

# CLASSIC ENDURANCE RACING 2

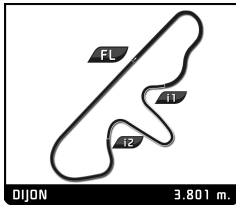
## GRAND PRIX DE L'AGE D'OR

### PRIVATE PRACTICE

### 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   |
|--|---|-------------------|---------------|---------------|---------------|-------|-----------|-----|---|-----------------|---------------|---------------|---------------|-------|-----------|
| <b>1</b> 1.Tony SINCLAIR LOLA T292 BDG 1973 PROTO 2                          |   |                   |               |               |               |       |           | 11  | 1 | 1:42.753        | 28.867        | 37.792        | 36.094        | 133.2 | 21:13.781 |
| 1  | 1 | 3:08.196          | 2:05.318      | 32.646        | 30.232        | 72.7  | 3:08.196  | 12  | 1 | 1:43.555        | 29.091        | 38.413        | 36.051        | 132.1 | 22:57.336 |
| 2  | 1 | 1:22.298          | 22.879        | 30.391        | <b>29.028</b> | 166.3 | 4:30.494  | 13  | 1 | 1:42.042        | 29.423        | 36.218        | 36.401        | 134.1 | 24:39.378 |
| 3  | 1 | 1:21.656          | 22.340        | 30.094        | 29.222        | 167.6 | 5:52.150  | 14  | 1 | 1:41.136        | 29.122        | 35.900        | 36.114        | 135.3 | 26:20.514 |
| 4  | 1 | 3:44.899 <b>B</b> | 23.076        | 31.173        | 2:50.650      | 60.8  | 9:37.049  | 15  | 1 | 1:43.248        | 29.369        | 36.304        | 37.575        | 132.5 | 28:03.762 |
| 5  | 1 | 1:30.872          | 30.555        | 30.947        | 29.370        | 150.6 | 11:07.921 | 16  | 1 | <b>1:39.903</b> | 28.314        | 35.573        | <b>36.016</b> | 137.0 | 29:43.665 |
| 6  | 1 | 1:21.451          | 22.383        | <b>29.658</b> | 29.410        | 168.0 | 12:29.372 | 17  | 1 | 1:40.290        | <b>28.288</b> | <b>35.540</b> | 36.462        | 136.4 | 31:23.955 |
| 7  | 1 | 1:21.362          | 22.301        | 29.994        | 29.067        | 168.2 | 13:50.734 |     |   |                 |               |               |               |       |           |
| 8  | 1 | 1:23.253          | 23.264        | 30.668        | 29.321        | 164.4 | 15:13.987 |     |   |                 |               |               |               |       |           |
| 9  | 1 | 1:22.245          | 22.596        | 30.292        | 29.357        | 166.4 | 16:36.232 |     |   |                 |               |               |               |       |           |
| 10   | 1 | 1:24.316          | 22.709        | 32.325        | 29.282        | 162.3 | 18:00.548 |     |   |                 |               |               |               |       |           |
| 11   | 1 | 6:59.244 <b>B</b> | 22.468        | 30.679        | 6:06.097      | 32.6  | 24:59.792 |     |   |                 |               |               |               |       |           |
| 12   | 1 | 1:29.433          | 29.381        | 30.716        | 29.336        | 153.0 | 26:29.225 |     |   |                 |               |               |               |       |           |
| 13   | 1 | 1:21.614          | 22.363        | 30.086        | 29.165        | 167.7 | 27:50.839 |     |   |                 |               |               |               |       |           |
| 14   | 1 | 1:21.389          | 22.222        | 29.916        | 29.251        | 168.1 | 29:12.228 |     |   |                 |               |               |               |       |           |
| 15   | 1 | <b>1:21.104</b>   | <b>22.216</b> | 29.827        | 29.061        | 168.7 | 30:33.332 |     |   |                 |               |               |               |       |           |
| <b>3</b> 1.Martin O'CONNELL CHEVRON B26 1974 PROTO 2                         |   |                   |               |               |               |       |           |     |   |                 |               |               |               |       |           |
| 1  | 1 | 21:38.444         | ...           | 32.030        | 30.124        | 10.5  | 21:38.444 |     |   |                 |               |               |               |       |           |
| 2  | 1 | 1:22.306          | 23.003        | 29.945        | 29.358        | 166.3 | 23:00.750 |     |   |                 |               |               |               |       |           |
| 3  | 1 | 1:22.132          | 22.797        | 29.777        | 29.558        | 166.6 | 24:22.882 |     |   |                 |               |               |               |       |           |
| 4  | 1 | 1:23.002          | 22.889        | 30.632        | 29.481        | 164.9 | 25:45.884 |     |   |                 |               |               |               |       |           |
| 5  | 1 | 1:20.421          | 22.330        | 29.430        | <b>28.661</b> | 170.1 | 27:06.305 |     |   |                 |               |               |               |       |           |
| 6  | 1 | <b>1:20.348</b>   | <b>22.174</b> | <b>29.308</b> | 28.866        | 170.3 | 28:26.653 |     |   |                 |               |               |               |       |           |
| <b>7</b> 1.Jean LEGRAS CHEVRON B21 BDG 1972 PROTO 2                          |   |                   |               |               |               |       |           |     |   |                 |               |               |               |       |           |
| 1  | 1 | 4:07.752          | 2:42.188      | 44.930        | 40.634        | 55.2  | 4:07.752  |     |   |                 |               |               |               |       |           |
