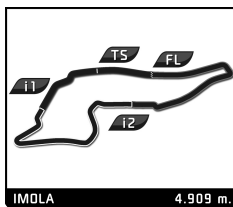


SIXTIES ENDURANCE IMOLA CLASSIC FREE PRACTICE

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. Guy Fabrice MESTROT 2. José DA ROCHA JAGUAR Type E 3.8L 1964 GTS12								6	1	2:21.820	29.512	46.426	1:05.882	124.6	16:14.325
1	1	3:07.587	1:15.612	47.860	1:04.115	94.2	3:07.587	7	1	2:20.572	29.667	46.541	1:04.364	125.7	18:34.897
2	1	2:31.332	31.653	51.086	1:08.593	116.8	5:38.919	8	1	2:22.497	29.558	47.007	1:05.932	124.0	20:57.394
3	1	2:28.787	31.514	47.856	1:09.417	118.8	8:07.706	18 1. John EMBERSON 2. Bill WYKEHAM MORGAN SLR 1963 GTS11							
4	1	2:19.231	30.371	46.657	1:02.203	126.9	10:26.937	1	1	3:05.380	1:09.517	47.613	1:08.250	95.3	3:05.380
5	1	2:21.053	30.663	46.362	1:04.028	125.3	12:47.990	2	1	2:30.614	33.038	48.703	1:08.873	117.3	5:35.994
6	1	2:16.233	29.272	45.358	1:01.603	129.7	15:04.223	3	1	2:27.145	31.358	48.581	1:07.206	120.1	8:03.139
7	1	4:29.746 B	31.206	46.072	3:12.468	65.5	19:33.969	4	1	2:22.280	30.213	46.792	1:05.275	124.2	10:25.419
8	1	2:47.768	49.595	48.898	1:09.275	105.3	22:21.737	5	1	2:23.499	31.565	46.227	1:05.707	123.2	12:48.918
9	1	2:20.087	30.891	46.567	1:02.629	126.2	24:41.824	6	1	2:20.300	29.758	45.838	1:04.704	126.0	15:09.218
10	1	2:18.058	29.631	46.609	1:01.818	128.0	26:59.882	7	1	2:22.034	30.913	46.149	1:04.972	124.4	17:31.252
11	1	2:20.538	29.507	46.071	1:04.960	125.7	29:20.420	8	1	4:41.261 B	30.977	46.392	3:23.892	62.8	22:12.513
12	1	2:16.005	29.137	45.515	1:01.353	129.9	31:36.425	9	1	2:49.314	51.211	47.919	1:10.184	104.4	25:01.827
13	1	2:20.323	29.552	46.741	1:04.030	125.9	33:56.748	10	1	4:24.209 B	30.929	46.816	3:06.464	66.9	29:26.036
14	1	2:16.271	28.732	45.306	1:02.233	129.7	36:13.019	11	1	2:39.514	47.618	46.588	1:05.308	110.8	32:05.550
4 1. Alexis DE BEAUMONT 2. John BUSSELL JAGUAR Type E 3.8L 1963 GTS12								12	1	2:18.462	29.471	45.570	1:03.421	127.6	34:24.012
1	1	3:19.474	1:30.969	46.969	1:01.536	88.6	3:19.474	20 1. Christian DUMOLIN 2. Christophe VAN RIET SHELBY Cobra 289 1965 GTS12							
2	1	2:17.119	28.306	44.336	1:04.477	128.9	5:36.593	1	1	4:05.332	2:07.553	52.937	1:04.842	72.0	4:05.332
3	1	2:15.498	29.918	44.875	1:00.705	130.4	7:52.091	2	1	2:16.478	29.630	45.164	1:01.684	129.5	6:21.810
4	1	2:13.351	27.552	44.965	1:00.834	132.5	10:05.442	3	1	2:15.510	29.161	45.799	1:00.550	130.4	8:37.320
5	1	2:13.175	28.101	44.358	1:00.716	132.7	12:18.617	4	1	2:16.400	28.911	45.335	1:02.154	129.6	10:53.720
6	1	2:13.913	30.013	43.511	1:00.389	132.0	14:32.530	5	1	2:21.604	29.561	45.826	1:06.217	124.8	13:15.324
7	1	2:12.860	27.975	43.379	1:01.506	133.0	16:45.390	6	1	5:23.027 B	29.289	45.043	4:08.695	54.7	18:38.351
8	1	3:47.854 B	28.119	45.667	2:34.068	77.6	20:33.244	7	1	2:29.416	46.996	43.092	59.328	118.3	21:07.767
9	1	2:31.780	47.624	44.712	59.444	116.4	23:05.024	8	1	2:09.084	26.546	42.220	1:00.318	136.9	23:16.851
10	1	2:10.905	28.625	43.298	58.982	135.0	25:15.929	9	1	2:08.761	27.649	43.239	57.873	137.2	25:25.612
11	1	2:09.700	27.991	43.129	58.580	136.3	27:25.629	22 1. Martin GREAVES 2. Andrew-Francis GALASHAN JAGUAR Type E 3.8L 1962 GTS12							
6 1. Armand ADRIAANS 2. Kristoffer CARTENIAN SHELBY Mustang 350 GT 1965 GTS12								1	1	4:35.519	2:25.242	56.427	1:13.850	64.1	4:35.519
1	1	3:33.065	1:31.359	51.804	1:09.902	82.9	3:33.065	2	1	2:32.752	34.180	50.963	1:07.609	115.7	7:08.271
2	1	2:26.276	34.910	47.338	1:04.028	120.8	5:59.341	3	1	2:28.044	34.229	48.071	1:05.744	119.4	9:36.315
3	1	2:18.414	29.742	45.577	1:03.095	127.7	8:17.755	4	1	2:23.261	31.294	47.202	1:04.765	123.4	11:59.576
4	1	2:20.200	30.817	46.852	1:02.531	126.1	10:37.955	5	1	2:23.760	30.880	46.633	1:06.247	122.9	14:23.336
5	1	2:15.472	29.307	44.590	1:01.575	130.5	12:53.427	6	1	2:25.522	32.007	47.378	1:06.137	121.4	16:48.858
6	1	2:14.625	28.788	44.625	1:01.212	131.3	15:08.052	7	1	2:23.812	30.215	47.057	1:06.540	122.9	19:12.670
7	1	2:16.025	29.183	44.924	1:01.918	129.9	17:24.077	8	1	5:46.976 B	31.617	47.834	4:27.525	50.9	24:59.646
8	1	2:15.672	29.070	44.871	1:01.731	130.3	19:39.749	9	1	2:47.376	51.149	48.990	1:07.237	105.6	27:47.022
9	1	5:37.605 B	29.180	45.734	4:22.691	52.3	25:17.354	10	1	2:20.843	30.126	47.037	1:03.680	125.5	30:07.865
10	1	2:42.417	51.053	47.469	1:03.895	108.8	27:59.771	11	1	2:19.266	30.961	45.696	1:02.609	126.9	32:27.131
11	1	2:26.058	31.776	49.839	1:04.443	121.0	30:25.829	12	1	2:17.182	29.563	45.534	1:02.085	128.8	34:44.313
12	1	2:16.832	29.518	45.038	1:02.276	129.2	32:42.661	13	1	2:18.675	29.272	46.125	1:03.278	127.4	37:02.988
13	1	2:17.347	29.866	46.137	1:01.344	128.7	35:00.008	31 1. Charles FIRMENICH SHELBY Cobra 289 1964 GTS12							
14	1	2:15.722	28.900	46.219	1:00.603	130.2	37:15.730	1	1	4:01.534	1:54.210	53.736	1:13.588	73.2	4:01.534
16 1. Damien KOHLER PORSCHE 911 2.0i 1965 GTS11								2	1	2:33.662	35.087	48.571	1:10.004	115.0	6:35.196
1	1	2:36.189	41.090	48.879	1:06.220	113.1	2:36.189	3	1	2:29.166	33.570	47.100	1:08.496	118.5	9:04.362
2	1	2:22.705	30.234	46.781	1:05.690	123.8	4:58.894	4	1	2:31.991	33.508	50.687	1:07.796	116.3	11:36.353
3	1	2:22.789	30.249	47.508	1:05.032	123.8	7:21.683	5	1	2:32.719	33.441	48.853	1:10.425	115.7	14:09.072
4	1	3:54.528 B	30.071	46.496	2:37.961	75.4	11:16.211	6	1	2:24.359	32.054	45.809	1:06.496	122.4	16:33.431
5	1	2:36.294	44.761	46.534	1:04.999	113.1	13:52.505	7	1	2:26.893	33.900	46.614	1:06.379	120.3	19:00.324



