

CLASSIC ENDURANCE RACING 1

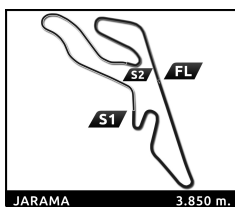
JARAMA CLASSIC

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
3 1.Christian GARDAVOT PORSCHE 911 RS 3,0i 1974 GT1								7	1	1:44.527	40.005	35.081	29.441	132.6	19:48.505
1	1	4:54.540	3:29.569	46.986	37.985	47.1	4:54.540	8	1	1:43.452	39.757	34.891	28.804	134.0	21:31.957
2	1	2:10.773	50.080	44.560	36.133	106.0	7:05.313	9	1	1:43.335	39.389	34.252	29.694	134.1	23:15.292
3	1	2:10.301	49.023	45.020	36.258	106.4	9:15.614	10	1	1:48.571	42.319	36.470	29.782	127.7	25:03.863
4	1	2:10.869	50.703	44.763	35.403	105.9	11:26.483	11	1	2:00.597 B	40.417	37.834	42.346	114.9	27:04.460
5	1	2:07.494	49.415	43.232	34.847	108.7	13:33.977	8 1.Xavier GALANT CHEVRON B16 1970 PROTO 1							
6	1	2:08.545	48.530	43.529	36.486	107.8	15:42.522	2	1	9:35.040	8:18.333	43.002	33.705	24.1	9:35.040
7	1	2:09.074	50.411	43.072	35.591	107.4	17:51.596	2	1	2:04.643	48.697	42.327	33.619	111.2	11:39.683
8	1	2:09.268	48.897	44.569	35.802	107.2	20:00.864	3	1	1:59.455	46.797	39.617	33.041	116.0	13:39.138
9	1	2:08.802	50.266	42.079	36.457	107.6	22:09.666	4	1	1:59.397	45.764	40.275	33.358	116.1	15:38.535
10	1	2:05.887	48.181	42.000	35.706	110.1	24:15.553	5	1	1:59.992	47.109	40.105	32.778	115.5	17:38.527
11	1	2:05.983	47.650	41.888	36.445	110.0	26:21.536	6	1	2:08.678 B	45.216	38.903	44.559	107.7	19:47.205
12	1	2:04.571	47.963	41.574	35.034	111.3	28:26.107	7	1	3:08.941	1:58.678	38.692	31.571	73.4	22:56.146
13	1	2:04.579	47.925	41.819	34.835	111.3	30:30.686	8	1	1:55.245	44.170	39.029	32.046	120.3	24:51.391
4 1.Claudio RODDARO PORSCHE 917 1970 PROTO 1								9	1	1:57.808	44.487	40.130	33.191	117.6	26:49.199
1	1	4:07.333	2:54.603	40.259	32.471	56.0	4:07.333	10	1	2:05.522	49.190	41.346	34.986	110.4	28:54.721
2	1	1:54.969	44.784	38.508	31.677	120.6	6:02.302	11	1	2:00.037	45.812	40.226	33.999	115.5	30:54.758
3	1	1:49.301	41.595	37.118	30.588	126.8	7:51.603	10 1.Franco MEINERS CHEVRON B16 BMW 1971 PROTO 1							
4	1	1:48.569	41.205	36.611	30.753	127.7	9:40.172	1	1	9:59.878	8:48.213	40.291	31.374	23.1	9:59.878
5	1	1:49.132	42.466	36.969	29.697	127.0	11:29.304	2	1	1:49.198	42.592	36.424	30.182	126.9	11:49.076
6	1	1:48.548	42.253	36.416	29.879	127.7	13:17.852	3	1	1:59.573 B	42.099	36.431	41.043	115.9	13:48.649
7	1	1:45.709	40.151	36.184	29.374	131.1	15:03.561	4	1	4:20.709	3:14.980	36.071	29.658	53.2	18:09.358
8	1	1:46.253	41.047	35.698	29.508	130.4	16:49.814	5	1	1:47.041	41.681	35.109	30.251	129.5	19:56.399
