

CLASSIC ENDURANCE RACING 1

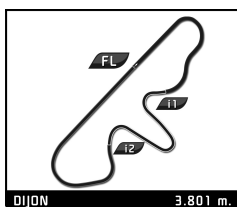
GRAND PRIX DE L'AGE D'OR

QUALIFYING 2

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed
2 1.Sandy WATSON 2.Martin O'CONNELL CHEVRON B8 FVA 1968 P-2L								3	1	1:36.244	26.364	35.774	34.106	142.2	7:58.176
1	1	2:47.940	1:30.829	38.286	38.825	81.5	2:47.940	4	1	1:35.352	26.607	35.109	33.636	143.5	9:33.528
2	1	1:34.292	29.022	33.556	31.714	145.1	4:22.232	5	1	1:36.378	26.802	35.292	34.284	142.0	11:09.906
3	1	1:29.823	25.076	33.070	31.677	152.3	5:52.055	6	1	2:30.743 B	27.642	35.132	1:27.969	90.8	13:40.649
4	1	1:29.761	24.684	33.225	31.852	152.4	7:21.816	7	1	1:40.487	32.752	33.834	33.901	136.2	15:21.136
5	1	1:29.263	24.863	32.228	32.172	153.3	8:51.079	8	1	1:32.829	25.336	33.924	33.569	147.4	16:53.965
6	1	1:31.355	24.720	33.664	32.971	149.8	10:22.434	9	1	2:22.044 B	26.950	38.346	1:16.748	96.3	19:16.009
7	1	1:30.817	25.283	33.451	32.083	150.7	11:53.251	10	1	1:39.541	31.823	34.580	33.138	137.5	20:55.550
8	1	1:31.423	25.670	33.013	32.740	149.7	13:24.674	11	1	1:31.169	25.345	33.164	32.660	150.1	22:26.719
9	1	1:30.825	25.680	32.622	32.523	150.7	14:55.499	12	1	1:31.324	25.098	33.403	32.823	149.8	23:58.043
10	1	1:30.995	25.623	32.552	32.820	150.4	16:26.494	13	1	1:32.513	26.154	33.329	33.030	147.9	25:30.556
4 1.Claudio RODDARO PORSCH 917 1970 P+2L								14	1	1:32.853	24.911	34.456	33.486	147.4	27:03.409
1	1	2:07.574	59.187	35.253	33.134	107.3	2:07.574	15	1	1:37.086	24.936	36.478	35.672	140.9	28:40.495
2	1	1:29.342	25.199	32.540	31.603	153.2	3:36.916	16	1	1:32.656	25.318	34.173	33.165	147.7	30:13.151
3	1	1:28.543	25.502	32.485	30.556	154.5	5:05.459	14 1.Mauro POPONCINI LOLA T212 1971 P-2L							
4	1	1:27.546	25.012	32.142	30.392	156.3	6:33.005	1	1	2:26.792	1:16.300	36.427	34.065	93.2	2:26.792
5	1	1:27.926	25.153	32.261	30.512	155.6	8:00.931	2	1	1:39.464	28.561	36.844	34.059	137.6	4:06.256
6	1	1:28.492	25.851	32.123	30.518	154.6	9:29.423	3	1	1:31.850	26.125	33.505	32.220	149.0	5:38.106
7	1	1:27.805	24.591	32.094	31.120	155.8	10:57.228	4	1	1:33.059	25.542	34.491	33.026	147.0	7:11.165
8	1	1:26.284	24.335	31.419	30.530	158.6	12:23.512	5	1	1:32.125	25.408	34.565	32.152	148.5	8:43.290
9	1	1:28.713	25.014	32.462	31.237	154.2	13:52.225	6	1	1:31.033	25.398	32.668	32.967	150.3	10:14.323
10	1	1:27.448	24.536	32.123	30.789	156.5	15:19.673	7	1	1:31.636	26.046	32.910	32.680	149.3	11:45.959
11	1	1:29.604	25.396	33.073	31.135	152.7	16:49.277	8	1	1:31.786	25.841	33.874	32.071	149.1	13:17.745
12	1	1:27.593	24.750	32.233	30.610	156.2	18:16.870	9	1	3:38.510 B	26.331	33.119	2:39.060	62.6	16:56.255
13	1	2:59.667 B	24.858	32.538	2:02.271	76.2	21:16.537	10	1	1:38.954	32.785	33.536	32.633	138.3	18:35.209
14	1	1:34.772	31.890	32.158	30.724	144.4	22:51.309	11	1	1:31.826	25.229	32.910	33.687	149.0	20:07.035
15	1	1:26.572	24.768	31.492	30.312	158.1	24:17.881	12	1	1:32.616	27.373	32.988	32.255	147.7	21:39.651
16	1	1:25.632	24.160	31.371	30.101	159.8	25:43.513	13	1	1:32.547	27.072	33.260	32.215	147.9	23:12.198
17	1	1:26.479	23.991	32.209	30.279	158.2	27:09.992	14	1	1:30.933	25.471	32.685	32.777	150.5	24:43.131
18	1	1:25.559	23.868	31.590	30.101	159.9	28:35.551	15	1	1:30.113	25.293	33.170	31.650	151.8	26:13.244
19	1	1:27.230	24.635	32.111	30.484	156.9	30:02.781	16	1	1:33.076	27.705	33.187	32.184	147.0	27:46.320
7 1.Toni SEILER LOLA T70 Mk III 1968 P+2L								17	1	1:30.300	25.214	32.629	32.457	151.5	29:16.620
1	1	1:54.745	44.869	37.251	32.625	119.3	1:54.745	18	1	1:31.078	25.190	33.634	32.254	150.2	30:47.698
2	1	1:29.531	25.089	33.278	31.164	152.8	3:24.276	15 1.John EMBERSON 2.Bill WYKEHAM CHEVRON B19 1971 P-2L							
3	1	1:31.607	26.391	33.951	31.265	149.4	4:55.883	1	1	2:46.284	1:37.997	34.408	33.879	82.3	2:46.284
4	1	2:51.666 B	26.095	33.675	1:51.896	79.7	7:47.549	2	1	1:33.711	26.457	34.666	32.588	146.0	4:19.995
5	1	1:33.532	29.712	32.814	31.006	146.3	9:21.081	3	1	1:30.705	25.911	33.088	31.706	150.9	5:50.700
6	1	1:28.616	24.781	32.442	31.393	154.4	10:49.697	4	1	1:31.865	25.520	34.730	31.615	149.0	7:22.565
7	1	1:28.451	25.219	32.570	30.662	154.7	12:18.148	5	1	1:29.285	24.900	32.898	31.487	153.3	8:51.850
8	1	4:31.781 B	26.292	35.222	3:30.267	50.3	16:49.929	6	1	1:31.653	25.179	33.322	33.152	149.3	10:23.503
9	1	1:38.357	33.612	32.931	31.814	139.1	18:28.286	7	1	5:23.624 B	24.928	33.056	4:25.640	42.3	15:47.127
10	1	1:28.294	24.744	32.764	30.786	155.0	19:56.580	8	1	1:35.938	31.144	32.818	31.976	142.6	17:23.065
11	1	1:29.563	25.925	32.644	30.994	152.8	21:26.143	9	1	1:30.379	24.556	32.249	33.574	151.4	18:53.444
12	1	1:28.748	24.935	32.914	30.899	154.2	22:54.891	10	1	1:27.329	24.400	32.013	30.916	156.7	20:20.773
13	1	1:28.606	24.277	32.919	31.410	154.4	24:23.497	11	1	1:27.825	24.608	32.439	30.778	155.8	21:48.598
8 1.Xavier GALANT 2.Olivier TANCOGNE CHEVRON B16 FVC 1970 P-2L								12	1	1:28.046	24.564	32.173	31.309	155.4	23:16.644
1	1	4:39.111	3:22.430	39.840	36.841	49.0	4:39.111	13	1	1:27.966	24.198	31.941	31.827	155.6	24:44.610
2	1	1:42.821	29.982	36.251	36.588	133.1	6:21.932	14	1	1:27.420	24.266	32.130	31.024	156.5	26:12.030
20 1.David HART 2.Nicky PASTORELLI LOLA T70 Mk III B 1969 P+2L								15	1	1:25.718	24.241	31.099	30.378	159.6	27:37.748



