

CLASSIC ENDURANCE RACING 1

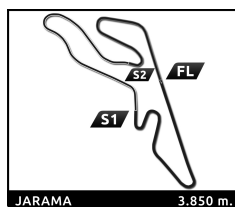
JARAMA CLASSIC

QUALIFYING

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.Stéphane GUTZWILLER CHEVRON B 16 FVC PROTO 1								7 1.Toni SEILER LOLA T70 Mk III PROTO 1							
1	1	2:47.307	1:26.369	47.138	33.800	82.8	2:47.307	1	1	4:04.517	2:48.005	44.448	32.064	56.7	4:04.517
2	1	1:56.908	46.185	39.259	31.464	118.6	4:44.215	2	1	1:51.976	45.571	35.621	30.784	123.8	5:56.493
3	1	1:52.566	43.535	38.244	30.787	123.1	6:36.781	3	1	1:44.415	40.068	35.333	29.014	132.7	7:40.908
4	1	1:49.141	42.517	36.295	30.329	127.0	8:25.922	4	1	1:42.268	39.614	34.278	28.376	135.5	9:23.176
5	1	1:49.296	42.133	36.877	30.286	126.8	10:15.218	5	1	1:53.776 B	39.501	35.942	38.333	121.8	11:16.952
6	1	1:48.712	42.165	36.580	29.967	127.5	12:03.930	6	1	4:19.690	3:14.336	35.721	29.633	53.4	15:36.642
7	1	1:48.814	41.874	36.830	30.110	127.4	13:52.744	7	1	1:42.810	39.198	34.759	28.853	134.8	17:19.452
8	1	2:08.956 B	42.197	38.861	47.898	107.5	16:01.700	8	1	1:42.522	39.329	34.391	28.802	135.2	19:01.974
9	1	4:59.894	3:51.542	36.968	31.384	46.2	21:01.594	9	1	1:43.573	39.788	34.951	28.834	133.8	20:45.547
10	1	1:48.751	42.355	36.140	30.256	127.4	22:50.345	10	1	1:58.195 B	40.007	36.859	41.329	117.3	22:43.742
11	1	1:48.076	41.984	35.904	30.188	128.2	24:38.421	11	1	7:23.713	6:17.546	35.962	30.205	31.2	30:07.455
12	1	1:48.862	41.812	36.464	30.586	127.3	26:27.283	12	1	1:43.406	40.098	34.255	29.053	134.0	31:50.861
13	1	1:47.489	41.448	35.972	30.069	128.9	28:14.772	13	1	2:49.764 B	46.843	1:03.833	59.088	81.6	34:40.625
14	1	2:35.607 B	1:06.052	44.715	44.840	89.1	30:50.379	14	1	6:20.605	5:16.349	35.300	28.956	36.4	41:01.229
15	1	9:28.321	8:17.728	39.139	31.454	24.4	40:18.699	15	1	1:42.128	39.128	34.356	28.644	135.7	42:43.357
16	1	1:49.805	42.597	36.737	30.471	126.2	42:08.504	16	1	1:53.282 B	39.672	35.015	38.595	122.3	44:36.639
17	1	1:48.661	42.410	36.184	30.067	127.6	43:57.165	11 1.Marc DEVIS McLaren M8C DFV PROTO 1							
18	1	2:05.054	42.526	43.368	39.160	110.8	46:02.219	2	1	7:57.904 B				29.0	7:57.904
5 1.Henrik LINDBERG LOLA T210 FVC PROTO 1								3	1	2:25.713	1:15.301	38.367	32.045	95.1	10:23.617
1	1	3:39.509	2:22.073	42.525	34.911	63.1	3:39.509	4	1	1:49.708	42.424	36.833	30.451	126.3	12:13.325
2	1	2:02.495	47.995	41.886	32.614	113.1	5:42.004	5	1	1:50.579	42.103	37.006	31.470	125.3	14:03.904
3	1	1:58.635	45.226	39.877	33.532	116.8	7:40.639	6	1	1:49.603	42.708	36.409	30.486	126.5	15:53.507
4	1	1:57.504	45.535	39.420	32.549	118.0	9:38.143	7	1	1:49.594	43.014	36.134	30.446	126.5	17:43.101
5	1	1:57.788	44.882	40.364	32.542	117.7	11:35.931	8	1	2:06.071 B	44.369	40.985	40.717	109.9	19:49.172
6	1	1:55.720	45.045	38.779	31.896	119.8	13:31.651	9	1	5:37.547	4:23.775	39.331	34.441	41.1	25:26.719
7	1	1:55.954	44.835	38.887	32.232	119.5	15:27.605	10	1	1:50.211	42.252	37.609	30.350	125.8	27:16.930
8	1	1:56.038	44.634	39.473	31.931	119.4	17:23.643	11	1	1:46.729	41.000	36.004	29.725	129.9	29:03.659
9	1	1:54.010	44.163	38.325	31.522	121.6	19:17.653	12	1	1:45.433	40.466	35.727	29.240	131.5	30:49.092
10	1	1:54.047	43.643	39.014	31.390	121.5	21:11.700	13	1	2:02.478 B	40.575	36.484	45.419	113.2	32:51.570
11	1	1:54.204	43.534	38.902	31.768	121.4	23:05.904	14	1	6:29.424	5:22.928	37.130	29.366	35.6	39:20.993
12	1	1:54.287	44.500	38.533	31.254	121.3	25:00.191	15	1	1:47.912	41.369	37.197	29.346	128.4	41:08.905
13	1	1:51.829	43.456	37.435	30.938	123.9	26:52.020	16	1	1:43.236	40.013	34.386	28.837	134.3	42:52.141
14	1	1:51.504	42.749	37.599	31.156	124.3	28:43.524	17	1	1:44.008	40.053	34.816	29.139	133.3	44:36.149
15	1	2:09.035 B	43.699	39.145	46.191	107.4	30:52.559	18	1	1:43.672	39.867	34.855	28.950	133.7	46:19.821
16	1	8:55.087	7:43.710	39.558	31.819	25.9	39:47.645	15 1.John EMBERSON CHEVRON B8 BMW PROTO 1							
17	1	1:52.353	43.558	37.551	31.244	123.4	41:39.998	2	1	2:46.650	1:25.879	47.044	33.727	83.2	2:46.650
18	1	1:51.356	43.090	37.368	30.898	124.5	43:31.354	3	1	1:56.379	45.234	40.171	30.974	119.1	4:43.029
19	1	1:51.484	42.931	37.732	30.821	124.3	45:22.838	4	1	1:54.421	43.252	39.540	31.629	121.1	6:37.450
20	1	1:50.952	42.944	37.291	30.717	124.9	47:13.790	5	1	1:51.224	42.811	37.772	30.641	124.6	8:28.674
21	1	1:54.274	43.522	39.852	30.900	121.3	49:08.064	6	1	1:54.641	42.744	38.721	33.176	120.9	10:23.315
6 1.Sandy WATSON CHEVRON B19 PROTO 1								7	1	1:52.868	43.229	38.821	30.818	122.8	12:16.183
1	1	10:59.015 B				21.0	10:59.015	8	1	1:54.166	42.513	39.663	31.990	121.4	14:10.349
2	1	3:13.485	1:39.428	54.868	39.189	71.6	14:12.500	9	1	1:52.703	43.178	38.618	30.907	123.0	16:03.052
3	1	1:58.719	50.980	38.472	29.267	116.7	16:11.219	10	1	2:03.296 B	43.176	39.033	41.087	112.4	18:06.348
4	1	1:42.798	40.945	33.383	28.470	134.8	17:54.017	11	1	3:39.167	2:30.262	37.734	31.171	63.2	21:45.515
5	1	1:39.552	38.236	33.830	27.486	139.2	19:33.569	12	1	1:49.436	42.512	36.939	29.985	126.6	23:34.951
6	1	1:38.049	37.922	32.286	27.841	141.4	21:11.618	13	1	1:47.827	41.268	36.484	30.075	128.5	25:22.778
7	1	2:01.873 B	42.818	38.042	41.013	113.7	23:13.491	14	1	1:47.136	40.921	36.440	29.775	129.4	27:09.914
								15	1	1:46.648	41.097	35.929	29.622	130.0	28:56.562
								16	1	1:46.740	40.934	36.065	29.741	129.8	30:43.302