9	1	1:46.492	40.266	36.659	29.567	130.2	18:36.306	6	1	1:47.092	41.355	35.622	30.115	129.4	21:43.491
10	1	1:45.812	40.960	35.223	29.629	131.0	20:22.118	7	1	1:49.535	43.044	36.885	29.606	126.5	23:33.026
11	1	1:45.518	40.220	35.480	29.818	131.4	22:07.636	8	1	1:45.688	40.919	35.023	29.746	131.1	25:18.714
12	1	1:46.158	40.844	36.018	29.296	130.6	23:53.794	9	1	1:45.250	40.789	34.889	29.572	131.7	27:03.964
13	1	1:45.169				131.8	25:38.963	10	1	1:49.099	41.165	37.509	30.425	127.0	28:53.063
5 1.Rainer BECKER PORSCHE 911 RSR 3,0i 1975 GT1								11	1	1:48.066	41.514	36.727	29.825	128.3	30:41.129
1	1	4:56.720	3:35.678	44.935	36.107	46.7	4:56.720	12 1.Claude NAHUM FORD GT 40 1968 GT1							
2	1	2:09.864	49.473	44.841	35.550	106.7	7:06.584	1	1	5:38.165	4:13.263	48.715	36.187	41.0	5:38.165
3	1	2:09.795	49.637	44.546	35.612	106.8	9:16.379	2	1	2:05.414	49.464	41.357	34.593	110.5	7:43.579
4	1	2:05.830	50.254	41.643	33.933	110.1	11:22.209	3	1	1:57.670	45.108	40.176	32.386	117.8	9:41.249
5	1	2:03.558	47.685	42.695	33.178	112.2	13:25.767	4	1	2:09.000 B	44.130	41.016	43.854	107.4	11:50.249
6	1	2:03.793	47.382	41.998	34.413	112.0	15:29.560	5	1	3:57.505	2:46.057	39.973	31.475	58.4	15:47.754
7	1	1:57.920	45.573	39.319	33.028	117.5	17:27.480	6	1	1:54.670	44.798	38.116	31.756	120.9	17:42.424
8	1	2:25.027 B	50.169	44.157	50.701	95.6	19:52.507	7	1	1:51.589	42.739	37.908	30.942	124.2	19:34.013
9	1	4:31.391	3:17.711	40.012	33.668	51.1	24:23.898	8	1	1:50.382	42.504	37.341	30.537	125.6	21:24.395
10	1	1:58.854	45.367	40.271	33.216	116.6	26:22.752	9	1	1:50.823	41.880	36.707	32.236	125.1	23:15.218
11	1	1:58.913	46.523	39.581	32.809	116.6	28:21.665	10	1	1:52.967	42.993	39.005	30.969	122.7	25:08.185
12	1	1:56.556	45.081	38.737	32.738	118.9	30:18.221	11	1	1:51.494	42.357	37.590	31.547	124.3	26:59.679
7 1.Toni SEILER LOLA T70 Mk III 1968 PROTO 1								12	1	2:11.111 B	43.872	42.233	45.006	105.7	29:10.790
1	1	7:17.478	6:03.912	40.920	32.646	31.7	7:17.478	14 1.Massimo PEDRAZZI PORSCHE 911 RSR 2,8i 1973 GT1							
2	1	1:49.718	42.105	37.372	30.241	126.3	9:07.196	1	1	5:00.245	3:19.520	1:01.110	39.615	46.2	5:00.245
3	1	1:48.312	40.810	37.307	30.195	128.0	10:55.508	2	1	2:39.861 B	52.500	55.749	51.612	86.7	7:40.106
4	1	1:44.117	39.606	35.357	29.154	133.1	12:39.625	3	1	4:16.647	2:46.955	50.339	39.353	54.0	11:56.753
5	1	1:55.685 B	40.246	35.289	40.150	119.8	14:35.310	4	1	2:19.407	50.364	49.556	39.487	99.4	14:16.160
6	1	3:28.668	2:23.994	35.036	29.638	66.4	18:03.978	5	1	2:17.669	50.549	49.163	37.957	100.7	16:33.829



