

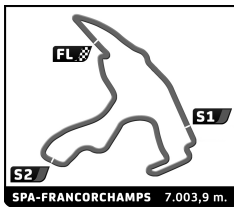
CLASSIC ENDURANCE RACING 2

SPA CLASSIC FREE PRACTICE

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 T298 BMW PROTO 2								22 1. Russell BÜSST CHEVRON B31 BDG PROTO 2							
1	1	3:06.897	1:00.387	1:21.889	44.621	134.9	3:06.897	1	1	28:19.932	...	1:22.200	44.849	14.8	28:19.932
2	1	2:41.707	46.507	1:13.268	41.932	155.9	5:48.604	2	1	2:34.218	44.290	1:10.267	39.661	163.5	30:54.150
3	1	5:38.337	3:43.631	1:13.155	41.551	74.5	11:26.941	3	1	2:31.655	43.292	1:09.301	39.062	166.3	33:25.805
4	1	2:37.617	44.686	1:12.043	40.888	160.0	14:04.558	4	1	2:30.914	42.674	1:09.316	38.924	167.1	35:56.719
5	1	2:36.225	44.303	1:11.528	40.394	161.4	16:40.783	5	1	4:33.136	2:45.178	1:08.970	38.988	92.3	40:29.855
6	1	2:36.054	44.281	1:11.204	40.569	161.6	19:16.837	6	1	2:29.308	42.617	1:08.038	38.653	168.9	42:59.163
5 1. Henrik LINDBERG PORSCHE 935 K3 GT2								23 1. Martin O'CONNELL CHEVRON B23 DFV PROTO 2							
1	1	3:49.268	1:23.890	1:36.652	48.726	110.0	3:49.268	1	1	21:41.219	...	1:23.785	45.739	19.4	21:41.219
2	1	2:49.424	47.010	1:19.263	43.151	148.8	6:38.692	2	1	2:31.102	40.416	1:11.184	39.502	166.9	24:12.321
3	1	2:47.431	46.741	1:17.296	43.394	150.6	9:26.123	3	1	2:29.128	40.310	1:09.806	39.012	169.1	26:41.449
4	1	2:46.073	47.042	1:16.620	42.411	151.8	12:12.196	4	1	3:00.402	41.561	1:23.368	55.473	139.8	29:41.851
5	1	2:44.060	45.843	1:16.213	42.004	153.7	14:56.256	25 1. Nicolas D'ETEREN PORSCHE 935 K3 GT2							
6	1	7:28.694	4:57.812	1:32.725	58.157	56.2	22:24.950	1	1	15:07.072	...	1:25.741	43.400	27.8	15:07.072
7	1	15:56.344	...	1:18.953	42.106	26.4	38:21.294	2	1	2:39.946	44.336	1:15.216	40.394	157.6	17:47.018
8	1	2:44.463	45.727	1:16.836	41.900	153.3	41:05.757	3	1	2:40.730	44.476	1:15.873	40.381	156.9	20:27.748
9	1	2:45.819	46.032	1:16.981	42.806	152.1	43:51.576	4	1	2:38.614	44.023	1:14.277	40.314	159.0	23:06.362
10	1	2:44.033	45.639	1:16.911	41.483	153.7	46:35.609	5	1	2:38.244	43.930	1:13.871	40.443	159.3	25:44.606
7 1. Jean LEGRAS CHEVRON B21 BDG PROTO 2 2. Jean-Philippe DEBRIE								6	1	4:48.849	2:51.143	1:17.215	40.491	87.3	30:33.455
1	1	3:13.744	1:02.682	1:24.221	46.841	130.1	3:13.744	7	1	2:38.650	44.865	1:14.031	39.754	158.9	33:12.105
2	1	2:51.470	48.472	1:17.777	45.221	147.0	6:05.214	8	1	2:37.519	43.527	1:13.661	40.331	160.1	35:49.624
3	1	2:48.848	48.272	1:15.872	44.704	149.3	8:54.062	9	1	2:39.784	43.682	1:14.772	41.330	157.8	38:29.408