CLASSIC ENDURANCE RACING 1

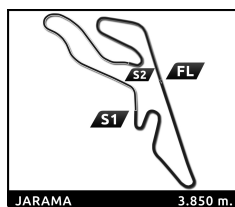
JARAMA CLASSIC

QUALIFYING

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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
16	1	2:01.925B	42.623	38.551	40.751	113.7	32:45.227	21	1	3:39.341	2:14.469	47.030	37.842	63.2	3:39.341
17	1	6:33.779	5:24.731	38.502	30.546	35.2	39:19.005	2	1	2:10.145	52.689	44.359	33.097	106.5	5:49.486
18	1	1:49.896	43.069	36.990	29.837	126.1	41:08.901	3	1	1:59.354	44.933	41.296	33.125	116.1	7:48.840
19	1	1:47.594	41.789	36.119	29.686	128.8	42:56.495	4	1	2:00.071	44.616	41.511	33.944	115.4	9:48.911
20	1	1:46.442	41.088	35.826	29.528	130.2	44:42.937	5	1	1:59.027	44.112	42.086	32.829	116.4	11:47.938
21	1	2:05.213B	43.967	38.527	42.719	110.7	46:48.150	6	1	1:56.474	44.546	39.584	32.344	119.0	13:44.412
17 1.Jean BRANDENBURG CHEVRON B8 BMW PROTO 1								7	1	1:56.065	43.647	40.380	32.038	119.4	15:40.477
1	1	2:57.744	1:36.496	46.040	35.208	78.0	2:57.744	8	1	1:56.898	43.115	40.753	33.030	118.6	17:37.375
2	1	2:04.941	46.991	43.610	34.340	110.9	5:02.685	9	1	2:07.189	49.743	42.598	34.848	109.0	19:44.564
3	1	2:04.651	46.028	44.040	34.583	111.2	7:07.336	10	1	2:09.884B	44.575	40.153	45.156	106.7	21:54.448
4	1	1:59.895	45.625	41.192	33.078	115.6	9:07.231	11	1	3:37.618	2:29.943	37.498	30.177	63.7	25:32.066
5	1	2:05.330	47.051	43.744	34.535	110.6	11:12.561	12	1	1:46.679	41.159	35.559	29.961	129.9	27:18.745
6	1	1:58.861	44.574	41.494	32.793	116.6	13:11.422	13	1	2:00.691B	42.280	39.033	39.378	114.8	29:19.436
7	1	1:59.685	44.481	40.988	34.216	115.8	15:11.107	14	1	2:44.748	1:38.907	35.859	29.982	84.1	32:04.184
8	1	1:56.956	43.957	40.221	32.778	118.5	17:08.063	15	1	2:40.347B	44.524	54.700	1:01.123	86.4	34:44.531
9	1	1:58.364	44.659	40.921	32.784	117.1	19:06.427	16	1	5:44.780	4:36.256	38.098	30.426	40.2	40:29.310
10	1	2:00.797	43.561	40.033	37.203	114.7	21:07.224	17	1	1:46.362	41.090	35.683	29.589	130.3	42:15.672
11	1	2:14.954B	44.857	41.692	48.405	102.7	23:22.178	18	1	1:45.536	40.642	35.219	29.675	131.3	44:01.208
12	1	4:19.208	3:05.756	41.341	32.111	53.5	27:41.386	19	1	1:45.648	40.718	35.252	29.678	131.2	45:46.856
13	1	1:56.555	43.553	40.629	32.373	118.9	29:37.941	22 1.Romain BELLETESTE CHEVRON B21 FVC PROTO 1							
14	1	1:57.055	43.992	40.200	32.863	118.4	31:34.996	1	1	3:07.826	1:47.108	45.793	34.925	73.8	3:07.826
15	1	2:59.819B	51.155	1:13.410	55.254	77.1	34:34.815	2	1	2:03.549	48.028	42.856	32.665	112.2	5:11.375
16	1	5:10.758	3:55.946	41.788	33.024	44.6	39:45.572	3	1	2:00.435	47.530	40.477	32.428	115.1	7:11.810
17	1	1:59.452	45.277	41.730	32.445	116.0	41:45.024	4	1	1:55.553	44.576	39.589	31.388	119.9	9:07.363
18	1	1:56.274	43.830	39.874	32.570	119.2	43:41.298	5	1	1:57.913	46.256	40.404	31.253	117.5	11:05.276
19	1	1:56.249	43.749	40.102	32.398	119.2	45:37.547	6	1	1:53.012	43.153	39.149	30.710	122.6	12:58.288
20	1	1:57.009	44.121	40.430	32.458	118.5	47:34.556	7	1	2:03.108B	44.350	39.273	39.485	112.6	15:01.396
21	1	1:58.580	44.833	40.016	33.731	116.9	49:33.136	8	1	3:14.786	2:04.448	39.099	31.239	71.2	18:16.182
22	1	2:01.495	45.250	41.879	34.366	114.1	51:34.631	9	1	1:53.744	43.934	38.770	31.040	121.9	20:09.926
18 1.Claude NAHUM 2.Bernard THUNER FORD F3L P68 PROTO 1								10	1	1:52.985	43.237	38.955	30.793	122.7	22:02.911
1	1	2:44.701			32.800	84.2	2:44.701	11	1	1:53.505	43.177	38.979	31.349	122.1	23:56.416
2	1	1:44.568			29.448	132.5	4:29.269	12	1	1:53.757	42.633	38.975	32.149	121.8	25:50.173
3	1	1:44.569				132.5	6:13.838	13	1	2:01.193B	43.181	38.952	39.060	114.4	27:51.366
4	1	1:44.542				132.6	7:58.380	14	1	11:31.394	...	40.985	31.965	20.0	39:22.759
5	1	1:48.071			29.726	128.2	9:46.451	15	1	1:53.488	43.155	37.950	32.383	122.1	41:16.247
6	1	1:43.547				133.9	11:29.998	16	1	1:52.878	43.949	38.570	30.359	122.8	43:09.125
7	1	2:00.917B				114.6	13:30.915	17	1	1:51.995	43.357	38.314	30.324	123.8	45:01.120
8	1	4:32.635				50.8	18:03.550	18	1	1:50.947	42.739	37.847	30.361	124.9	46:52.067
9	1	1:55.371			31.719	120.1	19:58.921	19	1	1:51.494	42.864	38.070	30.560	124.3	48:43.561
10	1	1:55.667			31.407	119.8	21:54.588	20	1	1:51.679	42.327	38.046	31.306	124.1	50:35.240
11	1	1:54.500			31.279	121.0	23:49.088	23 1.Charles RUPP 2.Philippe PEAUGER CHEVRON B16 BMW PROTO 1							
12	1	1:53.858			31.089	121.7	25:42.946	1	1	3:35.361B	2:06.588	44.915	43.858	64.4	3:35.361
13	1	1:53.520			31.175	122.1	27:36.466	2	1	2:43.610	1:32.340	39.261	32.009	84.7	6:18.971
14	1	1:51.783			30.422	124.0	29:28.249	3	1	1:53.379	43.765	38.826	30.788	122.2	8:12.350
15	1	1:52.177				123.6	31:20.426	4	1	1:53.244	43.917	38.146	31.181	122.4	10:05.594
16	1	2:26.801B				94.4	33:47.227	5	1	1:51.476	43.057	37.606	30.813	124.3	11:57.070
17	1	7:57.894				29.0	41:45.120	6	1	1:52.190	42.719	38.395	31.076	123.5	13:49.260
18	1	1:50.647			31.864	125.3	43:35.767	7	1	1:52.369	43.461	37.374	31.534	123.3	15:41.629
19	1	1:50.334			30.820	125.6	45:26.101	8	1	1:52.684	42.762	38.815	31.107	123.0	17:34.313
20	1	1:50.018			30.118	126.0	47:16.119	9	1	2:00.549B	42.576	37.776	40.197	115.0	19:34.862
21	1	1:51.303				124.5	49:07.422								
22	1	1:49.248				126.9	50:56.670								