CLASSIC ENDURANCE RACING 1

JARAMA 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
6	1	2:15.211	51.590	46.520	37.101	102.5	18:49.040
7	1	2:14.539	49.566	47.969	37.004	103.0	21:03.579
8	1	2:14.714	49.885	47.279	37.550	102.9	23:18.293
9	1	2:41.461	54.493	53.075	53.893	85.8	25:59.754
10	1	3:06.747 B	1:07.534	1:02.089	57.124	74.2	29:06.501

18

1. Claude NAHUM
2. Bernard THUNER

LOLA T70 Mk III 1967
PROTO 1

1	1	4:24.095	3:08.956	40.982	34.157	52.5	4:24.095
2	1	1:49.831	43.794	35.933	30.104	126.2	6:13.926
3	1	1:46.130	40.835	35.048	30.247	130.6	8:00.056
4	1	1:47.091	41.562	35.573	29.956	129.4	9:47.147
5	1	2:05.686 B	40.597	39.536	45.553	110.3	11:52.833
6	1	9:13.573	8:08.291	35.784	29.498	25.0	21:06.406
7	1	1:44.208	40.555	34.742	28.911	133.0	22:50.614
8	1	1:42.602	40.121	33.539	28.942	135.1	24:33.216
9	1	1:45.098	39.757	35.177	30.164	131.9	26:18.314
10	1	1:42.556	39.873	33.664	29.019	135.1	28:00.870
11	1	1:56.731 B	39.739	35.701	41.291	118.7	29:57.601

21

1. Detlef VON DER LIECK
2. Ralf KELLENSERS

DE TOMASO Pantera Gr. IV 1971
GT1

1	1	12:48.339	...	46.061	36.272	18.0	12:48.339
2	1	2:04.346	48.015	41.664	34.667	111.5	14:52.685
3	1	1:57.384	44.282	39.951	33.151	118.1	16:50.069
4	1	1:59.186	44.182	39.468	35.536	116.3	18:49.255
5	1	1:59.167	47.654	39.162	32.351	116.3	20:48.422
6	1	1:58.144	44.817	39.767	33.560	117.3	22:46.566
7	1	2:06.367 B	45.079	38.808	42.480	109.7	24:52.933
8	1	2:38.184	1:25.928	40.033	32.223	87.6	27:31.117
9	1	1:55.876	45.203	38.320	32.353	119.6	29:26.993
10	1	1:53.729	43.150	38.680	31.899	121.9	31:20.722

23

1. Charles RUPP
2. Philippe PEAUGER

CHEVRON B16 BMW 1971
PROTO 1

1	1	4:26.660	3:09.530	42.675	34.455	52.0	4:26.660
2	1	1:58.507	46.603	39.687	32.217	117.0	6:25.167
3	1	1:55.168	46.155	37.420	31.593	120.3	8:20.335
4	1	1:51.437	42.886	37.001	31.550	124.4	10:11.772
5	1	1:53.987	44.186	37.272	32.529	121.6	12:05.759
6	1	2:07.235 B	44.357	40.292	42.586	108.9	14:12.994
7	1	4:45.652	3:32.849	39.512	33.291	48.5	18:58.646
8	1	1:59.222	45.430	39.776	34.016	116.3	20:57.868
9	1	1:58.023	45.670	39.194	33.159	117.4	22:55.891
10	1	1:56.658	45.449	38.661	32.548	118.8	24:52.549
11	1	1:57.499	43.998	40.183	33.318	118.0	26:50.048
12	1	2:05.706	48.628	41.454	35.624	110.3	28:55.754
13	1	2:00.530	45.450	41.198	33.882	115.0	30:56.284

28

1. Nick PINK

LOLA T210 FVC 1971
PROTO 1

1	1	6:05.452	4:50.280	41.767	33.405	37.9	6:05.452
2	1	1:55.753	45.308	38.472	31.973	119.7	8:01.205
3	1	1:52.229	44.085	37.856	30.288	123.5	9:53.434
4	1	1:54.776	44.114	39.144	31.518	120.8	11:48.210
5	1	1:49.772	42.481	36.602	30.689	126.3	13:37.982