4	1	2:48.304	47.899	1:16.234	44.171	149.8	11:42.366	10	1	2:36.406	43.049	1:12.406	40.951	161.2	41:05.814
5	1	2:51.190	48.364	1:19.055	43.771	147.3	14:33.556	11	1	2:44.721	43.282	1:15.254	46.185	153.1	43:50.535
6	1	5:25.286	3:22.803	1:18.223	44.260	77.5	19:58.842	26 1. Claude LE JEAN CHEVRON B36 PROTO 2 2. Lucien ROSSIAUD							
7	1	2:49.176	47.765	1:16.456	44.955	149.0	22:48.018	1	1	3:10.221	55.782	1:26.806	47.633	132.6	3:10.221
8	1	2:49.535	47.445	1:18.266	43.824	148.7	25:37.553	2	1	2:52.263	48.504	1:19.501	44.258	146.4	6:02.484
9	1	6:09.837	3:47.961	1:31.122	50.754	68.2	31:47.390	3	1	2:49.030	48.414	1:17.109	43.507	149.2	8:51.514
10	1	3:07.585	55.396	1:23.822	48.367	134.4	34:54.975	4	1	2:47.410	48.494	1:16.025	42.891	150.6	11:38.924
11	1	3:01.389	52.107	1:23.320	45.962	139.0	37:56.364	5	1	9:14.077	7:04.292	1:24.443	45.342	45.5	20:53.001
12	1	2:58.035	52.919	1:19.920	45.196	141.6	40:54.399	6	1	2:54.743	49.205	1:19.441	46.097	144.3	23:47.744
13	1	2:54.870	49.471	1:19.764	45.635	144.2	43:49.269	7	1	2:52.342	48.711	1:18.222	45.409	146.3	26:40.086
14	1	2:55.964	51.062	1:19.580	45.322	143.3	46:45.233	8	1	2:51.488	48.243	1:18.287	44.958	147.0	29:31.574
12 1. Charles VEILLARD BMW 320i Gr.5 GT2								27 1. Ludovic CARON CHEVRON B31 BDG PROTO 2							
1	1	3:18.669	1:07.498	1:24.180	46.991	126.9	3:18.669	1	1	5:15.043	2:50.480	1:32.374	52.189	80.0	5:15.043
2	1	2:54.725	50.734	1:18.411	45.580	144.3	6:13.394	2	1	2:50.647	51.424	1:16.897	42.326	147.8	8:05.690
3	1	2:55.683	50.449	1:19.436	45.798	143.5	9:09.077	3	1	2:36.864	45.608	1:10.835	40.421	160.7	10:42.554
4	1	2:57.022	50.471	1:18.451	48.100	142.4	12:06.099	4	1	2:36.067	45.535	1:10.159	40.373	161.6	13:18.621
5	1	4:22.089	2:07.710	1:25.059	49.320	96.2	16:28.188	5	1	6:52.290	5:02.379	1:09.955	39.956	61.2	20:10.911
6	1	2:56.603	51.119	1:18.809	46.675	142.8	19:24.791	6	1	2:35.212	44.748	1:09.944	40.520	162.4	22:46.123
7	1	3:05.534	52.123	1:21.665	51.746	135.9	22:30.325	7	1	2:35.442	44.647	1:10.426	40.369	162.2	25:21.565
8	1	3:27.379	1:00.817	1:30.903	55.659	121.6	25:57.704	8	1	2:38.787	44.598	1:12.101	42.088	158.8	28:00.352
9	1	8:00.631	5:52.841	1:20.503	47.287	52.5	33:58.335	9	1	8:38.539	6:10.447	1:22.269	1:05.823	48.6	36:38.891
10	1	2:54.811	50.879	1:18.655	45.277	144.2	36:53.146	10	1	2:42.590	48.857	1:13.131	40.602	155.1	39:21.481
11	1	2:53.809	51.577	1:17.624	44.608	145.1	39:46.955	11	1	2:39.480	45.145	1:11.859	42.476	158.1	42:00.961
12	1	3:01.478	50.501	1:19.985	50.992	138.9	42:48.433								