SIXTIES ENDURANCE IMOLA 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
8	1	2:27.907	33.873	46.586	1:07.448	119.5	21:28.231	13	1	2:31.064	32.038	49.822	1:09.204	117.0	35:21.723
9	1	2:23.607	32.551	45.626	1:05.430	123.1	23:51.838	14	1	2:29.083	31.637	49.446	1:08.000	118.5	37:50.806
10	1	3:55.674 B	33.018	46.851	2:35.805	75.0	27:47.512								
11	1	2:55.565	56.212	52.253	1:07.100	100.7	30:43.077								
12	1	2:15.144	28.384	45.343	1:01.417	130.8	32:58.221								
13	1	2:14.746	28.358	44.976	1:01.412	131.2	35:12.967								
14	1	2:42.537	35.056	52.321	1:15.160	108.7	37:55.504								

32

1. Marie-Claude FIRMENICH
2. Benjamin MONNAY

PORSCHE 911 2.0i 1966

GTS11

1	1	4:11.165	1:56.056	58.722	1:16.387	70.4	4:11.165
2	1	2:42.007	34.731	52.694	1:14.582	109.1	6:53.172
3	1	2:43.061	34.090	55.054	1:13.917	108.4	9:36.233
4	1	2:45.595	35.149	54.440	1:16.006	106.7	12:21.828
5	1	2:45.125	34.930	52.320	1:17.875	107.0	15:06.953
6	1	4:18.307 B	36.736	53.150	2:48.421	68.4	19:25.260
7	1	2:58.715	52.068	52.972	1:13.675	98.9	22:23.975
8	1	2:44.102	34.197	52.831	1:17.074	107.7	25:08.077
9	1	2:43.714	35.872	53.106	1:14.736	107.9	27:51.791
10	1	2:48.324	34.934	54.460	1:18.930	105.0	30:40.115
11	1	2:41.358	34.278	52.376	1:14.704	109.5	33:21.473
12	1	2:40.671	34.120	52.601	1:13.950	110.0	36:02.144

33

1. Daniel REINHARDT
2. Dominique REINHARDT

JAGUAR Type E 3.8L 1961

GTS12

1	1	3:04.096	1:08.797	47.150	1:08.149	96.0	3:04.096
2	1	2:24.455	31.176	48.024	1:05.255	122.3	5:28.551
3	1	2:21.544	28.832	48.343	1:04.369	124.9	7:50.095
4	1	2:19.046	28.221	47.021	1:03.804	127.1	10:09.141
5	1	2:18.090	29.318	46.001	1:02.771	128.0	12:27.231
6	1	2:17.223	28.297	45.922	1:03.004	128.8	14:44.454
7	1	2:18.575	28.268	44.950	1:05.357	127.5	17:03.029
8	1	2:18.686	28.845	45.807	1:04.034	127.4	19:21.715
9	1	2:47.103 B	30.327	47.326	1:29.450	105.8	22:08.818
10	1	4:06.783	2:19.281	44.710	1:02.792	71.6	26:15.601
11	1	2:14.335	28.224	44.089	1:02.022	131.6	28:29.936
12	1	2:13.714	28.655	43.496	1:01.563	132.2	30:43.650
13	1	2:14.995	29.903	43.761	1:01.331	130.9	32:58.645
14	1	2:14.447	28.299	45.186	1:00.962	131.4	35:13.092
15	1	2:12.954	28.766	43.332	1:00.856	132.9	37:26.046
16	1	3:43.811 B	29.689	56.398	2:17.724	79.0	41:09.857