6	1	1:50.781	41.669	37.230	31.882	125.1	15:28.763
7	1	1:48.917	42.552	36.379	29.986	127.3	17:17.680
8	1	1:47.154	41.305	36.147	29.702	129.3	19:04.834
9	1	1:47.659	40.997	36.881	29.781	128.7	20:52.493
10	1	1:47.167	41.600	36.209	29.358	129.3	22:39.660
11	1	2:02.903 B	41.124	36.033	45.746	112.8	24:42.563
12	1	5:06.053	3:55.508	38.334	32.211	45.3	29:48.616
13	1	1:48.553	41.761	36.857	29.935	127.7	31:37.169

29

1. John EMBERSON
2. Bill WYKEHAM

CHEVRON B19 1971
PROTO 1

1	1	7:11.025	5:55.788	42.796	32.441	32.2	7:11.025
2	1	1:55.245	45.100	39.109	31.036	120.3	9:06.270
3	1	1:53.269	43.141	38.458	31.670	122.4	10:59.539
4	1	1:49.678	42.087	37.367	30.224	126.4	12:49.217
5	1	2:05.762 B	43.879	40.008	41.875	110.2	14:54.979
6	1	4:52.504	3:38.374	42.189	31.941	47.4	19:47.483
7	1	1:54.568	44.022	38.649	31.897	121.0	21:42.051
8	1	1:52.387	42.877	38.358	31.152	123.3	23:34.438
9	1	1:51.706	42.236	38.515	30.955	124.1	25:26.144
10	1	1:52.360	42.765	38.015	31.580	123.4	27:18.504
11	1	2:18.831 B	44.309	43.906	50.616	99.8	29:37.335

31

1. Armand MILLE

CHEVRON B16 BMW 1969
PROTO 1

1	1	5:24.791	3:59.128	50.942	34.721	42.7	5:24.791
2	1	2:06.327	50.191	41.631	34.505	109.7	7:31.118
3	1	2:02.069	47.913	41.054	33.102	113.5	9:33.187
4	1	2:14.590 B	46.245	42.552	45.793	103.0	11:47.777
5	1	3:56.233	2:42.144	40.884	33.205	58.7	15:44.010
6	1	1:59.286	47.420	38.792	33.074	116.2	17:43.296
7	1	1:58.110	45.446	40.610	32.054	117.3	19:41.406
8	1	1:54.226	44.573	38.186	31.467	121.3	21:35.632
9	1	2:05.825 B	43.543	37.938	44.344	110.2	23:41.457
10	1	4:02.177	2:51.790	38.697	31.690	57.2	27:43.634
11	1	1:58.032	44.362	41.280	32.390	117.4	29:41.666
12	1	2:13.668 B	44.284	40.894	48.490	103.7	31:55.334

32

1. Henrique GEMPERLE
2. Marc de SIEBENTHAL

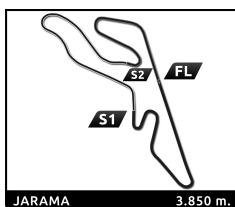
CHEVRON B8 1969
PROTO 1

1	1	5:23.787	4:01.552	46.987	35.248	42.8	5:23.787
2	1	2:04.361	47.991	41.820	34.550	111.4	7:28.148
3	1	2:04.756	49.260	42.010	33.486	111.1	9:32.904
4	1	1:53.865	44.316	38.230	31.319	121.7	11:26.769
5	1	1:55.428	45.488	38.663	31.277	120.1	13:22.197
6	1	2:01.952 B	45.506	37.379	39.067	113.7	15:24.149
7	1	4:27.092	3:16.556	39.095	31.441	51.9	19:51.241
8	1	1:53.585	43.769	38.023	31.793	122.0	21:44.826
9	1	1:54.041	44.742	37.385	31.914	121.5	23:38.867
10	1	1:52.737	43.623	37.855	31.259	122.9	25:31.604
11	1	1:53.097	43.720	37.844	31.533	122.5	27:24.701
12	1	1:55.274	43.796	39.630	31.848	120.2	29:19.975
13	1	2:00.784	45.702	40.290	34.792	114.8	31:20.759