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GRAND PRIX DE L'AGE D'OR

QUALIFYING 2

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed
1	1	1:57.812	51.427	34.199	32.186	116.1	1:57.812	11	1	1:32.037	25.517	33.471	33.049	148.7	17:58.940
2	1	7:53.764 B	27.290	33.941	6:52.533	28.9	9:51.576	12	1	3:31.308 B	25.653	33.156	2:32.499	64.8	21:30.248
3	1	1:38.599	34.061	32.619	31.919	138.8	11:30.175	13	1	1:44.893	34.626	35.076	35.191	130.5	23:15.141
4	1	10:52.756 B	26.112	33.819	9:52.825	21.0	22:22.931	14	1	1:35.867	27.544	34.128	34.195	142.7	24:51.008
5	1	1:38.896	33.217	33.061	32.618	138.4	24:01.827	15	1	1:36.230	27.183	34.063	34.984	142.2	26:27.238

21	1. Detlef VON DER LIECK 2. Ralf KELLENERS	DE TOMASO Pantera Gr. IV 1971 GT1
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1	1	2:18.156	1:12.178	33.372	32.606	99.0	2:18.156
2	1	1:31.143	25.596	33.314	32.233	150.1	3:49.299
3	1	4:28.111 B	26.889	35.804	3:25.418	51.0	8:17.410
4	1	1:40.540	34.796	33.455	32.289	136.1	9:57.950
5	1	1:29.824	25.853	32.243	31.728	152.3	11:27.774
6	1	1:29.485	24.978			152.9	12:57.259
7	1	1:29.275			31.733	153.3	14:26.534
8	1	7:11.497 B				31.7	21:38.031
9	1	1:46.120			34.094	128.9	23:24.151
10	1	1:36.840	28.383	34.523	33.934	141.3	25:00.991
11	1	1:41.123			34.891	135.3	26:42.114
12	1	1:39.140	28.340	36.055	34.745	138.0	28:21.254
13	1	1:38.451	28.660	34.946	34.845	139.0	29:59.705
14	1	1:38.853	29.467	34.883	34.503	138.4	31:38.558

22	1. Romain BELLETESTE 2. Jean-Marie BELLETESTE	CHEVRON B21 FVC 1971 P-2L
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1	1	2:59.456	1:45.272	38.990	35.194	76.3	2:59.456
2	1	1:36.500	28.530	33.903	34.067	141.8	4:35.956
3	1	1:31.974	26.894	32.688	32.392	148.8	6:07.930
4	1	1:31.808	26.054	33.330	32.424	149.0	7:39.738
5	1	1:31.204	26.079	32.377	32.748	150.0	9:10.942
6	1	2:58.508 B	26.593	37.708	1:54.207	76.7	12:09.450
7	1	1:53.351	36.708	39.052	37.591	120.7	14:02.801
8	1	1:32.351	26.045	32.412	33.894	148.2	15:35.152
9	1	1:31.568	26.227	33.015	32.326	149.4	17:06.720
10	1	1:29.870	25.631	32.422	31.817	152.3	18:36.590
11	1	1:29.722	25.186	32.341	32.195	152.5	20:06.312
12	1	1:29.907	25.555	32.407	31.945	152.2	21:36.219
13	1	1:30.592	25.546	32.901	32.145	151.0	23:06.811
14	1	1:34.560	27.190	34.966	32.404	144.7	24:41.371
15	1	1:30.422	25.900	32.721	31.801	151.3	26:11.793
16	1	1:41.168	29.236	38.242	33.690	135.3	27:52.961
17	1	1:30.549	26.098	32.469	31.982	151.1	29:23.510
18	1	1:30.122	25.836	32.724	31.562	151.8	30:53.632

