18.537	45.620	141.3	2:58.435
2	1	2:50.589	48.116	1:18.689	43.784	147.8	5:49.024
3	1	2:52.027	47.951	1:19.861	44.215	146.6	8:41.051
4	1	2:53.769	49.483	1:18.611	45.675	145.1	11:34.820
5	1	2:51.583	49.487	1:17.908	44.188	147.0	14:26.403
6	1	2:49.011	47.607	1:17.104	44.300	149.2	17:15.414
7	1	2:48.082	48.072	1:16.711	43.299	150.0	20:03.496
8	1	2:48.670	47.807	1:17.693	43.170	149.5	22:52.166
9	1	2:45.647	47.501	1:15.465	42.681	152.2	25:37.813
10	1	2:46.367	46.758	1:16.565	43.044	151.6	28:24.180
11	1	4:26.142	2:25.725	1:17.206	43.211	94.7	32:50.322
12	1	2:49.059	46.896	1:18.421	43.742	149.1	35:39.381
13	1	2:48.633	46.568	1:18.680	43.385	149.5	38:28.014
14	1	2:45.773	47.032	1:16.355	42.386	152.1	41:13.787