| 2  | 1 | 1:46.869          | 30.319        | 38.154        | 38.396        | 128.0 | 5:54.621  |     |   |                 |               |               |               |       |           |
| 3  | 1 | 1:38.770          | 28.770        | 34.857        | 35.143        | 138.5 | 7:33.391  |     |   |                 |               |               |               |       |           |
| 4  | 1 | 1:35.320          | 27.035        | 34.694        | 33.591        | 143.6 | 9:08.711  |     |   |                 |               |               |               |       |           |
| 5  | 1 | 1:34.501          | 26.288        | 35.025        | 33.188        | 144.8 | 10:43.212 |     |   |                 |               |               |               |       |           |
| 6  | 1 | 4:12.511 <b>B</b> | 26.510        | 33.902        | 3:12.099      | 54.2  | 14:55.723 |     |   |                 |               |               |               |       |           |
| 7  | 1 | 1:42.656          | 34.841        | 34.235        | 33.580        | 133.3 | 16:38.379 |     |   |                 |               |               |               |       |           |
| 8  | 1 | 1:30.554          | 26.311        | <b>32.035</b> | 32.208        | 151.1 | 18:08.933 |     |   |                 |               |               |               |       |           |
| 9  | 1 | 1:34.268          | 26.921        | 34.262        | 33.085        | 145.2 | 19:43.201 |     |   |                 |               |               |               |       |           |
| 10   | 1 | 1:31.516          | 25.704        | 33.847        | 31.965        | 149.5 | 21:14.717 |     |   |                 |               |               |               |       |           |
| 11   | 1 | 1:32.306          | 26.595        | 32.543        | 33.168        | 148.2 | 22:47.023 |     |   |                 |               |               |               |       |           |
| 12   | 1 | <b>1:30.482</b>   | 25.804        | 32.726        | <b>31.952</b> | 151.2 | 24:17.505 |     |   |                 |               |               |               |       |           |
| 13   | 1 | 1:30.973          | 25.835        | 32.522        | 32.616        | 150.4 | 25:48.478 |     |   |                 |               |               |               |       |           |
| <b>12</b> 1.Jean-François PIQUET PORSCHE 930 Turbo 1975 GT2                  |   |                   |               |               |               |       |           |     |   |                 |               |               |               |       |           |
| 1  | 1 | 3:38.607          | 2:17.073      | 40.599        | 40.935        | 62.6  | 3:38.607  |     |   |                 |               |               |               |       |           |
| 2  | 1 | 1:49.569          | 30.935        | 40.573        | 38.061        | 124.9 | 5:28.176  |     |   |                 |               |               |               |       |           |
| 3  | 1 | 1:47.580          | 30.386        | 38.954        | 38.240        | 127.2 | 7:15.756  |     |   |                 |               |               |               |       |           |
| 4  | 1 | 1:46.003          | 30.250        | 37.855        | 37.898        | 129.1 | 9:01.759  |     |   |                 |               |               |               |       |           |
| 5  | 1 | 1:46.765          | 30.051        | 39.257        | 37.457        | 128.2 | 10:48.524 |     |   |                 |               |               |               |       |           |
| 6  | 1 | 1:45.170          | 30.196        | 37.023        | 37.951        | 130.1 | 12:33.694 |     |   |                 |               |               |               |       |           |
| 7  | 1 | 1:45.320          | 30.701        | 37.466        | 37.153        | 129.9 | 14:19.014 |     |   |                 |               |               |               |       |           |
| 8  | 1 | 1:43.579          | 30.121        | 37.022        | 36.436        | 132.1 | 16:02.593 |     |   |                 |               |               |               |       |           |
| 9  | 1 | 1:45.649          | 30.435        | 38.115        | 37.099        | 129.5 | 17:48.242 |     |   |                 |               |               |               |       |           |
| 10   | 1 | 1:42.786          | 28.711        | 36.784        | 37.291        | 133.1 | 19:31.028 |     |   |                 |               |               |               |       |           |
| <b>14</b> 1.Marc DEVIS TOJ SC 303 1978 PROTO 2                               |   |                   |               |               |               |       |           |     |   |                 |               |               |               |       |           |
| 1  | 1 | 6:51.270          | 5:48.591      | 32.706        | 29.973        | 33.3  | 6:51.270  |     |   |                 |               |               |               |       |           |
| 2  | 1 | 6:12.483 <b>B</b> | 22.944        | 56.593        | 4:52.946      | 36.7  | 13:03.753 |     |   |                 |               |               |               |       |           |