23	1. Charles RUPP 2. Philippe PEAUGER	CHEVRON B16 BMW 1971 P-2L
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1	1	2:27.736	1:17.715	35.633	34.388	92.6	2:27.736
2	1	1:35.171	26.712	34.611	33.848	143.8	4:02.907
3	1	1:33.247	26.483	33.279	33.485	146.7	5:36.154
4	1	1:33.518	25.745	34.402	33.371	146.3	7:09.672
5	1	1:34.109	26.338	33.988	33.783	145.4	8:43.781
6	1	1:32.240	25.968	33.170	33.102	148.3	10:16.021
7	1	1:33.727	25.580	34.986	33.161	146.0	11:49.748
8	1	1:32.795	25.470	34.355	32.970	147.5	13:22.543
9	1	1:31.978	25.668	33.090	33.220	148.8	14:54.521
10	1	1:32.382	25.576	33.213	33.593	148.1	16:26.903

25	1. Xavier MICHERON	HOWMET TX 1968 P+2L
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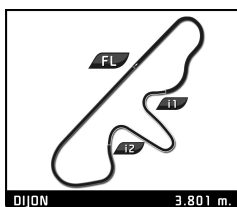
1	1	2:51.084	1:38.840	36.727	35.517	80.0	2:51.084
2	1	1:39.305	28.446	35.887	34.972	137.8	4:30.389
3	1	1:36.280	26.960	34.714	34.606	142.1	6:06.669
4	1	2:57.136 B	26.484	34.903	1:55.749	77.2	9:03.805
5	1	1:43.163	33.296	34.798	35.069	132.6	10:46.968
6	1	1:36.060	26.483	35.597	33.980	142.4	12:23.028
7	1	1:35.212	26.837	34.423	33.952	143.7	13:58.240
8	1	1:35.699	26.113	35.996	33.590	143.0	15:33.939

31	1. Armand MILLE	CHEVRON B16 BMW 1969 P-2L
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1	1	2:31.860	1:23.303	35.218	33.339	90.1	2:31.860
2	1	1:33.938	25.296	34.635	34.007	145.7	4:05.798
3	1	1:30.863	25.185	32.880	32.798	150.6	5:36.661
4	1	1:34.871	25.526	35.713	33.632	144.2	7:11.532
5	1	1:34.703	25.321	35.111	34.271	144.5	8:46.235
6	1	1:33.201	26.794	33.438	32.969	146.8	10:19.436
7	1	1:31.436	24.974	33.063	33.399	149.7	11:50.872
8	1	1:32.774	25.119	34.394	33.261	147.5	13:23.646
9	1	1:31.886	25.652	33.044	33.190	148.9	14:55.532
10	1	1:32.403	25.940	33.260	33.203	148.1	16:27.935
11	1	1:31.870	25.277	33.263	33.330	148.9	17:59.805
12	1	1:32.950	25.187	33.222	34.541	147.2	19:32.755
13	1	1:32.288	25.197	33.252	33.839	148.3	21:05.043
14	1	1:31.792	24.839	33.371	33.582	149.1	22:36.835
15	1	1:32.195	25.603	33.207	33.385	148.4	24:09.030
16	1	1:31.356	25.078	33.104	33.174	149.8	25:40.386
17	1	1:33.139	25.899	33.762	33.478	146.9	27:13.525
18	1	1:30.847	25.098	32.760	32.989	150.6	28:44.372
19	1	1:30.872	24.710	33.392	32.770	150.6	30:15.244

33	1. Richard MILLE 2. Carlos TAVARES	LOLA T70 Mk III B 1969 P+2L
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1	1	2:04.611	57.223	35.191	32.197	109.8	2:04.611
2	1	1:32.038	26.467	33.904	31.667	148.7	3:36.649
3	1	1:29.798	25.178	33.683	30.937	152.4	5:06.447
4	1	1:29.112	24.980	33.047	31.085	153.6	6:35.559
5	1	1:29.577	25.574	33.298	30.705	152.8	8:05.136
6	1	1:28.847	24.881	32.761	31.205	154.0	9:33.983
7	1	1:27.914	24.848	32.544	30.522	155.6	11:01.897
8	1	1:29.535	25.783	32.891	30.861	152.8	12:31.432
9	1	1:28.211	25.002	32.575	30.634	155.1	13:59.643
10	1	1:30.682	25.416	34.143	31.123	150.9	15:30.325
11	1	1:30.636	25.581	33.453	31.602	151.0	17:00.961
12	1	1:28.207	25.027	32.810	30.370	155.1	18:29.168



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QUALIFYING 2

Analysis

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Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed
13	1	3:38.217 B	26.089	33.243	2:38.885	62.7	22:07.385	11	1	1:37.461	27.420	35.534	34.507	140.4	18:30.091
14	1	1:37.635	33.700	33.245	30.690	140.2	23:45.020	12	1	1:36.571	27.002	34.542	35.027	141.7	20:06.662
15	1	1:28.070	24.401	32.785	30.884	155.4	25:13.090	13	1	1:37.584	27.417	35.252	34.915	140.2	21:44.246
16	1	1:28.332	24.102	32.975	31.255	154.9	26:41.422	14	1	1:36.529	27.017	34.724	34.788	141.8	23:20.775
17	1	1:26.649	24.195	32.224	30.230	157.9	28:08.071	15	1	1:38.106	28.201	35.094	34.811	139.5	24:58.881
18	1	1:29.563	24.732	33.508	31.323	152.8	29:37.634	16	1	4:07.445 B	31.915	38.457	2:57.073	55.3	29:06.326
19	1	1:27.645	24.782	32.492	30.371	156.1	31:05.279								