CLASSIC ENDURANCE RACING 1

JARAMA CLASSIC QUALIFYING

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																							
10	1	4:15.653	3:00.173	41.710	33.770	54.2	23:50.515	14	1	1:44.189	40.251	34.608	29.330	133.0	31:32.585																							
11	1	2:00.558	46.127	40.429	34.002	115.0	25:51.073	15	1	2:19.842 B	41.875	44.207	53.760	99.1	33:52.427																							
12	1	1:59.857	46.244	40.737	32.876	115.6	27:50.930	16	1	5:38.119	4:30.314	37.719	30.086	41.0	39:30.545																							
13	1	2:00.224	45.526	41.836	32.862	115.3	29:51.154	17	1	1:47.445	41.857	35.545	30.043	129.0	41:17.990																							
14	1	1:59.284	45.803	40.590	32.891	116.2	31:50.438	18	1	1:48.183	41.517	37.285	29.381	128.1	43:06.173																							
15	1	2:52.354 B	49.012	1:02.914	1:00.428	80.4	34:42.792	19	1	1:45.252	40.997	34.969	29.286	131.7	44:51.425																							
16	1	5:06.344	3:54.970	39.186	32.188	45.2	39:49.135	20	1	1:43.092	40.041	34.422	28.629	134.4	46:34.517																							
17	1	1:57.324	44.883	39.358	33.083	118.1	41:46.459	35 1. Gianluca RATTAZZI 2. Emanuele PIRRO ALFA ROMEO T333 PROTO 1 <table><tr><td>1</td><td>1</td><td>2:50.180</td><td>1:34.060</td><td>42.498</td><td>33.622</td><td>81.4</td><td>2:50.180</td></tr><tr><td>2</td><td>1</td><td>1:49.854</td><td>42.920</td><td>35.816</td><td>31.118</td><td>126.2</td><td>4:40.034</td></tr><tr><td>3</td><td>1</td><td>2:47.194 B</td><td>47.765</td><td>1:03.081</td><td>56.348</td><td>82.9</td><td>7:27.228</td></tr></table>							1	1	2:50.180	1:34.060	42.498	33.622	81.4	2:50.180	2	1	1:49.854	42.920	35.816	31.118	126.2	4:40.034	3	1	2:47.194 B	47.765	1:03.081	56.348	82.9	7:27.228
1	1	2:50.180	1:34.060	42.498	33.622	81.4	2:50.180																															
2	1	1:49.854	42.920	35.816	31.118	126.2	4:40.034																															
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18	1	1:56.033	44.607	38.973	32.453	119.4	43:42.492																															
19	1	1:56.342	44.440	39.515	32.387	119.1	45:38.834																															
20	1	1:58.580	45.690	39.557	33.333	116.9	47:37.414																															
21	1	2:00.894	46.934	41.053	32.907	114.6	49:38.308																															
22	1	1:58.095	45.499	39.541	33.055	117.4	51:36.403																															

25

1. Pablo BRIONES
2. Klaus HORN

PORSCHE 911 RSR 3L
GT1

1	1	3:37.246	2:09.049	49.613	38.584	63.8	3:37.246
2	1	2:10.570	49.785	46.074	34.711	106.1	5:47.816
3	1	1:59.948	45.627	41.397	32.924	115.6	7:47.764
4	1	2:03.062	47.743	42.564	32.755	112.6	9:50.826
5	1	2:09.988 B	46.482	39.780	43.726	106.6	12:00.814
6	1	3:28.009	2:16.770	38.875	32.364	66.6	15:28.823
7	1	1:52.505	43.373	37.780	31.352	123.2	17:21.328
8	1	1:50.811	42.443	37.278	31.090	125.1	19:12.139
9	1	1:51.788	42.753	37.140	31.895	124.0	21:03.927
10	1	1:49.670	42.122	36.652	30.896	126.4	22:53.597
11	1	2:11.431 B	41.427	36.637	53.367	105.5	25:05.028
12	1	3:48.737	2:30.662	44.520	33.555	60.6	28:53.765
13	1	2:09.014	48.831	45.354	34.829	107.4	31:02.779
14	1	2:35.954 B	50.047	43.509	1:02.398	88.9	33:38.733

29

1. Xavier GALANT
2. Vincent NEURISSE

CHEVRON B 16 FVC
PROTO 1

1	1	2:49.995	1:27.834	46.868	35.293	81.5	2:49.995
2	1	1:59.146	46.799	40.131	32.216	116.3	4:49.141
3	1	1:57.871	45.212	40.176	32.483	117.6	6:47.012
4	1	1:55.687	44.256	39.461	31.970	119.8	8:42.699
5	1	1:54.596	44.050	39.168	31.378	120.9	10:37.295
6	1	1:57.746	44.686	39.617	33.443	117.7	12:35.041
7	1	1:54.486	44.500	38.392	31.594	121.1	14:29.527

33

1. Richard MILLE
2. Carlos TAVARES

LOLA T70 Mk III B
PROTO 1

1	1	3:14.976	1:58.635	42.694	33.647	71.1	3:14.976
2	1	1:51.974	43.745	37.582	30.647	123.8	5:06.950
3	1	1:54.298	43.621	38.812	31.865	121.3	7:01.248
4	1	1:46.715	41.815	35.447	29.453	129.9	8:47.963
5	1	1:45.563	40.715	35.317	29.531	131.3	10:33.526
6	1	1:44.640	40.569	35.083	28.988	132.5	12:18.166
7	1	1:46.548	40.878	35.848	29.822	130.1	14:04.714
8	1	1:46.177	40.969	35.237	29.971	130.5	15:50.891
9	1	2:00.684 B	42.680	36.063	41.941	114.8	17:51.575
10	1	6:42.786	5:35.884	37.225	29.677	34.4	24:34.361
11	1	1:44.569	40.836	34.697	29.036	132.5	26:18.930
12	1	1:45.103	40.757	34.967	29.379	131.9	28:04.033
13	1	1:44.363	40.476	34.976	28.911	132.8	29:48.396

35

1. Gianluca RATTAZZI
2. Emanuele PIRRO

ALFA ROMEO T333
PROTO 1

1	1	2:50.180	1:34.060	42.498	33.622	81.4	2:50.180
2	1	1:49.854	42.920	35.816	31.118	126.2	4:40.034
3	1	2:47.194 B	47.765	1:03.081	56.348	82.9	7:27.228

37

1. Ronald HUGHES
2. Jean-Philippe GRAND

PORSCHE 908 LH
PROTO 1

1	1	15:07.438	...	37.529	29.649	15.3	15:07.438
2	1	1:43.280	39.173	34.251	29.856	134.2	16:50.718
3	1	1:42.598	39.484	34.642	28.472	135.1	18:33.316
4	1	1:53.074 B	38.907	34.265	39.902	122.6	20:26.390