CLASSIC ENDURANCE RACING 2

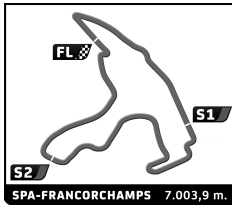
SPA CLASSIC

FREE PRACTICE

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
31 1.Carlos BARBOT LOLA T280 DFV PROTO 2								6	1	3:00.670	49.444	1:24.906	46.320	139.6	19:23.982
1	1	2:54.678	52.291	1:20.312	42.075	144.3	2:54.678	7	1	3:04.876	49.834	1:25.742	49.300	136.4	22:28.858
2	1	2:35.926	43.569	1:12.347	40.010	161.7	5:30.604	8	1	3:00.385	50.078	1:24.577	45.730	139.8	25:29.243
3	1	2:33.258	42.512	1:10.612	40.134	164.5	8:03.862	9	1	2:59.516	49.650	1:24.048	45.818	140.5	28:28.759
4	1	12:46.112	...	1:38.633	41.931	32.9	20:49.974	10	1	2:58.062	49.819	1:21.754	46.489	141.6	31:26.821
5	1	3:27.094	1:36.013	1:10.499	40.582	121.8	24:17.068	11	1	5:33.752	3:16.891	1:29.971	46.890	75.5	37:00.573
6	1	2:30.529	42.003	1:09.038	39.488	167.5	26:47.597	12	1	2:57.109	49.628	1:21.676	45.805	142.4	39:57.682
7	1	2:34.594	41.564	1:11.921	41.109	163.1	29:22.191	13	1	2:55.747	49.258	1:21.561	44.928	143.5	42:53.429
8	1	6:33.385	4:44.333	1:10.275	38.777	64.1	35:55.576	14	1	2:53.444	49.480	1:19.691	44.273	145.4	45:46.873
9	1	2:43.087	41.507	1:11.464	50.116	154.6	38:38.663	52 1.Yves SCEMAMA TOJ SC 304 PROTO 2							
10	1	2:32.011	41.246	1:09.119	41.646	165.9	41:10.674	1	1	3:18.467	1:21.478	1:16.253	40.736	127.0	3:18.467
11	1	2:30.985	41.662	1:10.905	38.418	167.0	43:41.659	2	1	2:32.495	42.652	1:11.333	38.510	165.3	5:50.962
12	1	2:29.114	41.522	1:09.567	38.025	169.1	46:10.773	3	1	2:28.794	42.432	1:08.703	37.659	169.5	8:19.756
32 1.NELSON PORSCHE 930 Turbo GT2								4	1	4:35.538	2:45.800	1:11.640	38.098	91.5	12:55.294
1	1	3:44.491	1:26.765	1:32.114	45.612	112.3	3:44.491	5	1	2:29.274	42.035	1:09.728	37.511	168.9	15:24.568
2	1	2:51.893	48.417	1:19.732	43.744	146.7	6:36.384	6	1	2:28.402	42.048	1:08.761	37.593	169.9	17:52.970
3	1	2:50.507	47.404	1:18.427	44.676	147.9	9:26.891	7	1	2:27.286	40.957	1:08.616	37.713	171.2	20:20.256
4	1	2:53.928	51.238	1:18.801	43.889	145.0	12:20.819	53 1.Maurizio FRATTI PORSCHE 934 GT2							
5	1	2:48.887	46.929	1:18.292	43.666	149.3	15:09.706	2	1	7:44.073	5:41.549	1:18.773	43.751	54.3	7:44.073
6	1	2:47.653	46.568	1:17.589	43.496	150.4	17:57.359	3	1	2:46.272	46.894	1:16.394	42.984	151.6	10:30.345
7	1	3:19.037 B	47.195	1:31.817	1:00.025	126.7	21:16.396	4	1	2:45.646	46.197	1:16.522	42.927	152.2	13:15.991
41 1.Roberto TURRIZIANI OSELA PA 5 PROTO 2								5	1	2:54.669	46.544	1:19.207	48.918	144.4	16:10.660
1	1	3:56.038	1:24.768	1:40.031	51.239	106.8	3:56.038	6	1	6:42.144	4:33.087	1:24.224	44.833	62.7	22:52.804