37

1. David TOMLIN

LOLA T210 FVC 1970
P-2L

1	1	3:04.974	1:54.594	35.938	34.442	74.0	3:04.974
2	1	1:31.359	25.572	32.060	33.727	149.8	4:36.333
3	1	1:28.534	25.161	31.113	32.260	154.6	6:04.867
4	1	1:26.020	24.312	30.914	30.794	159.1	7:30.887
5	1	2:39.721 B	28.226	37.520	1:33.975	85.7	10:10.608
6	1	1:37.152	32.064	33.435	31.653	140.8	11:47.760
7	1	1:27.593	24.350	32.147	31.096	156.2	13:15.353
8	1	1:26.088	24.217	30.918	30.953	158.9	14:41.441
9	1	1:25.411	23.928	30.737	30.746	160.2	16:06.852
10	1	1:25.406	23.905	30.705	30.796	160.2	17:32.258
11	1	2:32.660 B	24.321	31.579	1:36.760	89.6	20:04.918
12	1	1:38.750	30.028	35.131	33.591	138.6	21:43.668
13	1	1:30.822	24.178	33.438	33.206	150.7	23:14.490
14	1	1:33.304	24.237	35.729	33.338	146.7	24:47.794
15	1	1:26.108	24.326	31.459	30.323	158.9	26:13.902
16	1	1:30.685	26.102	33.570	31.013	150.9	27:44.587
17	1	1:27.393	23.756	31.221	32.416	156.6	29:11.980

39

1. Alfred STREBEL

CHEVROLET Corvette 1969
GT1

1	1	2:25.365	1:11.987	37.855	35.523	94.1	2:25.365
2	1	1:41.251	28.839	37.252	35.160	135.1	4:06.616
3	1	1:40.822	28.950	36.540	35.332	135.7	5:47.438
4	1	1:41.121	28.581	37.500	35.040	135.3	7:28.559
5	1	1:39.629	28.599	36.612	34.418	137.3	9:08.188
6	1	2:57.788 B	28.466	36.809	1:52.513	77.0	12:05.976
7	1	1:49.351	35.706	36.682	36.963	125.1	13:55.327
8	1	1:39.697	27.928	37.033	34.736	137.3	15:35.024
9	1	1:39.704	28.656	36.372	34.676	137.2	17:14.728
10	1	1:39.743	28.008	36.494	35.241	137.2	18:54.471
11	1	1:39.716	28.739	36.132	34.845	137.2	20:34.187
12	1	1:38.550	27.396	36.836	34.318	138.8	22:12.737
13	1	1:42.421	29.099	38.097	35.225	133.6	23:55.158

40

1. Patrick BIEHLER

PORSCHE 911 RSR 3,0i 1974
GT1

1	1	2:09.614	57.707	36.220	35.687	105.6	2:09.614
2	1	1:38.223	27.589	35.236	35.398	139.3	3:47.837
3	1	1:40.712	27.629	35.870	37.213	135.9	5:28.549
4	1	1:39.458	28.124	35.461	35.873	137.6	7:08.007
5	1	1:39.037	27.797	35.977	35.263	138.2	8:47.044
6	1	1:37.438	27.241	34.944	35.253	140.4	10:24.482
7	1	1:37.905	28.260	34.580	35.065	139.8	12:02.387
8	1	1:36.985	27.171	35.089	34.725	141.1	13:39.372
9	1	1:36.709	27.131	34.892	34.686	141.5	15:16.081
10	1	1:36.549	27.255	34.078	35.216	141.7	16:52.630

42

1. Philipp BRUEHWILER

CHEVRON B19 FVC 1971
P-2L

1	1	1:46.271	39.414	35.758	31.099	128.8	1:46.271
2	1	1:33.356	24.842	35.026	33.488	146.6	3:19.627
3	1	1:24.366	23.642	30.796	29.928	162.2	4:43.993
4	1	1:25.451	24.826	30.535	30.090	160.1	6:09.444
5	1	1:25.427	24.665	30.956	29.806	160.2	7:34.871
6	1	1:25.117	23.492	31.493	30.132	160.8	8:59.988
7	1	1:23.746	23.117	30.928	29.701	163.4	10:23.734
8	1	1:26.635	23.896	32.624	30.115	157.9	11:50.369
9	1	1:24.840	22.872	31.349	30.619	161.3	13:15.209
10	1	1:23.100	22.869	30.636	29.595	164.7	14:38.309
11	1	1:23.158	22.672	30.546	29.940	164.5	16:01.467

44

1. Patrick GUILLAUME-SCHA
2. Pascal RAJON

CHEVROLET Corvette C3 1969
GT1

1	1	2:13.685	1:01.438	36.860	35.387	102.4	2:13.685
2	1	1:39.811	29.297	36.109	34.405	137.1	3:53.496
3	1	1:38.775	28.841	35.505	34.429	138.5	5:32.271
4	1	1:40.570	28.324	36.745	35.501	136.1	7:12.841
5	1	1:38.621	28.571	35.567	34.483	138.7	8:51.462
6	1	1:39.325	29.275	35.807	34.243	137.8	10:30.787
7	1	1:38.311	27.901	35.275	35.135	139.2	12:09.098
8	1	1:38.154	28.512	35.453	34.189	139.4	13:47.252
9	1	1:36.895	28.231	35.122	33.542	141.2	15:24.147
10	1	3:13.903 B	29.093	37.161	2:07.649	70.6	18:38.050
11	1	1:50.149	34.966	38.755	36.428	124.2	20:28.199
12	1	1:42.734	29.806	37.522	35.406	133.2	22:10.933
13	1	1:44.014	30.500	38.045	35.469	131.6	23:54.947
14	1	1:42.466	29.434	37.691	35.341	133.5	25:37.413
15	1	1:40.590	28.808	36.870	34.912	136.0	27:18.003
16	1	1:41.126	29.104	36.913	35.109	135.3	28:59.129
17	1	1:41.654	29.133	37.435	35.086	134.6	30:40.783

45

1. Pierre AVIRON-VIOLET
2. Jean-Pierre LESTRADE

CHEVRON B8 1969
P-2L

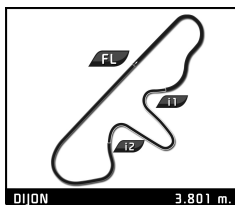
1	1	3:23.364	2:04.980	40.414	37.970	67.3	3:23.364
2	1	1:38.636	28.581	35.678	34.377	138.7	5:02.000
3	1	1:36.882	26.593	35.651	34.638	141.2	6:38.882
4	1	1:40.333	27.346	36.817	36.170	136.4	8:19.215
5	1	1:40.257	27.996	35.860	36.401	136.5	9:59.472
6	1	1:37.463	27.008	35.827	34.628	140.4	11:36.935
7	1	1:42.086	26.955	36.854	38.277	134.0	13:19.021