33

1. Richard MILLE
2. Carlos TAVARES

LOLA T70 Mk III B 1969
PROTO 1



CLASSIC ENDURANCE RACING 1

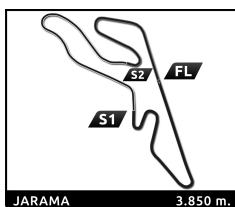
JARAMA CLASSIC

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	5:30.509	4:09.042	45.624	35.843	41.9	5:30.509	9	1	1:58.910	44.912	41.239	32.759	116.6	21:41.889
2	1	1:58.879	46.602	39.937	32.340	116.6	7:29.388	10	1	1:57.229	44.259	39.753	33.217	118.2	23:39.118
3	1	1:52.743	44.350	37.146	31.247	122.9	9:22.131	11	1	1:57.187	44.603	40.135	32.449	118.3	25:36.305
4	1	1:51.868	43.515	37.150	31.203	123.9	11:13.999	12	1	1:57.180	44.429	39.743	33.008	118.3	27:33.485
5	1	1:48.354	41.940	36.408	30.006	127.9	13:02.353	13	1	1:56.223	45.261	38.848	32.114	119.3	29:29.708
6	1	1:47.566	41.695	35.389	30.482	128.9	14:49.919	14	1	2:12.184 B	44.329	39.452	48.403	104.9	31:41.892
7	1	1:48.486	40.869	34.696	32.921	127.8	16:38.405	42 1. Philipp BRUEHWILER CHEVRON B19 FVC 1971 PROTO							
8	1	1:51.148	44.096	36.674	30.378	124.7	18:29.553								
9	1	1:47.299	41.359	36.099	29.841	129.2	20:16.852	1	1	5:30.213	4:02.764	50.877	36.572	42.0	5:30.213
10	1	1:48.540	41.357	36.320	30.863	127.7	22:05.392	2	1	2:02.859	51.400	38.994	32.465	112.8	7:33.072
11	1	1:45.837	41.186	35.093	29.558	131.0	23:51.229	3	1	2:00.697	46.580	42.903	31.214	114.8	9:33.769
12	1	1:48.195	41.614	35.537	31.044	128.1	25:39.424	4	1	1:53.376	45.426	36.991	30.959	122.2	11:27.145
13	1	1:48.576	41.892	36.713	29.971	127.7	27:28.000	5	1	1:48.810	41.998	36.137	30.675	127.4	13:15.955
14	1	1:49.532	40.947	37.246	31.339	126.5	29:17.532	6	1	2:00.378 B	43.455	36.383	40.540	115.1	15:16.333
15	1	1:47.618	41.960	35.110	30.548	128.8	31:05.150	7	1	4:27.136	3:20.734	36.782	29.620	51.9	19:43.469
35 1. Gianluca RATTAZZI 2. Emanuele PIRRO ALFA ROMEO T33/3 1969 PROTO 1								8	1	1:46.451	41.500	35.463	29.488	130.2	21:29.920
								9	1	1:44.518	40.083	34.607	29.828	132.6	23:14.438
1	1	6:25.426	4:56.364	49.559	39.503	36.0	6:25.426	10	1	1:51.382	43.163	38.368	29.851	124.4	25:05.820
2	1	2:19.380	55.696	45.281	38.403	99.4	8:44.806	11	1	1:43.792	39.512	34.685	29.595	133.5	26:49.612
3	1	2:19.935	54.584	47.646	37.705	99.0	11:04.741	12	1	2:37.136 B	1:09.411	43.688	44.037	88.2	29:26.748
4	1	2:13.151	50.189	46.162	36.800	104.1	13:17.892	48 1. Peter VÖGELE PORSCHE 908/3 1969 PROTO 1							
5	1	2:31.531 B	52.194	44.714	54.623	91.5	15:49.423								
6	1	4:16.674	3:05.399	40.275	31.000	54.0	20:06.097	1	1	4:51.989	3:31.912	45.534	34.543	47.5	4:51.989
7	1	1:49.789	43.442	36.551	29.796	126.2	21:55.886	2	1	1:58.620	46.202	39.862	32.556	116.8	6:50.609
8	1	1:44.971	40.588	34.937	29.446	132.0	23:40.857	3	1	1:56.847	44.816	39.414	32.617	118.6	8:47.456