2	1	2:58.536	49.366	1:21.300	47.870	141.2	6:54.574	7	1	2:53.196	46.300	1:22.817	44.079	145.6	25:46.000
3	1	2:52.173	49.072	1:17.510	45.591	146.4	9:46.747	8	1	2:42.648	45.789	1:15.269	41.590	155.0	28:28.648
4	1	2:52.998	49.174	1:18.116	45.708	145.7	12:39.745	9	1	2:44.842	47.603	1:15.408	41.831	153.0	31:13.490
5	1	3:08.361	58.978	1:23.230	46.153	133.9	15:48.106	10	1	2:42.209	45.445	1:14.740	42.024	155.4	33:55.699
6	1	2:57.158	48.860	1:23.318	44.980	142.3	18:45.264	59 1.Beate EGGIMANN CHEETAH G 601 BDG PROTO 2							
7	1	2:49.543	48.173	1:16.452	44.918	148.7	21:34.807	1	1	8:07.342	6:10.683	1:15.928	40.731	51.7	8:07.342
50 1.Dominique GUENAT LOLA T286 PROTO 2								2	1	2:36.034	44.424	1:11.773	39.837	161.6	10:43.376
1	1	3:07.139	1:00.457	1:23.097	43.585	134.7	3:07.139	3	1	2:37.070	44.859	1:11.444	40.767	160.5	13:20.446
2	1	2:32.007	42.920	1:09.811	39.276	165.9	5:39.146	4	1	2:36.799	44.352	1:12.369	40.078	160.8	15:57.245
3	1	2:33.102	41.898	1:11.366	39.838	164.7	8:12.248	5	1	2:37.412	44.410	1:12.288	40.714	160.2	18:34.657
4	1	2:28.288	41.912	1:08.245	38.131	170.0	10:40.536	6	1	2:41.841	44.436	1:14.701	42.704	155.8	21:16.498
5	1	12:36.488	...	1:15.811	45.112	33.3	23:17.024	7	1	5:46.120	3:51.431	1:13.235	41.454	72.8	27:02.618
6	1	2:46.987	41.483	1:23.780	41.724	151.0	26:04.011	8	1	2:35.564	44.440	1:11.339	39.785	162.1	29:38.182
7	1	2:26.852	41.836	1:07.637	37.379	171.7	28:30.863	9	1	2:39.458	43.721	1:12.159	43.578	158.1	32:17.640
8	1	8:19.183	6:25.869	1:12.847	40.467	50.5	36:50.046	60 1.Peter MUELDER BMW M1 Procar GT2							
9	1	2:31.716	42.830	1:09.522	39.364	166.2	39:21.762	1	1	4:02.838	1:14.112	1:48.892	59.834	103.8	4:02.838
10	1	2:26.141	41.436	1:07.173	37.532	172.5	41:47.903	2	1	5:20.817	2:56.210	1:31.837	52.770	78.6	9:23.655
51 1.Gianluca RATAZZI LOLA T290 BDG PROTO 2								3	1	3:11.571	56.850	1:25.803	48.918	131.6	12:35.226
1	1	3:51.615	1:21.961	1:38.220	51.434	108.9	3:51.615	4	1	3:07.238	53.595	1:25.067	48.576	134.7	15:42.464
2	1	3:12.883	52.506	1:30.485	49.892	130.7	7:04.498	5	1	3:07.304	53.098	1:26.269	47.937	134.6	18:49.768
3	1	3:07.846	51.286	1:28.143	48.417	134.2	10:12.344	6	1	2:59.727	51.450	1:21.630	46.647	140.3	21:49.495
4	1	3:08.464	51.518	1:28.087	48.859	133.8	13:20.808	7	1	2:57.558	49.942	1:21.648	45.968	142.0	24:47.053
5	1	3:02.504	51.460	1:24.244	46.800	138.2	16:23.312	8	1	2:58.202	49.865	1:23.024	45.313	141.5	27:45.255
								9	1	2:52.868	48.923	1:19.869	44.076	145.9	30:38.123