47

1. Jacques ROUCOLLE
2. Joseph ZAGO

CHEVRON B 16 FVC 1970
P-2L

1	1	2:46.384	1:28.192	39.621	38.571	82.2	2:46.384
2	1	1:35.523	28.423	33.817	33.283	143.2	4:21.907
3	1	1:32.463	27.019	33.036	32.408	148.0	5:54.370



CLASSIC ENDURANCE RACING 1

GRAND PRIX DE L'AGE D'OR

QUALIFYING 2

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed
4	1	1:34.428	25.291	34.569	34.568	144.9	7:28.798	3	1	1:36.322	26.333	35.848	34.141	142.1	5:54.939
5	1	1:34.997	26.686	35.325	32.986	144.0	9:03.795	4	1	1:34.506	26.153	34.175	34.178	144.8	7:29.445
6	1	1:31.869	25.904	32.789	33.176	148.9	10:35.664	5	1	1:36.431	27.974	34.743	33.714	141.9	9:05.876
7	1	1:33.672	26.014	33.444	34.214	146.1	12:09.336	6	1	1:33.980	26.106	34.182	33.692	145.6	10:39.856
8	1	1:33.673	27.242	34.072	32.359	146.1	13:43.009	7	1	1:34.822	25.985	35.302	33.535	144.3	12:14.678
9	1	1:33.835	25.606	34.834	33.395	145.8	15:16.844	8	1	4:25.577 B	27.720	39.107	3:18.750	51.5	16:40.255
10	1	1:37.403	27.164	36.348	33.891	140.5	16:54.247	9	1	1:56.383	40.204	39.575	36.604	117.6	18:36.638
11	1	1:31.314	26.242	33.303	31.769	149.9	18:25.561	10	1	1:40.614	27.818	37.443	35.353	136.0	20:17.252
12	1	1:29.785	25.056	32.729	32.000	152.4	19:55.346	11	1	1:39.882	27.532	37.425	34.925	137.0	21:57.134
13	1	1:30.924	25.499	32.669	32.756	150.5	21:26.270	12	1	1:38.190	27.331	35.429	35.430	139.4	23:35.324
14	1	1:31.368	25.522	33.576	32.270	149.8	22:57.638	13	1	1:36.966	27.276	35.363	34.327	141.1	25:12.290
15	1	1:32.365	25.555	33.876	32.934	148.1	24:30.003	14	1	1:38.213	27.290	35.755	35.168	139.3	26:50.503
16	1	1:33.110	26.042	33.994	33.074	147.0	26:03.113	15	1	1:38.099	27.167	34.998	35.934	139.5	28:28.602
17	1	1:34.130	26.053	34.800	33.277	145.4	27:37.243	16	1	1:38.055	27.327	35.390	35.338	139.6	30:06.657
18	1	1:35.156	26.490	34.665	34.001	143.8	29:12.399								
19	1	1:32.216	25.831	33.464	32.921	148.4	30:44.615								

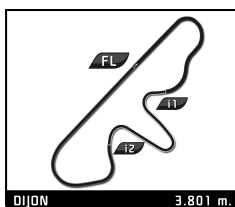
48		1. Peter VÖGELE														PORSCHÉ 908/3 1969		P+2L	
1	1	3:21.099	2:06.004	40.226	34.869	68.0	3:21.099												
2	1	1:34.284	27.288	34.734	32.262	145.1	4:55.383												
3	1	1:31.820	25.673	33.140	33.007	149.0	6:27.203												
4	1	1:30.844	25.851	33.024	31.969	150.6	7:58.047												
5	1	1:31.726	25.945	33.177	32.604	149.2	9:29.773												
6	1	1:31.494	25.628	33.294	32.572	149.6	11:01.267												
7	1	2:36.954 B	26.914	33.029	1:37.011	87.2	13:38.221												
8	1	1:39.335	33.336	33.066	32.933	137.8	15:17.556												
9	1	1:34.821	26.567	35.676	32.578	144.3	16:52.377												
10	1	1:29.873	25.547	32.465	31.861	152.3	18:22.250												
11	1	1:30.947	26.073	32.565	32.309	150.5	19:53.197												
12	1	1:31.744	25.980	33.090	32.674	149.1	21:24.941												
13	1	1:30.564	25.600	32.561	32.403	151.1	22:55.505												
14	1	8:08.974 B	26.193	36.261	7:06.520	28.0	31:04.479												

50		1. Richard DEPAGNEUX														CHEVROLET Corvette C3 1969		GT1	
1	1	2:48.140	1:24.951	43.040	40.149	81.4	2:48.140												
2	1	1:50.533	32.037	39.395	39.101	123.8	4:38.673												
3	1	1:52.990	32.137	42.011	38.842	121.1	6:31.663												
4	1	1:49.076	31.636	38.979	38.461	125.5	8:20.739												
5	1	1:47.835	31.464	38.889	37.482	126.9	10:08.574												
6	1	1:48.935	30.197	40.626	38.112	125.6	11:57.509												
7	1	4:19.054 B	31.257	43.733	3:04.064	52.8	16:16.563												
8	1	1:55.877	40.367	38.612	36.898	118.1	18:12.440												
9	1	1:42.409	28.765	37.117	36.527	133.6	19:54.849												
10	1	1:42.854	29.255	37.269	36.330	133.0	21:37.703												
11	1	1:42.731	28.757	37.477	36.497	133.2	23:20.434												
12	1	1:41.239	28.314	37.016	35.909	135.2	25:01.673												
13	1	1:45.420	30.467	38.052	36.901	129.8	26:47.093												
14	1	1:41.877	28.536	36.532	36.809	134.3	28:28.970												
15	1	1:44.815	28.769	37.215	38.831	130.6	30:13.785												

51		1. Peter MÜELDER														PORSCHÉ 911 RSR 3,0i 1974		GT1	
1	1	2:41.906	1:28.279	38.545	35.082	84.5	2:41.906												
2	1	1:36.711	26.700	34.753	35.258	141.5	4:18.617												