9	1	1:49.732	43.241	36.811	29.680	126.3	25:30.589	4	1	2:06.852 B	46.772	38.920	41.160	109.3	10:54.308
10	1	1:56.069 B	40.531	35.998	39.540	119.4	27:26.658	5	1	4:44.862	3:32.434	39.868	32.560	48.7	15:39.170
37 1. David TOMLIN LOLA T210 FVC 1970 PROTO 1								6	1	1:59.905	50.361	37.989	31.555	115.6	17:39.075
								7	1	1:52.679	42.871	38.278	31.530	123.0	19:31.754
1	1	4:02.008	2:46.525	42.382	33.101	57.3	4:02.008	8	1	1:51.153	42.843	37.120	31.190	124.7	21:22.907
2	1	2:01.079	46.209	41.183	33.687	114.5	6:03.087	9	1	1:50.679	42.450	37.000	31.229	125.2	23:13.586
3	1	2:05.910 B	44.303	39.748	41.859	110.1	8:08.997	10	1	1:54.397	43.334	39.628	31.435	121.2	25:07.983
4	1	3:32.793	2:23.171	37.693	31.929	65.1	11:41.790	11	1	1:52.739	43.263	37.556	31.920	122.9	27:00.722
5	1	1:48.623	43.132	35.677	29.814	127.6	13:30.413	12	1	1:54.822	43.515	39.744	31.563	120.7	28:55.544
6	1	1:47.154	41.468	35.730	29.956	129.3	15:17.567	13	1	2:00.094 B	42.177	37.841	40.076	115.4	30:55.638
7	1	1:43.073	39.885	33.968	29.220	134.5	17:00.640	52 1. Driver1							
8	1	1:57.903 B	40.129	36.694	41.080	117.6	18:58.543								
9	1	3:27.238	2:22.546	35.235	29.457	66.9	22:25.781	1	1	5:28.342	3:57.591	52.150	38.601	42.2	5:28.342
10	1	1:42.973	39.000	35.016	28.957	134.6	24:08.754	2	1	2:15.312	53.634	45.305	36.373	102.4	7:43.654
11	1	1:43.535	39.440	34.750	29.345	133.9	25:52.289	3	1	2:09.502	49.948	43.676	35.878	107.0	9:53.156
12	1	1:43.987	39.863	34.695	29.429	133.3	27:36.276	4	1	2:08.451	48.951	44.159	35.341	107.9	12:01.607
13	1	2:07.932	48.062	49.599	30.271	108.3	29:44.208	5	1	2:10.571	48.208	46.963	35.400	106.1	14:12.178
14	1	2:12.748 B	47.592	38.337	46.819	104.4	31:56.956	6	1	2:05.658	48.473	42.664	34.521	110.3	16:17.836
40 1. Patrick BIEHLER PORSCHE 911 RSR 3,0l 1974 GT1								7	1	2:15.074	55.875	44.503	34.696	102.6	18:32.910
								8	1	2:02.574	47.274	41.004	34.296	113.1	20:35.484
1	1	5:22.089	4:00.437	46.955	34.697	43.0	5:22.089	9	1	2:21.661 B	47.289	43.233	51.139	97.8	22:57.145
2	1	2:05.667	47.696	42.067	35.904	110.3	7:27.756	10	1	3:52.121	2:34.039	43.115	34.967	59.7	26:49.266
3	1	2:05.077	48.958	42.046	34.073	110.8	9:32.833	11	1	2:11.858	51.787	44.369	35.702	105.1	29:01.124
4	1	2:05.933	49.546	42.494	33.893	110.1	11:38.766	12	1	2:04.594	46.953	42.892	34.749	111.2	31:05.718
5	1	2:02.198	46.705	41.195	34.298	113.4	13:40.964	58 1. Urs BECK PORSCHE 911 RSR 3,0l 1974 GT1							
6	1	2:02.016	48.413	40.943	32.660	113.6	15:42.980								
7	1	1:59.376	45.564	40.809	33.003	116.1	17:42.356	1	1	22:05.472	...	38.146	31.470	10.5	22:05.472
8	1	2:00.623	46.112	41.332	33.179	114.9	19:42.979								