38

1. Jean Michel GODET
2. Nicolas BERTHY

MG B 1965

GTS11

1	1	2:58.599	47.369	54.958	1:16.272	99.0	2:58.599
2	1	2:34.684	32.962	49.763	1:11.959	114.2	5:33.283
3	1	2:38.940	34.073	52.160	1:12.707	111.2	8:12.223
4	1	2:31.488	32.388	49.377	1:09.723	116.7	10:43.711
5	1	2:38.366	32.674	50.823	1:14.869	111.6	13:22.077
6	1	2:31.046	32.399	49.586	1:09.061	117.0	15:53.123
7	1	3:58.208 B	31.756	51.011	2:35.441	74.2	19:51.331
8	1	2:53.972	50.610	51.592	1:11.770	101.6	22:45.303
9	1	2:33.028	32.343	50.741	1:09.944	115.5	25:18.331
10	1	2:32.852	33.097	50.034	1:09.721	115.6	27:51.183
11	1	2:30.462	31.987	49.814	1:08.661	117.5	30:21.645
12	1	2:29.014	31.471	48.904	1:08.639	118.6	32:50.659

46

1. Christian BOURIEZ
2. Marc-Antoine BIALBY

ALFA ROMEO 1600 GTA 1965

TC8

1	1	4:34.259	2:24.732	55.301	1:14.226	64.4	4:34.259
2	1	2:36.223	33.977	51.270	1:10.976	113.1	7:10.482
3	1	2:34.097	34.250	50.687	1:09.160	114.7	9:44.579
4	1	2:31.256	33.000	49.345	1:08.911	116.8	12:15.835
5	1	2:31.852	33.569	49.248	1:09.035	116.4	14:47.687
6	1	2:29.830	31.842	48.635	1:09.353	117.9	17:17.517
7	1	2:31.591	33.901	48.911	1:08.779	116.6	19:49.108
8	1	2:30.926	32.491	50.120	1:08.315	117.1	22:20.034
9	1	2:30.097	32.600	49.783	1:07.714	117.7	24:50.131
10	1	2:27.568	31.860	48.457	1:07.251	119.8	27:17.699
11	1	2:26.966	31.652	47.984	1:07.330	120.2	29:44.665
12	1	2:27.667	32.924	47.852	1:06.891	119.7	32:12.332
13	1	2:27.660	31.562	47.456	1:08.642	119.7	34:39.992
14	1	2:32.822	32.236	50.682	1:09.904	115.6	37:12.814

49

1. Bill STEPHENS
2. Will STEPHENS

PORSCHE 356 SC 1965

GTS10

1	1	4:54.973	2:44.581	56.085	1:14.307	59.9	4:54.973
2	1	2:37.939	33.579	51.069	1:13.291	111.9	7:32.912
3	1	2:34.080	32.885	50.778	1:10.417	114.7	10:06.992
4	1	2:34.842	33.150	50.062	1:11.630	114.1	12:41.834
5	1	4:49.303 B	33.851	50.770	3:24.682	61.1	17:31.137
6	1	2:53.956	57.431	49.068	1:07.457	101.6	20:25.093
7	1	2:25.640	30.942	47.553	1:07.145	121.3	22:50.733
8	1	2:25.986	30.625	48.328	1:07.033	121.1	25:16.719
9	1	2:26.813	31.092	48.633	1:07.088	120.4	27:43.532
10	1	2:24.054	30.568	47.103	1:06.383	122.7	30:07.586
11	1	2:24.728	30.783	48.107	1:05.838	122.1	32:32.314
12	1	2:24.465	30.973	47.627	1:05.865	122.3	34:56.779
13	1	2:25.937	30.564	48.715	1:06.658	121.1	37:22.716

50

1. Ben GILL

SHELBY Cobra 1964

GTS12

1	1	2:57.618	1:04.771	46.970	1:05.877	99.5	2:57.618
2	1	2:15.250	28.879	44.677	1:01.694	130.7	5:12.868
3	1	2:12.662	28.004	43.879	1:00.779	133.2	7:25.530
4	1	2:11.583	27.522	43.329	1:00.732	134.3	9:37.113
5	1	2:11.785	27.405	44.246	1:00.134	134.1	11:48.898
6	1	2:10.935	26.777	44.066	1:00.092	135.0	13:59.833
7	1	2:11.896	27.537	43.827	1:00.532	134.0	16:11.729
8	1	2:12.057	26.804	43.476	1:01.777	133.8	18:23.786
9	1	2:25.050	27.132	42.788	1:15.130	121.8	20:48.836
10	1	4:42.532 B	33.319	46.613	3:22.600	62.6	25:31.368
11	1	2:37.846	52.393	45.397	1:00.056	112.0	28:09.214
12	1	2:16.175	27.425	46.553	1:02.197	129.8	30:25.389
13	1	2:09.364	27.259	43.024	59.081	136.6	32:34.753
14	1	2:13.267	29.143	43.803	1:00.321	132.6	34:48.020
15	1	2:12.929	27.333	44.934	1:00.662	132.9	37:00.949