54		1. Alexis de BEAUMONT														PORSCHÉ 911 RS 3,0i 1974		GT1	
1	1	3:24.637	2:12.346	36.115	36.176	66.9	3:24.637												
2	1	1:39.696	28.034	36.360	35.302	137.3	5:04.333												
3	1	1:39.904	29.469	35.212	35.223	137.0	6:44.237												
4	1	1:38.863	27.402	36.598	34.863	138.4	8:23.100												
5	1	3:41.678 B	28.681	35.269	2:37.728	61.7	12:04.778												
6	1	1:44.087	33.582	35.211	35.294	131.5	13:48.865												
7	1	1:37.315	27.012	35.568	34.735	140.6	15:26.180												
8	1	1:38.252	28.075	34.529	35.648	139.3	17:04.432												
9	1	1:37.099	27.012	35.269	34.818	140.9	18:41.531												
10	1	1:36.727	27.174	35.029	34.524	141.5	20:18.258												
11	1	1:37.996	26.925	36.207	34.864	139.6	21:56.254												
12	1	1:37.156	27.580	34.865	34.711	140.8	23:33.410												
13	1	1:36.499	27.300	34.472	34.727	141.8	25:09.909												

57		1.Christophe GADAIS														LOLA T70 Mk III Spyder 1968		P+2L	
1	1	3:20.346	2:04.372	39.393	36.581	68.3	3:20.346												
2	1	1:38.193	30.009	35.948	32.236	139.4	4:58.539												
3	1	1:34.119	27.233	34.470	32.416	145.4	6:32.658												
4	1	1:35.907	28.181	35.680	32.046	142.7	8:08.565												
5	1	1:33.146	26.731	34.002	32.413	146.9	9:41.711												
6	1	1:32.531	26.324	33.875	32.332	147.9	11:14.242												
7	1	3:35.007 B	28.831	37.977	2:28.199	63.6	14:49.249												
8	1	1:49.309	36.312	37.799	35.198	125.2	16:38.558												
9	1	1:33.112	27.377	33.798	31.937	147.0	18:11.670												
10	1	1:32.289	26.424	34.095	31.770	148.3	19:43.959												
11	1	1:32.780	26.374	34.181	32.225	147.5	21:16.739												
12	1	1:33.455	26.358	35.209	31.888	146.4	22:50.194												
13	1	1:34.570	26.958	34.617	32.995	144.7	24:24.764												
14	1	1:36.967	27.369	36.992	32.606	141.1	26:01.731												
15	1	1:33.704	26.902	34.578	32.224	146.0	27:35.435												
16	1	1:38.920	26.964	35.567	36.389	138.3	29:14.355												
17	1	1:31.890	26.364	33.838	31.688	148.9	30:46.245												



CLASSIC ENDURANCE RACING 1

GRAND PRIX DE L'AGE D'OR

QUALIFYING 2

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed
4	1	1:33.011	26.267	33.311	33.433	147.1	6:39.100								
5	1	1:40.125	27.703	36.911	35.511	136.7	8:19.225								
6	1	3:35.203 B	26.827	34.263	2:34.113	63.6	11:54.428								
7	1	1:43.756	34.420	34.943	34.393	131.9	13:38.184								
8	1	1:36.643	27.743	34.971	33.929	141.6	15:14.827								
9	1	1:35.077	27.053	33.982	34.042	143.9	16:49.904								
10	1	1:35.819	26.974	34.831	34.014	142.8	18:25.723								
11	1	1:34.185	26.334	34.341	33.510	145.3	19:59.908								
12	1	1:34.734	26.739	34.211	33.784	144.4	21:34.642								

61	1.Thomas STUDER						McLaren M6 GT 1969	
							P+2L	
	1	1	3:18.394	2:02.727	38.881	36.786	69.0	3:18.394
	2	1	1:34.882	29.316	34.105	31.461	144.2	4:53.276
	3	1	1:31.390	25.433	34.184	31.773	149.7	6:24.666
	4	1	1:29.426	25.638	32.350	31.438	153.0	7:54.092
	5	1	1:27.641	24.939	32.161	30.541	156.1	9:21.733
	6	1	1:28.375	24.946	31.999	31.430	154.8	10:50.108
7	1	1:29.438	25.462	32.672	31.304	153.0	12:19.546	

63		1. Didier DENAT		PORSCHE 911 RSR 2.8i 1973				GT1
1	1	2:11.600	59.639	35.859	36.102	104.0	2:11.600	
2	1	1:36.859	27.336	34.569	34.954	141.3	3:48.459	
3	1	1:43.253	27.276	39.071	36.906	132.5	5:31.712	
4	1	1:36.502	26.727	34.361	35.414	141.8	7:08.214	
5	1	1:37.287	26.958	34.444	35.885	140.7	8:45.501	
6	1	1:37.660	27.236	34.950	35.474	140.1	10:23.161	
7	1	1:40.384	29.017	36.029	35.338	136.3	12:03.545	
8	1	1:36.895	26.753	35.141	35.001	141.2	13:40.440	
9	1	1:38.227	27.012	35.562	35.653	139.3	15:18.667	
10	1	4:25.792 B	27.086	35.383	3:23.323	51.5	19:44.459	
11	1	1:43.838	32.014	35.661	36.163	131.8	21:28.297	
12	1	1:37.343	26.980	34.964	35.399	140.6	23:05.640	
13	1	1:40.576	27.887	36.495	36.194	136.1	24:46.216	
14	1	4:32.237 B	27.230	37.487	3:27.520	50.3	29:18.453	