CLASSIC ENDURANCE RACING 2

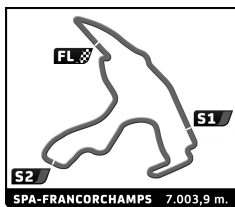
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Personal Best Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
10	1	2:55.171	49.401	1:20.339	45.431	143.9	33:33.294	78	1	Michael ERLICH	DE TOMASO Pantera Gr. V				
11	1	2:58.834	49.682	1:20.824	48.328	141.0	36:32.128								GT2
12	1	3:14.579	59.422	1:29.994	45.163	129.6	39:46.707	1	1	3:54.272	1:22.757	1:40.720	50.795	107.6	3:54.272
13	1	2:55.643	50.267	1:20.024	45.352	143.6	42:42.350	2	1	2:57.535	49.802	1:21.990	45.743	142.0	6:51.807
14	1	2:54.035	49.272	1:19.391	45.372	144.9	45:36.385	3	1	2:53.670	48.534	1:20.291	44.845	145.2	9:45.477
								4	1	2:52.884	48.032	1:20.112	44.740	145.8	12:38.361
								5	1	3:02.517	48.688	1:25.478	48.351	138.1	15:40.878
64	1	Hans HÜBNER				Porsche 934-5		6	1	5:42.871	3:36.574	1:21.863	44.434	73.5	21:23.749
	2	Jürgen BARTH				GT2		7	1	2:52.973	48.865	1:19.656	44.452	145.8	24:16.722
1	1	16:48.539	...	1:16.586	41.595	25.0	16:48.539	8	1	2:54.326	47.831	1:21.402	45.093	144.6	27:11.048
2	1	2:40.948	44.909	1:14.155	41.884	156.7	19:29.487	9	1	2:52.922	47.349	1:20.877	44.696	145.8	30:03.970
3	1	2:41.369	44.356	1:15.169	41.844	156.3	22:10.856	10	1	2:50.896	47.639	1:19.201	44.056	147.5	32:54.866
4	1	2:42.126	45.069	1:14.863	42.194	155.5	24:52.982	11	1	2:54.170	47.658	1:19.912	46.600	144.8	35:49.036
5	1	2:44.931	45.012	1:17.334	42.585	152.9	27:37.913								
6	1	2:44.169	44.968	1:16.855	42.346	153.6	30:22.082	83	1	Dietmar SCHROEDER	LOLA T290 BDG				
7	1	2:43.732	45.159	1:15.214	43.359	154.0	33:05.814								PROTO 2
8	1	2:42.396	44.745	1:14.797	42.854	155.3	35:48.210	1	1	9:29.375	6:58.523	1:37.133	53.719	44.3	9:29.375
9	1	2:41.085	45.192	1:14.344	41.549	156.5	38:29.295	2	1	2:56.553	51.494	1:20.159	44.900	142.8	12:25.928
10	1	2:41.339	44.041	1:15.571	41.727	156.3	41:10.634	3	1	2:51.888	49.274	1:18.630	43.984	146.7	15:17.816
11	1	2:42.050	44.489	1:15.160	42.401	155.6	43:52.684	4	1	2:47.641	48.132	1:16.735	42.774	150.4	18:05.457
12	1	2:46.410	46.215	1:16.280	43.915	151.5	46:39.094	5	1	2:49.313	47.446	1:17.048	44.819	148.9	20:54.770
								6	1	5:53.241	3:46.785	1:20.680	45.776	71.4	26:48.011
72	1	Felix HAAS				LOLA T294 BMW		7	1	2:45.726	47.617	1:15.211	42.898	152.1	29:33.737
						PROTO 2		8	1	2:47.265	47.060	1:16.379	43.826	150.7	32:21.002
1	1	5:08.943	2:52.919	1:28.130	47.894	81.6	5:08.943	9	1	6:25.387	4:23.126	1:19.651	42.610	65.4	38:46.389
2	1	2:47.892	48.596	1:15.383	43.913	150.2	7:56.835	10	1	2:43.543	46.651	1:15.284	41.608	154.2	41:29.932
3	1	2:42.587	47.019	1:13.192	42.376	155.1	10:39.422	11	1	2:42.627	46.168	1:14.599	41.860	155.0	44:12.559