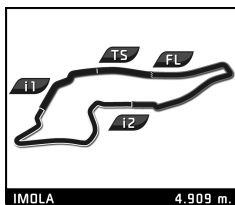
53

1. Patrick HELLO

LOTUS Elite S2 1960

GT4B

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SIXTIES ENDURANCE IMOLA 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
1	1	5:15.574	2:45.203	1:04.508	1:25.863	56.0	5:15.574	4	1	2:38.654	35.576	52.070	1:11.008	111.4	11:32.803
2	1	5:20.599 B	40.658	57.742	3:42.199	55.1	10:36.173	5	1	2:40.860	35.909	53.948	1:11.003	109.9	14:13.663
3	1	3:09.404	1:00.626	54.463	1:14.315	93.3	13:45.577	6	1	2:37.646	33.338	52.857	1:11.451	112.1	16:51.309
4	1	2:43.603	35.944	53.742	1:13.917	108.0	16:29.180	7	1	2:37.453	34.277	51.574	1:11.602	112.2	19:28.762
5	1	2:45.124	35.077	54.094	1:15.953	107.0	19:14.304	8	1	2:34.243	33.893	50.540	1:09.810	114.6	22:03.005
6	1	2:43.376	35.626	53.505	1:14.245	108.2	21:57.680	9	1	2:33.701	34.009	50.241	1:09.451	115.0	24:36.706
7	1	2:43.368	35.599	52.956	1:14.813	108.2	24:41.048	10	1	2:33.949	33.942	50.448	1:09.559	114.8	27:10.655
8	1	2:42.554	35.262	53.222	1:14.070	108.7	27:23.602	11	1	2:33.253	33.342	50.219	1:09.692	115.3	29:43.908
9	1	2:43.302	35.889	52.808	1:14.605	108.2	30:06.904	12	1	2:31.444	33.392	49.772	1:08.280	116.7	32:15.352
10	1	2:43.096	36.097	53.470	1:13.529	108.4	32:50.000	13	1	2:33.892	32.968	50.587	1:10.337	114.8	34:49.244
11	1	2:42.088	35.552	53.450	1:13.086	109.0	35:32.088	14	1	2:33.241	33.672	51.324	1:08.245	115.3	37:22.485

58

1. Adrien VAN DER KROFT
2. Richard PLANT

MORGAN +4 1959

GTS6B

1	1	2:51.559	49.494	53.231	1:08.834	103.0	2:51.559
2	1	2:27.455	31.137	49.794	1:06.524	119.8	5:19.014
3	1	2:27.394	32.825	48.028	1:06.541	119.9	7:46.408
4	1	2:26.660	31.400	49.213	1:06.047	120.5	10:13.068
5	1	2:26.410	31.437	47.988	1:06.985	120.7	12:39.478
6	1	3:59.950 B	29.982	46.816	2:43.152	73.7	16:39.428
7	1	2:57.869	53.214	53.245	1:11.410	99.4	19:37.297
8	1	2:25.676	31.477	48.626	1:05.573	121.3	22:02.973
9	1	2:25.348	31.059	48.102	1:06.187	121.6	24:28.321
10	1	5:01.326 B	30.843	48.599	3:41.884	58.6	29:29.647
11	1	2:49.415	54.643	48.403	1:06.369	104.3	32:19.062
12	1	2:24.035	30.676	47.978	1:05.381	122.7	34:43.097
13	1	2:27.406	30.464	50.055	1:06.887	119.9	37:10.503
14	1	3:39.430 B	30.682	58.512	2:10.236	80.5	40:49.933

59

1. David HUXLEY
2. David CLARK

PORSCHE 911 2.0i 1965

GTS11

1	1	4:11.186	2:09.300	52.669	1:09.217	70.4	4:11.186
2	1	2:27.893	32.091	48.600	1:07.202	119.5	6:39.079
3	1	2:27.151	30.907	48.646	1:07.598	120.1	9:06.230
4	1	2:28.467	31.631	48.615	1:08.221	119.0	11:34.697
5	1	2:27.009	31.657	48.870	1:06.482	120.2	14:01.706
6	1	2:27.039	30.782	48.662	1:07.595	120.2	16:28.745
7	1	4:45.745 B	32.805	48.120	3:24.820	61.8	21:14.490
8	1	2:54.820	59.356	48.424	1:07.040	101.1	24:09.310
9	1	2:21.753	30.129	46.663	1:04.961	124.7	26:31.063
10	1	2:22.541	30.303	46.973	1:05.265	124.0	28:53.604
11	1	2:23.557	32.144	46.446	1:04.967	123.1	31:17.161
12	1	2:21.508	30.471	46.224	1:04.813	124.9	33:38.669
13	1	2:21.973	30.198	46.031	1:05.744	124.5	36:00.642

60

1. Jean Marc BUSSOLINI
2. Julien BUSSOLINI

PORSCHE 904 GTS 1963

GTP11

1	1	3:45.747	1:44.562	52.239	1:08.946	78.3	3:45.747
2	1	6:09.866 B	32.105	45.818	4:51.943	47.8	9:55.613
3	1	16:44.147 B	48.599	47.336	...	17.6	26:39.760

62

1. Jeff MOYES

PORSCHE 356 A 1600 Speedster 1958

GTS5B

1	1	3:34.081	1:24.150	55.664	1:14.267	82.6	3:34.081
2	1	2:38.848	35.173	51.415	1:12.260	111.3	6:12.929
3	1	2:41.220	33.533	54.625	1:13.062	109.6	8:54.149

63

1. David HART
2. Olivier HART

SHELBY Cobra 289 1963

GTS12

1	1	2:36.790	53.926	44.746	58.118	112.7	2:36.790
2	1	5:34.268 B	27.159	42.711	4:24.398	52.9	8:11.058
3	1	2:26.828	45.760	42.563	58.505	120.4	10:37.886
4	1	2:06.538	26.620	41.719	58.199	139.7	12:44.424
5	1	2:07.384	27.695	42.078	57.611	138.7	14:51.808
6	1	2:06.864	27.143	41.992	57.729	139.3	16:58.672
7	1	5:03.638 B	27.528	42.481	3:53.629	58.2	22:02.310
8	1	2:26.198	43.872	43.266	59.060	120.9	24:28.508
9	1	2:08.504	27.925	42.274	58.305	137.5	26:37.012

67

1. Thomas STUDER

SHELBY Mustang 350 GT 1965

GTS12

1	1	3:26.719	1:30.075	51.318	1:05.326	85.5	3:26.719
2	1	2:16.435	29.885	45.396	1:01.154	129.5	5:43.154
3	1	2:20.463	29.916	46.234	1:04.313	125.8	8:03.617
4	1	2:16.596	30.094	45.016	1:01.486	129.4	10:20.213
5	1	2:16.731	28.492	44.469	1:03.770	129.2	12:36.944
6	1	2:19.594	28.750	44.122	1:06.722	126.6	14:56.538
7	1	2:21.690	34.658	45.136	1:01.896	124.7	17:18.228
8	1	2:17.497	30.076	44.542	1:02.879	128.5	19:35.725
9	1	2:15.668	28.955	45.383	1:01.330	130.3	21:51.393