65	1. MAVERICK		CHEVROLET Corvette 1971				
	2.Manuel NICOLAIDIS		GT1				
1	1	3:13.619	1:57.720	39.696	36.203	70.7	3:13.619
2	1	1:36.555	27.504	35.885	33.166	141.7	4:50.174
3	1	1:34.965	26.343	35.427	33.195	144.1	6:25.139
4	1	1:34.897	26.566	35.017	33.314	144.2	8:00.036
5	1	1:36.304	27.663	34.727	33.914	142.1	9:36.340
6	1	1:34.244	26.060	34.738	33.446	145.2	11:10.584
7	1	1:34.476	26.582	34.730	33.164	144.8	12:45.060
8	1	1:34.022	26.234	34.392	33.396	145.5	14:19.082
9	1	4:23.627 B	27.811	36.833	3:18.983	51.9	18:42.709
10	1	1:55.087	43.985	37.286	33.816	118.9	20:37.796
11	1	1:34.999	26.585	35.510	32.904	144.0	22:12.795
12	1	1:38.704	29.403	36.364	32.937	138.6	23:51.499
13	1	1:34.484	26.355	35.046	33.083	144.8	25:25.983
14	1	1:34.267	26.087	35.034	33.146	145.2	27:00.250
15	1	1:34.542	26.458	35.061	33.023	144.7	28:34.792
16	1	1:42.593	29.550	38.218	34.825	133.4	30:17.385

67

1.Maurizio BIANCO

CHEVRON B19 FVC 1971
P-2L

1	1	3:07.329	1:53.797	40.064	33.468	73.0	3:07.329
2	1	1:40.233	28.682	39.879	31.672	136.5	4:47.562
3	1	1:28.390	24.489	32.923	30.978	154.8	6:15.952
4	1	1:25.971	24.304	31.427	30.240	159.2	7:41.923
5	1	8:22.956B	24.944	32.767	7:25.245	27.2	16:04.879
6	1	1:43.337	38.756	33.221	31.360	132.4	17:48.216
7	1	1:26.256	24.516	31.454	30.286	158.6	19:14.472
8	1	1:25.737	23.950	31.528	30.259	159.6	20:40.209
9	1	1:28.940	24.378	32.964	31.598	153.9	22:09.149
10	1	1:25.800	24.163	31.517	30.120	159.5	23:34.949
11	1	1:27.983	24.589	32.160	31.234	155.5	25:02.932
12	1	1:31.144	27.644	32.780	30.720	150.1	26:34.076
13	1	1:26.821	24.221	31.659	30.941	157.6	28:00.897
14	1	1:24.688	23.812	31.008	29.868	161.6	29:25.585
15	1	1:25.686	23.944	31.417	30.325	159.7	30:51.271

70

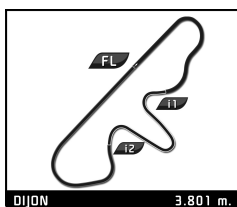
1. Pierre-Alain FRANCE

LOLA T70 Mk III B 1969

P+2L

1	1	1:53.233	47.456	34.591	31.186	120.8	1:53.233
2	1	1:27.731	24.708	32.021	31.002	156.0	3:20.964
3	1	1:28.626	25.304	32.498	30.824	154.4	4:49.590
4	1	1:28.502	24.418	32.415	31.669	154.6	6:18.092
5	1	1:27.345	24.638	32.085	30.622	156.7	7:45.437
6	1	1:27.146	24.268	31.842	31.036	157.0	9:12.583
7	1	6:04.374 B	26.496	35.288	5:02.590	37.6	15:16.957
8	1	1:39.738	36.253	32.539	30.946	137.2	16:56.695
9	1	1:28.452	24.805	33.558	30.089	154.7	18:25.147
10	1	1:27.011	24.369	32.477	30.165	157.3	19:52.158
11	1	1:27.996	24.494	32.972	30.530	155.5	21:20.154
12	1	1:27.002	24.131	32.502	30.369	157.3	22:47.156
13	1	1:26.462	24.380	31.992	30.090	158.3	24:13.618
14	1	1:27.669	24.500	32.674	30.495	156.1	25:41.287
15	1	1:27.934	24.509	32.625	30.800	155.6	27:09.221
16	1	1:27.318	24.166	32.616	30.536	156.7	28:36.539
17	1	1:27.450	24.513	32.442	30.495	156.5	30:03.989

72	1.Mark PIERCY		LOLA T210 FVC 1970				
	2.Martin STRETTON		P-2L				
1	1	1:51.539	45.575	33.833	32.131	122.7	1:51.539
2	1	1:30.513	24.837	32.498	33.178	151.2	3:22.052
3	1	1:29.639	26.480	32.028	31.131	152.7	4:51.691
4	1	1:28.248	24.743	32.097	31.408	155.1	6:19.939
5	1	1:26.905	23.986	31.260	31.659	157.5	7:46.844
6	1	1:27.066	23.972	31.242	31.852	157.2	9:13.910
7	1	1:30.635	25.094	33.145	32.396	151.0	10:44.545
8	1	1:27.366	23.838	32.061	31.467	156.6	12:11.911
9	1	1:28.952	25.337	32.495	31.120	153.8	13:40.863
10	1	1:29.031	25.701	31.987	31.343	153.7	15:09.894
11	1	1:28.047	24.048	31.310	32.689	155.4	16:37.941
12	1	2:55.619B	24.311	32.575	1:58.733	77.9	19:33.560
13	1	1:31.026	28.839	31.512	30.675	150.3	21:04.586
14	1	1:25.350	23.645	31.358	30.347	160.3	22:29.936
15	1	1:24.672	23.409	31.091	30.172	161.6	23:54.608
16	1	1:24.459	23.473	30.827	30.159	162.0	25:19.067



CLASSIC ENDURANCE RACING 1

GRAND PRIX DE L'AGE D'OR

QUALIFYING 2

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed
17	1	1:28.131	23.221	31.359	33.551	155.3	26:47.198	11	1	1:31.612	25.472	33.159	32.981	149.4	19:02.098
18	1	1:27.322	23.504	33.357	30.461	156.7	28:14.520	12	1	1:30.321	25.117	32.688	32.516	151.5	20:32.419
19	1	1:25.277	23.277	31.014	30.986	160.5	29:39.797	13	1	1:30.604	25.732	33.114	31.758	151.0	22:03.023
20	1	1:24.105	23.400	30.597	30.108	162.7	31:03.902	14	1	1:30.202	24.856	32.736	32.610	151.7	23:33.225
								15	1	1:30.074	25.302	32.920	31.852	151.9	25:03.299