4	1	2:43.912	48.979	1:13.327	41.606	153.8	13:23.334	12	1	3:44.091	1:00.042	1:35.976	1:08.073	112.5	47:56.650
5	1	2:42.984	48.074	1:13.220	41.690	154.7	16:06.318								
6	1	2:43.741	49.481	1:11.888	42.372	154.0	18:50.059	84	1	Guenther SCHINDLER	BMW M1 Procar				
7	1	2:42.129	46.732	1:13.659	41.738	155.5	21:32.188								GT2
8	1	2:38.252	46.640	1:10.473	41.139	159.3	24:10.440	1	1	3:29.251	1:11.085	1:30.254	47.912	120.5	3:29.251
9	1	2:51.000 B	46.639	1:09.870	54.491	147.5	27:01.440	2	1	2:57.172	51.717	1:19.829	45.626	142.3	6:26.423
10	1	7:59.277	6:03.090	1:14.506	41.681	52.6	35:00.717	3	1	2:58.094	49.794	1:19.923	48.377	141.6	9:24.517
11	1	2:39.177	46.099	1:11.545	41.533	158.4	37:39.894	4	1	3:00.230	53.661	1:21.107	45.462	139.9	12:24.747
12	1	2:36.066	45.843	1:09.900	40.323	161.6	40:15.960	5	1	2:57.005	50.940	1:20.150	45.915	142.4	15:21.752
13	1	2:36.443	45.774	1:09.700	40.969	161.2	42:52.403	6	1	4:48.661	2:38.299	1:23.549	46.813	87.3	20:10.413
14	1	2:37.337	45.709	1:10.663	40.965	160.3	45:29.740	7	1	2:54.154	49.499	1:19.206	45.449	144.8	23:04.567
								8	1	2:59.810	49.993	1:23.623	46.194	140.2	26:04.377
73	1	Richard PIPER				MARCH 75 S		9	1	2:56.315	49.878	1:19.850	46.587	143.0	29:00.692
						PROTO 2		10	1	7:51.663	5:44.976	1:21.646	45.041	53.5	36:52.355
1	1	11:47.102	9:51.741	1:14.795	40.566	35.7	11:47.102	11	1	2:52.946				145.8	39:45.301
2	1	2:38.661	45.266	1:12.762	40.633	158.9	14:25.763	12	1	2:54.499				144.5	42:39.800
3	1	2:37.485	45.279	1:11.731	40.475	160.1	17:03.248	13	1	2:55.447				143.7	45:35.247
4	1	2:36.701	45.046	1:11.421	40.234	160.9	19:39.949								
5	1	2:41.091	44.961	1:12.996	43.134	156.5	22:21.040	85	1	Tony SINCLAIR	LOLA T292 BDG				
6	1	2:35.700	44.746	1:11.046	39.908	161.9	24:56.740								PROTO 2
7	1	2:41.915	44.337	1:14.487	43.091	155.7	27:38.655	1	1	3:01.607	59.548	1:19.661	42.398	138.8	3:01.607
8	1	2:51.737	45.826	1:19.364	46.547	146.8	30:30.392	2	1	2:34.857	45.145	1:10.030	39.682	162.8	5:36.464
								3	1	2:32.265	43.748	1:09.121	39.396	165.6	8:08.729
77	1	Alexander RITTWEGER				Ferrari 512 BB LM		4	1	7:27.129	5:34.485	1:11.375	41.269	56.4	15:35.858
	2	Sam HANCOCK				GT2		5	1	2:30.751	43.617	1:08.030	39.104	167.3	18:06.609
1	1	4:48.081	2:49.055	1:16.308	42.718	87.5	4:48.081	6	1	2:34.316	43.580	1:10.710	40.026	163.4	20:40.925
2	1	3:14.486 B	49.967	1:21.565	1:02.954	129.6	8:02.567	7	1	2:31.663	43.223	1:08.443	39.997	166.3	23:12.588
3	1	5:19.829 B	3:09.041	1:18.450	52.338	78.8	13:22.396	8	1	2:33.863	42.953	1:10.327	40.583	163.9	25:46.451
4	1	15:35.532 B	...	1:17.952	52.355	27.0	28:57.928								