68

1. Michiel VAN DUJVENDIJK
2. Pascal PANDELAAR

PORSCHE 911 2.0i 1965

GTS11

1	1	3:11.304	1:03.743	58.553	1:09.008	92.4	3:11.304
2	1	7:51.870 B	30.802	49.079	6:31.989	37.5	11:03.174
3	1	2:36.728	45.304	46.149	1:05.275	112.8	13:39.902
4	1	2:18.451	30.100	45.095	1:03.256	127.6	15:58.353
5	1	2:20.221	29.133	47.747	1:03.341	126.0	18:18.574
6	1	2:18.575	28.896	45.232	1:04.447	127.5	20:37.149
7	1	5:30.897 B	29.223	45.619	4:16.055	53.4	26:08.046
8	1	2:47.508	53.961	47.067	1:06.480	105.5	28:55.554
9	1	2:27.008	31.418	48.492	1:07.098	120.2	31:22.562
10	1	2:25.140	30.635	48.187	1:06.318	121.8	33:47.702
11	1	2:25.760	32.204	47.705	1:05.851	121.2	36:13.462

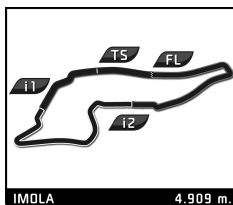
73

1. Mark RACHET
2. Sherman GAY

TRIUMPH TR4 1962

GTS11

1	1	3:02.044	54.791	53.798	1:13.455	97.1	3:02.044
2	1	2:35.959	33.923	50.738	1:11.298	113.3	5:38.003
3	1	2:35.450	32.054	51.172	1:12.224	113.7	8:13.453
4	1	2:30.910	32.871	48.766	1:09.273	117.1	10:44.363