42

1. Philipp BRUEHWILER

CHEVRON B19
PROTO 1

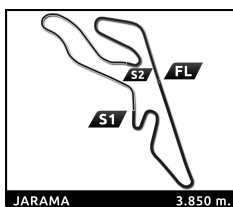
1	1	3:25.699	2:09.007	43.395	33.297	67.4	3:25.699
2	1	1:48.551	43.556	35.677	29.318	127.7	5:14.250
3	1	1:53.076	43.429	36.067	33.580	122.6	7:07.326
4	1	1:49.581	41.424	38.827	29.330	126.5	8:56.907
5	1	1:43.087	39.346	35.179	28.562	134.4	10:39.994
6	1	2:02.894 B	39.549	41.410	41.935	112.8	12:42.888
7	1	4:54.376	3:46.456	35.970	31.950	47.1	17:37.264
8	1	1:44.849	40.038	35.898	28.913	132.2	19:22.113
9	1	1:41.786	39.424	33.829	28.533	136.2	21:03.899
10	1	1:39.963	38.473	33.124	28.366	138.7	22:43.862
11	1	1:42.517	39.725	34.321	28.471	135.2	24:26.379
12	1	1:43.564	39.889	35.229	28.446	133.8	26:09.943
13	1	1:46.544	43.664	34.611	28.269	130.1	27:56.487
14	1	2:02.632 B	40.559	44.192	37.881	113.0	29:59.119
15	1	9:32.975	8:28.076	35.148	29.751	24.2	39:32.093
16	1	1:43.444	39.230	34.446	29.768	134.0	41:15.537
17	1	1:41.371	39.996	33.178	28.197	136.7	42:56.908
18	1	1:40.222	38.922	33.132	28.168	138.3	44:37.130
19	1	1:43.378	40.682	34.291	28.405	134.1	46:20.508
20	1	2:13.009	49.855	45.756	37.398	104.2	48:33.517
21	1	1:46.236	41.501	35.437	29.298	130.5	50:19.753

43

1. Peter MUELDER
2. Patrick SIMON

PORSCHE 911 RSR 3L
GT1

1	1	3:38.431	2:13.552	46.863	38.016	63.5	3:38.431
2	1	2:13.122	54.114	45.080	33.928	104.1	5:51.553
3	1	1:58.380	46.106	39.485	32.789	117.1	7:49.933
4	1	1:59.556	45.078	40.849	33.629	115.9	9:49.489
5	1	1:59.383	45.538	40.594	33.251	116.1	11:48.872
6	1	1:56.314	44.841	39.217	32.256	119.2	13:45.186
7	1	1:56.218	44.060	39.509	32.649	119.3	15:41.404
8	1	1:56.705	44.238	38.922	33.545	118.8	17:38.109
9	1	1:54.875	44.369	38.339	32.167	120.7	19:32.984