73		CHEVROLET Corvette C3 1971 GT1													
1. Gilles RIVOALLON															
2. Marc JULY															
1	1	2:41.829	1:17.876	43.823	40.130	84.6	2:41.829								
2	1	1:55.754	33.715	42.361	39.678	118.2	4:37.583								
3	1	1:56.480	32.579	43.977	39.924	117.5	6:34.063								
4	1	3:01.062 B	31.218	43.374	1:46.470	75.6	9:35.125								
5	1	2:00.181	38.365	41.810	40.006	113.9	11:35.306								
6	1	1:55.645	32.117	43.503	40.025	118.3	13:30.951								
7	1	1:52.644	30.865	42.824	38.955	121.5	15:23.595								
8	1	1:53.010	32.591	41.426	38.993	121.1	17:16.605								
9	1	1:50.035	30.521	40.361	39.153	124.4	19:06.640								
10	1	1:48.779	30.248	40.517	38.014	125.8	20:55.419								
11	1	1:48.639	30.608	40.129	37.902	126.0	22:44.058								
12	1	1:51.451	30.953	41.297	39.201	122.8	24:35.509								
13	1	1:50.052	30.554	41.234	38.264	124.3	26:25.561								
14	1	1:50.573	31.566	40.371	38.636	123.8	28:16.134								
15	1	1:47.989	30.105	40.334	37.550	126.7	30:04.123								

85		LOLA T212 FVC 1971 P-2L													
1. Graham ADELMAN															
2. Andy WILLIS															
1	1	2:46.550	1:38.836	33.923	33.791	82.2	2:46.550								
2	1	1:29.896	25.338	32.398	32.160	152.2	4:16.446								
3	1	1:26.215	23.637	31.965	30.613	158.7	5:42.661								
4	1	1:26.123	23.617	31.731	30.775	158.9	7:08.784								
5	1	1:25.274	23.387	30.830	31.057	160.5	8:34.058								
6	1	1:25.054	23.731	30.933	30.390	160.9	9:59.112								
7	1	1:25.456	23.527	31.325	30.604	160.1	11:24.568								
8	1	4:27.037 B	24.125	32.525	3:30.387	51.2	15:51.605								
9	1	1:33.553	31.001	31.958	30.594	146.3	17:25.158								
10	1	1:27.475	24.122	32.245	31.108	156.4	18:52.633								
11	1	1:24.704	23.453	30.802	30.449	161.5	20:17.337								
12	1	1:25.116	23.172	30.999	30.945	160.8	21:42.453								
13	1	1:25.379	23.750	30.785	30.844	160.3	23:07.832								
14	1	1:25.569	24.342	30.921	30.306	159.9	24:33.401								
15	1	1:24.913	23.333	31.231	30.349	161.1	25:58.314								
16	1	1:24.578	23.394	30.853	30.331	161.8	27:22.892								
17	1	1:24.480	23.561	30.819	30.100	162.0	28:47.372								
18	1	1:25.153	23.196	31.162	30.795	160.7	30:12.525								

92		LOLA T212 FVC 1971 P-2L													
1. Frank JACOB															
1	1	2:13.302	1:03.811	35.005	34.486	102.7	2:13.302								
2	1	1:33.751	26.457	34.326	32.968	146.0	3:47.053								
3	1	1:30.150	25.221	32.822	32.107	151.8	5:17.203								
4	1	1:30.561	26.013	32.637	31.911	151.1	6:47.764								
5	1	1:32.406	25.754	34.193	32.459	148.1	8:20.170								
6	1	3:03.603 B	27.541	33.335	2:02.727	74.5	11:23.773								
7	1	1:37.068	31.925	33.058	32.085	141.0	13:00.841								
8	1	1:29.202	24.636	32.704	31.862	153.4	14:30.043								
9	1	1:30.396	25.764	32.544	32.088	151.4	16:00.439								
10	1	1:30.047	25.458	32.530	32.059	152.0	17:30.486								

117		FERRARI 512 M 1970 P+2L													
1. Carlos MONTEVERDE															
2. Gary PEARSON															
1	1	1:48.043	44.949	32.937	30.157	126.6	1:48.043								
2	1	1:29.999	24.595	33.774	31.630	152.0	3:18.042								
3	1	1:24.293	23.756	31.358	29.179	162.3	4:42.335								
4	1	1:24.811	23.906	31.494	29.411	161.3	6:07.146								
5	1	1:23.752	23.284	31.350	29.118	163.4	7:30.898								
6	1	8:10.835 B	27.179	38.056	7:05.600	27.9	15:41.733								
7	1	1:42.973	35.388	35.402	32.183	132.9	17:24.706								
8	1	1:25.563	24.166	31.568	29.829	159.9	18:50.269								
9	1	1:23.837	23.343	30.981	29.513	163.2	20:14.106								
10	1	1:23.866	22.978	31.298	29.590	163.2	21:37.972								
11	1	4:27.593 B	24.276	33.096	3:30.221	51.1	26:05.565								
12	1	1:34.751	33.322	31.918	29.511	144.4	27:40.316								
13	1	1:24.891	24.020	31.583	29.288	161.2	29:05.207								
14	1	1:23.488	23.312	31.378	28.798	163.9	30:28.695								

144		LOLA T70 Mk III 1968 P+2L													
1. David FERRER															
1	1	2:43.511	1:34.508	35.775	33.228	83.7	2:43.511								
2	1	1:35.584	26.947	33.454	35.183	143.2	4:19.095								
3	1	1:36.256	33.131	32.731	30.394	142.2	5:55.351								
4	1	1:28.462	24.585	33.501	30.376	154.7	7:23.813								
5	1	1:28.376	25.143	33.161	30.072	154.8	8:52.189								
6	1	1:30.137	26.171	32.849	31.117	151.8	10:22.326								
7	1	1:29.211	24.733	33.214	31.264	153.4	11:51.537								
8	1	11:04.043 B	27.006	36.053	...	20.6	22:55.580								
9	1	6:01.634 B	37.368	39.137	4:45.129	37.8	28:57.214								