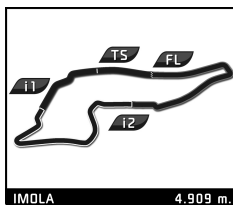


SIXTIES ENDURANCE IMOLA CLASSIC FREE PRACTICE

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
75 1.Amaury LATHAM 2.Christian BAUD JAGUAR Type E 3.8L 1964 GTS12								3	1	2:12.205	28.778	43.035	1:00.392	133.7	7:37.593
1	1	3:56.360	1:45.709	57.637	1:13.014	74.8	3:56.360	4	1	2:10.057	28.503	42.736	58.818	135.9	9:47.650
2	1	2:34.126	32.720	49.705	1:11.701	114.7	6:30.486	5	1	2:11.393	29.140	42.842	59.411	134.5	11:59.043
3	1	2:32.102	32.234	51.574	1:08.294	116.2	9:02.588	6	1	3:50.142 B	28.614	43.726	2:37.802	76.8	15:49.185
4	1	2:31.119	32.653	50.634	1:07.832	116.9	11:33.707	7	1	2:36.905	42.372	47.650	1:06.883	112.6	18:26.090
5	1	3:52.833 B	32.631	51.396	2:28.806	75.9	15:26.540	8	1	2:10.954	27.976	42.258	1:00.720	135.0	20:37.044
6	1	2:45.606	48.241	50.659	1:06.706	106.7	18:12.146	88 1.Philipp OETTLI AC Cobra 1963 GTS12							
7	1	2:30.602	31.094	48.344	1:11.164	117.3	20:42.748	1	1	2:50.125	59.372	47.601	1:03.152	103.9	2:50.125
8	1	2:25.410	31.417	48.104	1:05.889	121.5	23:08.158	2	1	2:10.175	27.524	43.025	59.626	135.8	5:00.300
9	1	2:25.555	31.313	47.948	1:06.294	121.4	25:33.713	3	1	2:09.974	28.291	43.020	58.663	136.0	7:10.274
10	1	2:24.872	30.764	48.420	1:05.688	122.0	27:58.585	4	1	2:15.332	29.819	43.032	1:02.481	130.6	9:25.606
11	1	2:32.524	31.234	51.962	1:09.328	115.9	30:31.109	5	1	2:11.215	29.506	43.191	58.518	134.7	11:36.821
12	1	2:26.930	30.626	49.648	1:06.656	120.3	32:58.039	6	1	2:14.251	30.744	45.198	58.309	131.6	13:51.072
13	1	2:23.130	31.594	46.361	1:05.175	123.5	35:21.169	7	1	2:10.078	28.832	42.964	58.282	135.9	16:01.150
14	1	2:23.830	29.995	46.915	1:06.920	122.9	37:44.999	8	1	2:53.778 B	29.448	47.839	1:36.491	101.7	18:54.928
82 1.Xavier GALANT 2.Vincent NEURISSE SHELBY Cobra 289 1964 GTS12								9	1	5:19.144	3:36.912	43.619	58.613	55.4	24:14.072
1	1	6:55.786	4:55.312	52.360	1:08.114	42.5	6:55.786	10	1	2:08.235	27.105	43.127	58.003	137.8	26:22.307
2	1	2:31.817	33.369	49.299	1:09.149	116.4	9:27.603	11	1	2:07.575	27.060	42.668	57.847	138.5	28:29.882
3	1	2:28.459	33.367	48.608	1:06.484	119.0	11:56.062	12	1	2:07.340	27.514	42.543	57.283	138.8	30:37.222
4	1	2:24.818	32.003	48.242	1:04.573	122.0	14:20.880	13	1	2:10.569	27.055	45.306	58.208	135.3	32:47.791
5	1	2:20.103	30.361	46.472	1:03.270	126.1	16:40.983	14	1	2:09.182	27.028	42.693	59.461	136.8	34:56.973
6	1	4:20.689 B	30.521	45.949	3:04.219	67.8	21:01.672	15	1	2:11.287	27.513	43.803	59.971	134.6	37:08.260
7	1	2:33.731	46.950	45.575	1:01.206	115.0	23:35.403	16	1	3:33.436 B	27.364	1:02.569	2:03.503	82.8	40:41.696
8	1	2:13.100	28.218	44.198	1:00.684	132.8	25:48.503	94 1.Georges VERQUIN LOTUS Elan 26R Shapocraft 1964 GTS10							
9	1	2:14.313	29.121	44.310	1:00.882	131.6	28:02.816	1	1	4:11.799	1:55.284	58.386	1:18.129	70.2	4:11.799
10	1	2:16.519	29.020	47.204	1:00.295	129.5	30:19.335	2	1	2:41.948	36.585	50.992	1:14.371	109.1	6:53.747
11	1	2:12.477	27.864	43.750	1:00.863	133.4	32:31.812	3	1	2:31.871	34.367	49.707	1:07.797	116.4	9:25.618
12	1	2:11.992	28.173	43.543	1:00.276	133.9	34:43.804	4	1	2:29.674	34.737	48.154	1:06.783	118.1	11:55.292
13	1	2:21.448	27.785	51.608	1:02.055	124.9	37:05.252	5	1	2:27.364	31.967	48.096	1:07.301	119.9	14:22.656
85 1.Grant TROMANS 2.Richard MEADEN LOTUS Elan 26R 1964 GTS10								6	1	2:23.604	31.476	46.714	1:05.414	123.1	16:46.260
1	1	3:14.986	1:25.588	46.232	1:03.166	90.6	3:14.986	7	1	2:24.625	30.454	47.302	1:06.869	122.2	19:10.885
2	1	2:20.786	28.940	45.530	1:06.316	125.5	5:35.772	8	1	2:24.574	31.500	47.210	1:05.864	122.2	21:35.459
3	1	2:16.647	29.136	45.607	1:01.904	129.3	7:52.419	9	1	2:27.056	31.245	47.803	1:08.008	120.2	24:02.515
4	1	2:17.469	28.775	45.413	1:03.281	128.6	10:09.888	10	1	2:25.013	32.349	48.269	1:04.395	121.9	26:27.528
5	1	2:20.541	29.247	45.652	1:05.642	125.7	12:30.429	11	1	2:25.034	30.609	48.274	1:06.151	121.9	28:52.562
6	1	2:15.510	28.709	44.804	1:01.997	130.4	14:45.939	12	1	2:25.292	32.715	48.577	1:04.000	121.6	31:17.854
7	1	2:21.771	28.641	44.746	1:08.384	124.7	17:07.710	13	1	2:21.035	30.904	46.337	1:03.794	125.3	33:38.889
8	1	4:24.031 B	28.814	45.870	3:09.347	66.9	21:31.741	14	1	2:21.721	30.520	46.242	1:04.959	124.7	36:00.610
9	1	2:34.193	44.551	46.740	1:02.902	114.6	24:05.934	97 1.Conrad C. ULRICH 2.Conrad M. ULRICH ALFA ROMEO 1600 GTA 1965 TC8							
10	1	2:16.967	29.469	45.920	1:01.578	129.0	26:22.901	1	1	4:36.289	2:26.104	56.324	1:13.861	64.0	4:36.289
11	1	2:12.314	27.896	44.261	1:00.157	133.6	28:35.215	2	1	2:34.453	34.268	51.061	1:09.124	114.4	7:10.742
12	1	2:12.925	28.174	44.395	1:00.356	133.0	30:48.140	3	1	17:33.135 B	32.314	48.998	...	16.8	24:43.877
13	1	2:11.737	28.140	43.238	1:00.359	134.1	32:59.877	4	1	2:44.573	49.632	48.329	1:06.612	107.4	27:28.450
14	1	2:14.592	28.191	45.192	1:01.209	131.3	35:14.469	5	1	2:23.214	30.703	47.281	1:05.230	123.4	29:51.664
15	1	2:12.748	28.614	43.439	1:00.695	133.1	37:27.217	6	1	2:23.399	30.809	46.807	1:05.783	123.2	32:15.063
86 1.Andrew BEVERLEY SHELBY Cobra 289 1963 GTS12								7	1	2:22.753	30.155	46.705	1:05.893	123.8	34:37.816
1	1	3:05.141	1:13.499	47.411	1:04.231	95.5	3:05.141	8	1	2:22.560	30.180	46.841	1:05.539	124.0	37:00.376
2	1	2:20.247	32.286	46.730	1:01.231	126.0	5:25.388	103 1.Bertrand PENLAE PORSCHE 911 2.0i 1965 GTS11							



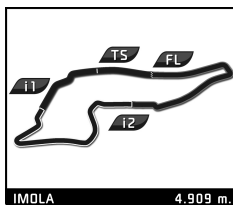
SIXTIES ENDURANCE IMOLA CLASSIC FREE PRACTICE