CLASSIC ENDURANCE RACING 1

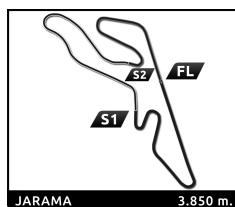
JARAMA CLASSIC

QUALIFYING

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
10	1	2:05.762 B	44.476	39.290	41.996	110.2	21:38.746	4	1	1:54.867	43.771	39.060	32.036	120.7	9:15.615
11	1	3:08.248	2:00.439	37.105	30.704	73.6	24:46.994	5	1	1:57.638	44.360	40.405	32.873	117.8	11:13.253
12	1	1:49.158	42.201	36.359	30.598	127.0	26:36.152	6	1	1:56.113	44.828	39.192	32.093	119.4	13:09.366
13	1	1:48.578	42.326	35.878	30.374	127.7	28:24.730	7	1	2:12.770 B	45.658	40.433	46.679	104.4	15:22.136
14	1	2:08.668 B	46.216	40.634	41.818	107.7	30:33.398	8	1	6:22.895	5:11.534	39.419	31.942	36.2	21:45.031
47 1. Joseph ZAGO 2. Jacques ROUCOLLE								9	1	1:54.572	44.684	38.787	31.101	121.0	23:39.603
CHEVRON B16 FVC PROTO 1								10	1	1:54.987	44.163	39.195	31.629	120.5	25:34.590
1	1	2:57.348	1:31.992	48.874	36.482	78.2	2:57.348	11	1	1:52.983	43.454	37.885	31.644	122.7	27:27.573
2	1	2:06.257	48.950	43.681	33.626	109.8	5:03.605	12	1	1:58.463	44.706	41.231	32.526	117.0	29:26.036
3	1	2:04.979	46.072	43.835	35.072	110.9	7:08.584	13	1	1:53.488	43.741	38.459	31.288	122.1	31:19.524
4	1	2:00.191	45.437	40.889	33.865	115.3	9:08.775	14	1	2:29.832 B	46.062	47.573	56.197	92.5	33:49.356
5	1	2:02.054	46.004	42.089	33.961	113.6	11:10.829	15	1	7:39.813	6:29.853	38.563	31.397	30.1	41:29.168
6	1	1:55.742	44.012	39.592	32.138	119.7	13:06.571	16	1	1:53.665	43.776	38.238	31.651	121.9	43:22.833
7	1	1:55.848	43.861	39.637	32.350	119.6	15:02.419	17	1	1:55.369	44.738	39.149	31.482	120.1	45:18.202
8	1	1:56.206	45.317	38.806	32.083	119.3	16:58.625	18	1	1:53.297	43.494	37.963	31.840	122.3	47:11.499
9	1	1:55.182	43.877	40.138	31.167	120.3	18:53.807	19	1	1:52.443	43.001	37.761	31.681	123.3	49:03.942
10	1	1:53.858	43.651	38.531	31.676	121.7	20:47.665	20	1	1:52.090	43.081	37.760	31.249	123.7	50:56.032
11	1	1:51.966	42.653	37.916	31.397	123.8	22:39.631	58 1. Claudio RODDARO PORSCHE 911 RSR 3L GT1							
12	1	1:54.677	43.856	39.443	31.378	120.9	24:34.308	1	1	2:45.224	1:22.784	47.094	35.346	83.9	2:45.224
13	1	1:53.792	43.392	37.866	32.534	121.8	26:28.100	2	1	1:54.507	44.652	38.544	31.311	121.0	4:39.731
14	1	1:52.121	42.838	37.983	31.300	123.6	28:20.221	3	1	1:52.157	43.308	37.634	31.215	123.6	6:31.888
15	1	1:54.089	44.432	37.498	32.159	121.5	30:14.310	4	1	1:51.027	42.937	37.526	30.564	124.8	8:22.915
16	1	1:53.699	44.857	37.526	31.316	121.9	32:08.009	5	1	1:50.650	42.809	37.373	30.468	125.3	10:13.565
17	1	2:39.882 B	49.170	53.222	57.490	86.7	34:47.891	6	1	1:48.906	42.118	36.388	30.400	127.3	12:02.471
18	1	4:37.250	3:23.825	40.701	32.724	50.0	39:25.140	7	1	1:48.767	41.948	36.403	30.416	127.4	13:51.238
19	1	1:55.141	43.854	38.596	32.691	120.4	41:20.281	8	1	2:07.782 B	42.033	38.091	47.658	108.5	15:59.020
20	1	1:50.808	42.976	37.454	30.378	125.1	43:11.089	9	1	6:31.953	5:19.591	40.247	32.115	35.4	22:30.973
21	1	1:51.709	42.503	38.084	31.122	124.1	45:02.798	10	1	1:54.117	43.999	38.399	31.719	121.5	24:25.090
22	1	1:51.750	42.095	38.266	31.389	124.0	46:54.548	11	1	1:52.809	43.049	38.370	31.390	122.9	26:17.899