CLASSIC ENDURANCE RACING 1

JARAMA 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	1:52.405	44.171	37.568	30.666	123.3	23:57.877	3	1	1:50.484	43.284	36.753	30.447	125.4	12:20.292
3	1	1:48.792	42.234	36.374	30.184	127.4	25:46.669	4	1	2:02.567 B	41.432	36.356	44.779	113.1	14:22.859
4	1	1:48.328	41.834	35.950	30.544	127.9	27:34.997	5	1	5:05.322	3:50.561	41.114	33.647	45.4	19:28.181
5	1	1:51.288	43.441	36.746	31.101	124.5	29:26.285	6	1	1:53.589	43.562	38.439	31.588	122.0	21:21.770
6	1	2:07.933 B	42.741	42.734	42.458	108.3	31:34.218	7	1	1:51.220	42.609	37.158	31.453	124.6	23:12.990

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1.Thomas STUDER

McLaren M6 GT 1969
PROTO 1

1	1	5:09.510	3:45.993	46.667	36.850	44.8	5:09.510
2	1	2:08.300	50.847	42.461	34.992	108.0	7:17.810
3	1	1:59.871	48.345	39.934	31.592	115.6	9:17.681
4	1	1:52.095	44.075	37.598	30.422	123.6	11:09.776
5	1	2:07.211 B	45.007	39.217	42.987	109.0	13:16.987
6	1	3:16.330	2:07.991	37.090	31.249	70.6	16:33.317
7	1	1:55.269	42.823	41.155	31.291	120.2	18:28.586
8	1	1:47.214	41.214	36.190	29.810	129.3	20:15.800
9	1	1:50.689	42.776	36.974	30.939	125.2	22:06.489
10	1	1:49.857	41.555	37.213	31.089	126.2	23:56.346
11	1	1:47.778	41.418	35.663	30.697	128.6	25:44.124
12	1	1:48.529	41.447	36.147	30.935	127.7	27:32.653
13	1	1:49.074	42.370	36.114	30.590	127.1	29:21.727
14	1	1:48.750	42.850	35.866	30.034	127.4	31:10.477

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1.Afschin FATENI

1	1	7:14.338	5:56.209	44.182	33.947	31.9	7:14.338
2	1	2:02.881	47.919	42.285	32.677	112.8	9:17.219
3	1	1:58.764	46.553	38.860	33.351	116.7	11:15.983
4	1	1:53.950	43.686	38.649	31.615	121.6	13:09.933
5	1	1:53.125	43.614	37.783	31.728	122.5	15:03.058
6	1	1:52.408	43.868	37.272	31.268	123.3	16:55.466
7	1	1:53.551	43.384	37.344	32.823	122.1	18:49.017
8	1	2:05.354 B	43.982	37.733	43.639	110.6	20:54.371
9	1	3:33.163	2:23.742	37.383	32.038	65.0	24:27.534
10	1	2:15.216	43.009	58.715	33.492	102.5	26:42.750
11	1	1:55.267	44.730	38.785	31.752	120.2	28:38.017
12	1	1:55.521	43.647	40.081	31.793	120.0	30:33.538

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1.Maurizio BIANCO

CHEVRON B19 FVC 1971
PROTO 1

1	1	7:24.075	6:13.589			31.2	7:24.075
2	1	1:47.678	41.211			128.7	9:11.753
3	1	1:45.584	38.641			131.3	10:57.337
4	1	1:52.666 B	38.507			123.0	12:50.003
5	1	4:22.959	3:18.581			52.7	17:12.962
6	1	1:41.596	38.913			136.4	18:54.558
7	1	1:40.755	39.348			137.6	20:35.313
8	1	1:39.065	38.405			139.9	22:14.378
9	1	1:49.422 B	38.735	33.451	37.236	126.7	24:03.800
10	1	4:26.967	3:11.029			51.9	28:30.767
11	1	1:44.170	40.707			133.1	30:14.937

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1.Michel LECOURT
2.Raymond NARAC

PORSCHE 911 RSR 3,0l 1974
GT1

1	1	8:23.368	6:57.940	47.780	37.648	27.5	8:23.368
2	1	2:06.440	50.899	44.348	31.193	109.6	10:29.808