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
1	1	3:36.493	1:27.913	54.631	1:13.949	81.6	3:36.493								
2	1	2:36.966	33.201	51.528	1:12.237	112.6	6:13.459								PORSCHE 911 2,0i 1965
3	1	2:30.570	33.304	49.216	1:08.050	117.4	8:44.029								GTS11
4	1	3:55.313	31.099	49.490	2:34.724	75.1	12:39.342								
5	1	2:46.361	49.062	49.945	1:07.354	106.2	15:25.703								
6	1	2:27.513	30.677	49.195	1:07.641	119.8	17:53.216								
7	1	2:25.485	30.857	47.649	1:06.979	121.5	20:18.701								
8	1	2:26.065	30.642	47.822	1:07.601	121.0	22:44.766								
9	1	2:25.048	30.709	47.708	1:06.631	121.8	25:09.814								
10	1	2:26.998	32.088	48.398	1:06.512	120.2	27:36.812								
11	1	4:12.477	32.109	50.178	2:50.190	70.0	31:49.289								
12	1	2:44.129	48.802	48.019	1:07.308	107.7	34:33.418								
13	1	2:25.487	31.073	47.418	1:06.996	121.5	36:58.905								
BIZZARINI A3/C Orlo Competizione 1965															
TSRC12															
1.Georg NOLTE															
2.Micheal FUNKE															
1	1	3:03.867	57.733	53.176	1:12.958	96.1	3:03.867								
2	1	2:36.003	34.355	51.599	1:10.049	113.3	5:39.870								
3	1	2:34.053	33.828	49.530	1:10.695	114.7	8:13.923								
4	1	2:32.619	34.177	50.158	1:08.284	115.8	10:46.542								
5	1	2:29.011	33.261	48.388	1:07.362	118.6	13:15.553								
6	1	2:25.858	32.045	48.001	1:05.812	121.2	15:41.411								
7	1	2:26.845	32.089	48.776	1:05.980	120.3	18:08.256								
8	1	12:30.056	32.236	48.508	...	23.6	30:38.312								
9	1	2:28.492	49.621	41.704	57.167	119.0	33:06.804								
10	1	2:08.017	28.121	42.235	57.661	138.0	35:14.821								
11	1	2:05.418	26.510	41.415	57.493	140.9	37:20.239								
SHELBY Cobra 1963															
GTS12															
1.Carlo VÖGELE															
1	1	3:47.266	1:55.335	48.610	1:03.321	77.8	3:47.266								
2	1	2:16.737	29.416	45.151	1:02.170	129.2	6:04.003								
3	1	2:12.721	27.448	44.926	1:00.347	133.2	8:16.724								
4	1	2:15.498	31.274	43.797	1:00.427	130.4	10:32.222								
5	1	3:35.079	29.867	45.950	2:19.262	82.2	14:07.301								
6	1	2:29.187	44.852	43.420	1:00.915	118.5	16:36.488								
7	1	2:15.352	29.512	44.232	1:01.608	130.6	18:51.840								
8	1	2:11.393	27.989	43.461	59.943	134.5	21:03.233								
SHELBY Cobra 289 1963															
GTS12															
1.Eric EVERARD															
2.Christophe VAN RIET															
1	1	4:42.444				62.6	4:42.444								
2	1	2:17.460			1:01.453	128.6	6:59.904								
3	1	4:49.373				61.1	11:49.277								
4	1	2:31.354			1:01.904	116.8	14:20.631								
5	1	2:22.379			1:08.225	124.1	16:43.010								
6	1	2:18.629	29.303			127.5	19:01.639								
7	1	2:15.439			1:01.431	130.5	21:17.078								
8	1	2:15.714			1:01.939	130.2	23:32.792								
9	1	2:15.235	28.498			130.7	25:48.027								
10	1	2:13.717			1:00.340	132.2	28:01.744								
11	1	2:19.130				127.0	30:20.874								
12	1	2:13.455			1:00.302	132.4	32:34.329								
13	1	3:52.363			2:39.383	76.1	36:26.692								

128															
1.Steve JONES															
2.Robert BARRIE															
1	1	3:21.377	1:17.838	52.578	1:10.961	87.8	3:21.377								PORSCHE 911 2,0i 1965
2	1	2:33.287	32.498	51.050	1:09.739	115.3	5:54.664								GTS11
3	1	2:32.699	32.282	51.510	1:08.907	115.7	8:27.363								
4	1	2:33.309	34.570	49.509	1:09.230	115.3	11:00.672								
5	1	2:29.891	31.884	49.369	1:08.638	117.9	13:30.563								
6	1	2:29.346	31.889	49.185	1:08.272	118.3	15:59.909								
7	1	2:29.506	31.567	48.757	1:09.182	118.2	18:29.415								
8	1	2:29.645	31.608	48.772	1:09.265	118.1	20:59.060								
9	1	2:27.242	31.341	48.207	1:07.694	120.0	23:26.302								
10	1	2:49.445	31.919	50.920	1:26.606	104.3	26:15.747								
11	1	4:22.184	2:12.812	54.146	1:15.226	67.4	30:37.931								
12	1	2:35.110	32.842	51.982	1:10.286	113.9	33:13.041								
13	1	2:34.690	32.152	50.908	1:11.630	114.2	35:47.731								
14	1	3:13.645	32.349	50.689	1:50.607	91.3	39:01.376								
MG B 1963															
GTS11															
1.Malik KINDE															
1	1	2:59.828	48.020	55.223	1:16.585	98.3	2:59.828								
2	1	2:36.864	33.061	52.131	1:11.672	112.7	5:36.692								
3	1	2:36.489	32.797	51.136	1:12.556	112.9	8:13.181								
4	1	2:33.483	33.047	50.965	1:09.471	115.1	10:46.664								
5	1	2:35.103	34.098	51.045	1:09.960	113.9	13:21.767								
6	1	2:32.396	32.243	51.046	1:09.107	116.0	15:54.163								
7	1	2:35.920	31.787	51.480	1:12.653	113.3	18:30.083								
8	1	2:30.486	32.035	50.182	1:08.269	117.4	21:00.569								
9	1	2:30.608	31.829	49.494	1:09.285	117.3	23:31.177								
10	1	2:30.697	32.661	49.472	1:08.564	117.3	26:01.874								
11	1	2:29.263	31.541	49.181	1:08.541	118.4	28:31.137								
12	1	2:29.128	31.703	49.471	1:07.954	118.5	31:00.265								
13	1	2:29.178	31.968	49.311	1:07.899	118.5	33:29.443								
14	1	2:30.710	32.166	48.889	1:09.655	117.3	36:00.153								
PORSCHE 911 2,0i 1965															
GTS11															
1.Albert WEINZIERL															
2.Jean-Jacques BALLY															
1	1	3:51.941	1:44.542	55.805	1:11.594	76.2	3:51.941								
2	1	2:26.187	32.084	48.120	1:05.983	120.9	6:18.128								
3	1	2:26.129	30.226	48.776	1:07.127	120.9	8:44.257								
4	1	2:25.961	31.577	47.821	1:06.563	121.1	11:10.218								
5	1	5:27.059	31.257	48.225	4:07.577	54.0	16:37.277								
6	1	3:07.334	54.562	53.469	1:19.303	94.3	19:44.611								
7	1	2:41.017	34.945	51.702	1:14.370	109.8	22:25.628								
8	1	2:42.400	34.075	52.558	1:15.767	108.8	25:08.028								
9	1	2:40.506	34.402	51.621	1:14.483	110.1	27:48.534								
10	1	2:37.238	33.848	52.000	1:11.390	112.4	30:25.772								
11	1	2:37.375	33.537	51.899	1:11.939	112.3	33:03.147								
12	1	2:34.058	32.912	50.917	1:10.229	114.7	35:37.205								
JAGUAR Type E 3,8L 1963															
GTS12															
1.Marc-Antoine de LONGEVIALLE															
1	1	3:00.473	51.341	53.119	1:16.013	97.9	3:00.473								
2	1	2:33.279	33.208	49.229	1:10.842	115.3	5:33.752								
3	1	2:26.402	31.465	50.078	1:04.859	120.7	8:00.154								
4	1	2:21.714	29.645	47.834	1:04.235	124.7	10:21.868								