23	1	1:52.419	43.573	37.274	31.572	123.3	48:46.967	12	1	1:53.743	43.732	38.413	31.598	121.9	28:11.642
24	1	1:51.032	42.643	37.610	30.779	124.8	50:37.999	13	1	2:09.999 B	43.409	40.029	46.561	106.6	30:21.641
48 1. Peter VÖGELE PORSCHE 9083 PROTO 1								14	1	8:56.942	7:45.457	39.684	31.801	25.8	39:18.582
1	1	3:15.167	1:55.492	44.792	34.883	71.0	3:15.167	15	1	1:55.315	43.717	39.752	31.846	120.2	41:13.897
2	1	1:57.929	45.971	39.759	32.199	117.5	5:13.096	16	1	1:54.899	43.585	39.904	31.410	120.6	43:08.796
3	1	1:56.035	45.356	38.838	31.841	119.4	7:09.131	17	1	1:51.921	43.309	37.470	31.142	123.8	45:00.717
4	1	1:52.669	42.604	38.581	31.484	123.0	9:01.800	18	1	1:53.040	42.820	39.062	31.158	122.6	46:53.757
5	1	1:52.840	42.755	38.219	31.866	122.8	10:54.640	61 1. Thomas STUDER McLAREN M6 GT PROTO 1							
6	1	1:52.382	42.491	38.040	31.851	123.3	12:47.022	1	1	3:09.768	1:51.089	44.630	34.049	73.0	3:09.768
7	1	1:51.371	42.043	37.833	31.495	124.4	14:38.393	2	1	1:54.140	45.280	38.294	30.566	121.4	5:03.908
8	1	2:01.568 B	42.279	38.477	40.812	114.0	16:39.961	3	1	1:57.713	43.743	40.749	33.221	117.7	7:01.621
9	1	3:38.837	2:28.444	37.707	32.686	63.3	20:18.798	4	1	1:50.814	43.180	37.158	30.476	125.1	8:52.435
10	1	1:52.432	42.031	38.481	31.920	123.3	22:11.230	5	1	1:50.897	42.279	38.649	29.969	125.0	10:43.332
11	1	1:51.830	42.643	37.421	31.766	123.9	24:03.060	6	1	1:51.992	42.119	37.879	31.994	123.8	12:35.324
12	1	1:50.892	42.284	37.438	31.170	125.0	25:53.952	7	1	1:49.433	42.266	37.181	29.986	126.7	14:24.757
13	1	1:50.498	42.020	37.415	31.063	125.4	27:44.450	8	1	2:01.885 B	42.525	37.439	41.921	113.7	16:26.642
14	1	1:50.653	41.364	37.881	31.408	125.3	29:35.103	9	1	3:34.537	2:26.621	37.660	30.256	64.6	20:01.179
15	1	2:01.827 B	42.658	38.320	40.849	113.8	31:36.930	10	1	1:52.792	42.298	38.847	31.647	122.9	21:53.971
57 1. Christophe GADAIS LOLA T70 MkIII Spyder PROTO 1								11	1	1:50.516	42.072	38.175	30.269	125.4	23:44.487
1	1	3:25.042	2:05.044	45.418	34.580	67.6	3:25.042	12	1	1:50.957	42.333	38.110	30.514	124.9	25:35.444
2	1	2:00.536	48.363	40.112	32.061	115.0	5:25.578	13	1	1:52.234	43.905	37.560	30.769	123.5	27:27.678
3	1	1:55.170	44.284	39.407	31.479	120.3	7:20.748	14	1	1:49.915	42.864	37.256	29.795	126.1	29:17.593



CLASSIC ENDURANCE RACING 1

JARAMA CLASSIC

QUALIFYING

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
17	1	5:55.747	4:47.742	37.078	30.927	39.0	39:25.538	7	1	1:44.361	39.626	35.576	29.159	132.8	22:11.828
18	1	1:49.426	41.941	37.025	30.460	126.7	41:14.964	8	1	1:42.454	39.729	34.030	28.695	135.3	23:54.282
19	1	1:50.175	42.853	37.936	29.386	125.8	43:05.139	9	1	1:43.570	40.068	34.878	28.624	133.8	25:37.852
20	1	1:48.065	41.535	36.882	29.648	128.3	44:53.204	10	1	1:45.865	40.624	35.899	29.342	130.9	27:23.717
21	1	1:48.346	41.957	36.561	29.828	127.9	46:41.550	11	1	1:42.508	39.910	34.080	28.518	135.2	29:06.225
22	1	1:49.862	42.115	37.262	30.485	126.2	48:31.412	12	1	1:57.316 B	40.730	37.522	39.064	118.1	31:03.541
23	1	1:47.876	41.758	36.428	29.690	128.5	50:19.288	13	1	8:08.374	7:03.822	35.648	28.904	28.4	39:11.914