CLASSIC ENDURANCE RACING 2

SPA CLASSIC

FREE PRACTICE

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
9	1	6:02.114	4:07.401	1:09.359	45.354	69.6	31:48.565								
10	1	2:31.698	44.806	1:08.131	38.761	166.2	34:20.263								

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1. Louis KOLLY

LOLA T292 BMW
PROTO 2

1	1	3:03.642	55.232	1:23.569	44.841	137.3	3:03.642
2	1	2:47.530	48.296	1:15.605	43.629	150.5	5:51.172
3	1	2:46.053	47.475	1:14.989	43.589	151.8	8:37.225
4	1	5:18.925	3:07.545	1:21.692	49.688	79.1	13:56.150
5	1	2:43.940	47.722	1:13.723	42.495	153.8	16:40.090
6	1	2:44.728	47.784	1:13.971	42.973	153.1	19:24.818
7	1	3:23.926	1:03.866	1:26.721	53.339	123.6	22:48.744
8	1	2:43.843	47.173	1:14.407	42.263	153.9	25:32.587
9	1	2:46.523	47.474	1:16.619	42.430	151.4	28:19.110
10	1	3:28.541	1:04.305	1:30.923	53.313	120.9	31:47.651
11	1	2:42.244	47.458	1:13.137	41.649	155.4	34:29.895
12	1	3:21.826	1:00.376	1:27.876	53.574	124.9	37:51.721
13	1	2:42.755	47.418	1:13.299	42.038	154.9	40:34.476

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1. Bertrand PENLAE

CHEVRON B36
PROTO 2

1	1	3:10.761	57.236	1:25.965	47.560	132.2	3:10.761
2	1	2:51.791	48.622	1:19.151	44.018	146.8	6:02.552
3	1	2:41.856	46.592	1:13.654	41.610	155.8	8:44.408
4	1	2:43.628	46.974	1:14.441	42.213	154.1	11:28.036
5	1	5:25.548	3:30.976	1:13.100	41.472	77.5	16:53.584
6	1	2:38.856	45.963	1:11.998	40.895	158.7	19:32.440
7	1	2:41.070	45.385	1:14.213	41.472	156.5	22:13.510
8	1	2:40.181	45.430	1:12.239	42.512	157.4	24:53.691
9	1	2:48.351	46.343	1:16.477	45.531	149.8	27:42.042
10	1	2:40.685	45.917	1:12.403	42.365	156.9	30:22.727
11	1	3:07.555	52.016	1:24.555	50.984	134.4	33:30.282
12	1	2:37.218	45.956	1:11.020	40.242	160.4	36:07.500
13	1	2:56.336	44.619	1:17.750	53.967	143.0	39:03.836

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1. Doug HART

MARCH 75 S
PROTO 2

1	1	3:18.980	1:23.741	1:14.586	40.653	126.7	3:18.980
2	1	2:30.938	43.251	1:08.629	39.058	167.0	5:49.918
3	1	2:28.634	42.878	1:07.277	38.479	169.6	8:18.552
4	1	2:28.329	42.611	1:07.304	38.414	170.0	10:46.881
5	1	2:33.998	43.531	1:10.776	39.691	163.7	13:20.879
6	1	9:53.935	7:49.788	1:24.891	39.256	42.5	23:14.814
7	1	2:30.158	42.319	1:07.649	40.190	167.9	25:44.972
8	1	2:29.426	42.919	1:07.602	38.905	168.7	28:14.398