SIXTIES ENDURANCE IMOLA 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
5	1	2:45.151	52.316	47.414	1:05.421	107.0	13:07.019	3	1	2:22.484	30.977	47.520	1:03.987	124.0	8:56.285
6	1	2:19.861	29.494	46.665	1:03.702	126.4	15:26.880	4	1	5:20.531 B	30.661	45.934	4:03.936	55.1	14:16.816
7	1	3:04.244	30.164	1:30.073	1:04.007	95.9	18:31.124	5	1	2:39.404	48.333	47.177	1:03.894	110.9	16:56.220
8	1	2:24.278	31.722	47.732	1:04.824	122.5	20:55.402	6	1	2:18.081	29.235	45.498	1:03.348	128.0	19:14.301
9	1	2:17.402	28.993	45.363	1:03.046	128.6	23:12.804	7	1	2:19.577	29.488	45.868	1:04.221	126.6	21:33.878
10	1	2:34.456	28.858	1:03.230	1:02.368	114.4	25:47.260	8	1	2:18.110	29.507	45.209	1:03.394	128.0	23:51.988
11	1	2:17.881	29.023	46.640	1:02.218	128.2	28:05.141	9	1	7:20.791 B	30.737	46.141	6:03.913	40.1	31:12.779
12	1	2:23.078	29.081	49.745	1:04.252	123.5	30:28.219	10	1	2:48.253	49.673	49.645	1:08.935	105.0	34:01.032
13	1	2:19.839	30.607	45.058	1:04.174	126.4	32:48.058	11	1	2:21.461	30.764	45.711	1:04.986	124.9	36:22.493
14	1	2:29.498	36.286	49.628	1:03.584	118.2	35:17.556								
15	1	2:15.900	29.131	44.629	1:02.140	130.0	37:33.456								

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1. Francisco ALBUQUERQUE

LOTUS Elan 26R 1965
GTS10

1	1	3:51.001	1:56.985	50.376	1:03.640	76.5	3:51.001
2	1	2:20.497	30.058	44.904	1:05.535	125.8	6:11.498
3	1	2:17.535	30.474	45.270	1:01.791	128.5	8:29.033
4	1	2:19.136	32.386	44.492	1:02.258	127.0	10:48.169
5	1	5:25.651 B	33.097	48.336	4:04.218	54.3	16:13.820
6	1	2:30.068	43.050	44.901	1:02.117	117.8	18:43.888
7	1	2:16.498	29.820	44.382	1:02.296	129.5	21:00.386
8	1	2:17.529	29.808	44.590	1:03.131	128.5	23:17.915
9	1	2:17.591	29.777	45.935	1:01.879	128.4	25:35.506
10	1	2:17.700	30.666	44.819	1:02.215	128.3	27:53.206
11	1	2:20.035	32.650	44.918	1:02.467	126.2	30:13.241
12	1	2:18.459	31.146	45.286	1:02.027	127.6	32:31.700
13	1	2:16.875	30.512	44.350	1:02.013	129.1	34:48.575
14	1	2:19.415	30.754	45.426	1:03.235	126.8	37:07.990

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1. Stéphane GUYOT-SIONNEST
2. Amaury LATHAM

AUSTIN HEALEY 100 S 1954
GTS2

1	1	5:13.741	2:39.852	1:04.997	1:28.892	56.3	5:13.741
2	1	3:08.805	41.175	1:02.074	1:25.556	93.6	8:22.546
3	1	6:57.096 B	41.048	57.755	5:18.293	42.4	15:19.642
4	1	3:05.303	52.400	56.599	1:16.304	95.4	18:24.945
5	1	2:47.811	36.743	55.004	1:16.064	105.3	21:12.756
6	1	2:46.903	36.031	54.603	1:16.269	105.9	23:59.659
7	1	2:45.346	35.958	53.708	1:15.680	106.9	26:45.005
8	1	2:43.904	35.359	53.814	1:14.731	107.8	29:28.909
9	1	5:05.149 B	36.704	54.077	3:34.368	57.9	34:34.058
10	1	2:55.094	48.618	53.049	1:13.427	100.9	37:29.152

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1. Franco MEINERS

LOTUS XI 1959
TSRC3B

1	1	6:09.227	4:08.717	54.168	1:06.342	47.9	6:09.227
2	1	2:17.821	30.123	44.978	1:02.720	128.2	8:27.048
3	1	2:18.688	30.894	44.681	1:03.113	127.4	10:45.736
4	1	2:15.840	30.109	44.359	1:01.372	130.1	13:01.576
5	1	2:14.684	28.842	44.134	1:01.708	131.2	15:16.260
6	1	2:14.738	28.675	44.325	1:01.738	131.2	17:30.998
7	1	2:14.647	29.095	44.008	1:01.544	131.2	19:45.645

161

1. Dominique GUENAT
2. Maxime GUENAT

JAGUAR Type E 3.8L 1965
GTS12

1	1	4:06.969	2:04.257	52.871	1:09.841	71.6	4:06.969
2	1	2:26.832	32.344	48.646	1:05.842	120.4	6:33.801