62

1. Pedro MACEDO SILVA

LOLA T70 Mk II Spyder
PROTO 1

1	1	2:47.423	1:32.595	43.137	31.691	82.8	2:47.423
2	1	1:48.246	43.078	35.346	29.822	128.0	4:35.669
3	1	1:42.023	39.315	33.718	28.990	135.9	6:17.692
4	1	1:41.386	39.647	33.456	28.283	136.7	7:59.078
5	1	1:44.788	39.646	35.914	29.228	132.3	9:43.866
6	1	1:40.799	39.078	33.594	28.127	137.5	11:24.665
7	1	2:03.629 B	41.672	36.862	45.095	112.1	13:28.294
8	1	9:31.421	8:24.722	36.943	29.756	24.3	22:59.715
9	1	1:42.179	39.695	34.029	28.455	135.6	24:41.894
10	1	1:40.635	38.875	33.373	28.387	137.7	26:22.529
11	1	1:41.741	39.364	33.713	28.664	136.2	28:04.270
12	1	1:40.839	38.809	34.065	27.965	137.4	29:45.109
13	1	1:39.969	38.877	33.033	28.059	138.6	31:25.078
14	1	6:08.493 B	4:26.993	46.924	54.576	37.6	37:33.570
15	1	3:24.755	2:22.562	34.094	28.099	67.7	40:58.325
16	1	1:40.300	39.063	33.281	27.956	138.2	42:38.625
17	1	1:40.672	38.898	33.463	28.311	137.7	44:19.297
18	1	1:42.107	39.164	34.702	28.241	135.7	46:01.404

691. David FERRER
2. MR. JOHN OF BLIGIER JS 3 DFV
PROTO 1

1	1	2:22.559 B				97.2	2:22.559
2	1	2:30.583	1:23.627	38.590	28.366	92.0	4:53.142
3	1	1:44.662	41.012	35.025	28.625	132.4	6:37.804
4	1	1:42.004	39.634	34.377	27.993	135.9	8:19.808
5	1	1:43.422	40.494	34.689	28.239	134.0	10:03.230
6	1	2:02.470 B	41.196	39.555	41.719	113.2	12:05.700
7	1	5:54.769	4:49.216	36.615	28.938	39.1	18:00.469
8	1	1:43.066	40.401	33.991	28.674	134.5	19:43.535
9	1	1:42.067	39.512	34.192	28.363	135.8	21:25.602
10	1	1:44.194	40.410	33.733	30.051	133.0	23:09.796
11	1	1:45.103	41.482	34.770	28.851	131.9	24:54.899
12	1	1:45.229	40.836	35.461	28.932	131.7	26:40.128
13	1	1:41.483	40.297	33.563	27.623	136.6	28:21.611
14	1	1:41.320	39.239	33.834	28.247	136.8	30:02.931
15	1	1:40.519	39.251	33.204	28.064	137.9	31:43.450
16	1	2:47.177 B	43.009	1:11.241	52.927	82.9	34:30.627

70

1. Pierre-Alain FRANCE

LOLA T70 Mk III B
PROTO 1

1	1	4:03.688	2:46.657	44.363	32.668	56.9	4:03.688
2	1	1:47.369	43.902	34.163	29.304	129.1	5:51.057
3	1	1:43.098	40.146	34.712	28.240	134.4	7:34.155
4	1	1:44.150	39.464	35.083	29.603	133.1	9:18.305
5	1	2:03.802 B	40.117	39.903	43.782	112.0	11:22.107
6	1	9:05.360	8:01.609	35.030	28.721	25.4	20:27.467

74

1. Tina Marianne KOK

CHEVRON B8 BMW
PROTO 1

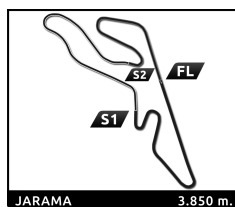
1	1	2:55.786	1:29.456	48.790	37.540	78.8	2:55.786
2	1	2:04.481	46.943	43.337	34.201	111.3	5:00.267
3	1	2:02.467	45.383	42.184	34.900	113.2	7:02.734
4	1	1:58.139	45.739	40.357	32.043	117.3	9:00.873
5	1	1:58.577	45.009	40.887	32.681	116.9	10:59.450
6	1	1:58.193	44.262	41.152	32.779	117.3	12:57.643
7	1	1:56.051	44.695	38.719	32.637	119.4	14:53.694
8	1	1:58.556	44.199	40.639	33.718	116.9	16:52.250
9	1	2:00.486	47.284	40.740	32.462	115.0	18:52.736
10	1	1:59.386	44.220	42.803	32.363	116.1	20:52.122
11	1	1:55.540	43.874	39.519	32.147	120.0	22:47.662
12	1	1:54.614	43.890	39.358	31.366	120.9	24:42.276
13	1	1:55.638	44.196	39.131	32.311	119.9	26:37.914
14	1	2:08.054 B	44.467	41.218	42.369	108.2	28:45.968
15	1	4:47.600 B	3:01.865	43.931	1:01.804	48.2	33:33.568
16	1	6:01.532	4:46.832	41.475	33.225	38.3	39:35.099
17	1	2:04.061	46.099	44.575	33.387	111.7	41:39.160
18	1	1:56.139	44.961	39.114	32.064	119.3	43:35.299
19	1	1:55.365	44.442	39.236	31.687	120.1	45:30.664
20	1	1:54.619	43.833	39.039	31.747	120.9	47:25.283
21	1	1:55.791	43.655	40.446	31.690	119.7	49:21.074
22	1	1:55.612	44.276	39.460	31.876	119.9	51:16.686

75

1. Ralf HUBER GUTIERREZ

CHEVROLET Corvette C3
GT1

1	1	2:56.415	1:31.385	48.334	36.696	78.6	2:56.415
2	1	2:05.057	48.280	42.611	34.166	110.8	5:01.472
3	1	2:03.001	46.463	42.931	33.607	112.7	7:04.473
4	1	2:02.221	47.277	41.536	33.408	113.4	9:06.694
5	1	2:03.689	46.911	42.665	34.113	112.1	11:10.383
6	1	2:14.422 B	47.976	41.885	44.561	103.1	13:24.805
7	1	4:48.176	3:30.979	42.901	34.296	48.1	18:12.981
8	1	2:03.060	47.858	41.623	33.579	112.6	20:16.041
9	1	2:01.639	47.467	40.800	33.372	113.9	22:17.680
10	1	1:59.019	45.629	39.883	33.507	116.5	24:16.699
11	1	2:17.541 B	46.649	43.092	47.800	100.8	26:34.240
12	1	4:04.244	2:44.347	44.228	35.669	56.7	30:38.484
13	1	2:22.356 B	47.520	42.184	52.652	97.4	33:00.840
14	1	7:25.156	6:03.649	45.185	36.322	31.1	40:25.995
15	1	2:04.189	48.960	41.397	33.832	111.6	42:30.184



CLASSIC ENDURANCE RACING 1

JARAMA CLASSIC QUALIFYING

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
16	1	2:02.939	46.968	42.037	33.934	112.7	44:33.123	13	1	1:40.334				138.1	28:46.080
17	1	2:00.059	47.134	40.100	32.825	115.4	46:33.182	14	1	1:41.474				136.6	30:27.554
18	1	2:02.429	47.203	42.013	33.213	113.2	48:35.611	15	1	1:49.360 B				126.7	32:16.914
19	1	2:00.309	45.662	40.620	34.027	115.2	50:35.920								

81 1.Jean-Marie BELLETESTE								PORSCHE 911 RSR 3L GT1							
1	1	3:36.930	1:55.413	58.933	42.584	63.9	3:36.930								
2	1	2:20.290	54.724	47.650	37.916	98.8	5:57.220								
3	1	2:14.211	51.993	45.153	37.065	103.3	8:11.431								
4	1	2:11.860	50.476	44.193	37.191	105.1	10:23.291								
5	1	2:12.089	50.331	45.116	36.642	104.9	12:35.380								
6	1	2:08.279	48.944	43.695	35.640	108.0	14:43.659								
7	1	2:08.534	49.442	43.285	35.807	107.8	16:52.193								
8	1	2:06.522	49.124	42.862	34.536	109.5	18:58.715								
9	1	2:05.438	48.261	41.736	35.441	110.5	21:04.153								
10	1	2:07.759	48.605	43.875	35.279	108.5	23:11.912								
11	1	2:04.271	47.585	41.979	34.707	111.5	25:16.183								
12	1	2:06.404	47.717	43.923	34.764	109.6	27:22.587								
13	1	2:05.312	48.032	42.347	34.933	110.6	29:27.899								
14	1	2:06.882	49.030	43.092	34.760	109.2	31:34.781								
15	1	3:03.507 B	52.498	1:13.704	57.305	75.5	34:38.288								

82 1.Raymond NARAC								PORSCHE 911 RSR 3L GT1							
2.Michel LECOURT															
1	1	4:29.583	3:16.593	40.018	32.972	51.4	4:29.583								
2	1	1:49.215	43.123	35.524	30.568	126.9	6:18.798								
3	1	1:47.053	41.341	35.830	29.882	129.5	8:05.851								
4	1	1:45.755	41.226	34.994	29.535	131.1	9:51.606								
5	1	1:57.607 B	43.568	36.968	37.071	117.9	11:49.213								
6	1	7:49.101	6:40.240	38.078	30.783	29.5	19:38.314								
7	1	1:51.351	42.415	37.404	31.532	124.5	21:29.665								
8	1	1:50.105	42.517	36.955	30.633	125.9	23:19.770								
9	1	2:04.696 B	44.199	39.191	41.306	111.2	25:24.466								
10	1	5:10.442	4:00.325	38.062	32.055	44.6	30:34.908								
11	1	1:51.225	43.017	36.801	31.407	124.6	32:26.133								
12	1	2:26.877 B	57.430	43.417	46.030	94.4	34:53.010								
13	1	5:19.535	4:09.209	38.252	32.074	43.4	40:12.544								
14	1	1:50.418	42.668	36.786	30.964	125.5	42:02.962								
15	1	1:49.698	42.319	36.612	30.767	126.3	43:52.660								
16	1	2:03.782 B	45.174	38.835	39.773	112.0	45:56.442								

85 1.Grant TROMANS								LOLA T70 Mk III B PROTO 1							
2.Richard MEADEN															
1	1	2:47.008	1:32.093	43.248	31.667	83.0	2:47.008								
2	1	1:48.157				128.1	4:35.165								
3	1	1:45.314				131.6	6:20.479								
4	1	1:45.820				131.0	8:06.299								
5	1	1:48.876				127.3	9:55.175								
6	1	1:44.989				132.0	11:40.164								
7	1	1:42.821				134.8	13:22.985								
8	1	1:56.550 B				118.9	15:19.535								
9	1	4:25.076				52.3	19:44.611								
10	1	1:47.711 B				128.7	21:32.322								
11	1	3:52.671				59.6	25:24.993								
12	1	1:40.753				137.6	27:05.746								