| 3  | 1 | 1:29.199          | 29.442        | 30.863        | 28.894        | 153.4 | 14:32.952 |     |   |                 |               |               |               |       |           |
| 4  | 1 | <b>1:20.803</b>   | <b>22.536</b> | <b>29.918</b> | <b>28.349</b> | 169.3 | 15:53.755 |     |   |                 |               |               |               |       |           |
| <b>15</b> 1.Michel BAUDOIN LOLA T290 1976 PROTO 2                            |   |                   |               |               |               |       |           |     |   |                 |               |               |               |       |           |
| 1  | 1 | 6:50.650          | 5:39.459      | 37.476        | 33.715        | 33.3  | 6:50.650  |     |   |                 |               |               |               |       |           |
| 2  | 1 | 1:34.618          | 26.322        | 36.186        | 32.110        | 144.6 | 8:25.268  |     |   |                 |               |               |               |       |           |
| 3  | 1 | 1:31.224          | 25.514        | 34.075        | 31.635        | 150.0 | 9:56.492  |     |   |                 |               |               |               |       |           |
| 4  | 1 | 1:30.475          | 25.294        | 33.440        | 31.741        | 151.2 | 11:26.967 |     |   |                 |               |               |               |       |           |
| 5  | 1 | 1:29.305          | 24.927        | 33.315        | 31.063        | 153.2 | 12:56.272 |     |   |                 |               |               |               |       |           |
| 6  | 1 | 4:07.402 <b>B</b> | 26.726        | 40.802        | 2:59.874      | 55.3  | 17:03.674 |     |   |                 |               |               |               |       |           |
| 7  | 1 | 1:39.735          | 34.668        | 33.416        | 31.651        | 137.2 | 18:43.409 |     |   |                 |               |               |               |       |           |
| 8  | 1 | 1:31.559          | 25.455        | 34.026        | 32.078        | 149.5 | 20:14.968 |     |   |                 |               |               |               |       |           |
| 9  | 1 | 1:29.038          | 24.859        | 32.996        | 31.183        | 153.7 | 21:44.006 |     |   |                 |               |               |               |       |           |
| 10   | 1 | 1:29.137          | 24.835        | <b>32.427</b> | 31.875        | 153.5 | 23:13.143 |     |   |                 |               |               |               |       |           |
| 11   | 1 | <b>1:27.672</b>   | 24.245        | 32.504        | <b>30.923</b> | 156.1 | 24:40.815 |     |   |                 |               |               |               |       |           |
| 12   | 1 | 1:30.201          | 24.896        | 34.056        | 31.249        | 151.7 | 26:11.016 |     |   |                 |               |               |               |       |           |
| 13   | 1 | 1:28.275          | 24.261        | 32.860        | 31.154        | 155.0 | 27:39.291 |     |   |                 |               |               |               |       |           |
| 14   | 1 | 1:35.059          | 26.638        | 35.330        | 33.091        | 143.9 | 29:14.350 |     |   |                 |               |               |               |       |           |
| 15   | 1 | 1:33.966          | <b>23.538</b> | 34.011        | 36.417        | 145.6 | 30:48.316 |     |   |                 |               |               |               |       |           |
| <b>24</b> 1.Manuel MONTEIRO LOLA T298 BMW 1979 PROTO 2                       |   |                   |               |               |               |       |           |     |   |                 |               |               |               |       |           |
| 1  | 1 | 3:38.202          | 2:19.527      | 40.599        | 38.076        | 62.7  | 3:38.202  |     |   |                 |               |               |               |       |           |
| 2  | 1 | 1:38.260          | 27.806        | 36.425        | 34.029        | 139.3 | 5:16.462  |     |   |                 |               |               |               |       |           |
| 3  | 1 | 1:35.834          | 26.027        | 36.903        | 32.904        | 142.8 | 6:52.296  |     |   |                 |               |               |               |       |           |
| 4  | 1 | 1:33.313          | 25.041        | 34.746        | 33.526        | 146.6 | 8:25.609  |     |   |                 |               |               |               |       |           |
| 5  | 1 | 1:32.361          | 25.446        | 34.738        | 32.177        | 148.2 | 9:57.970  |     |   |                 |               |               |               |       |           |
| 6  | 1 | 1:30.500          | 24.424        | 33.896        | 32.180        | 151.2 | 11:28.470 |     |   |                 |               |               |               |       |           |
| 7  | 1 | 1:29.628          | 24.308        | 33.611        | 31.709        | 152.7 | 12:58.098 |     |   |                 |               |               |               |       |           |
| 8  | 1 | 4:36.451 <b>B</b> | 31.342        | 38.471        | 3:26.638      | 49.5  | 17:34.549 |     |   |                 |               |               |               |       |           |
| 9  | 1 | 1:49.926          | 36.790        | 40.805        | 32.331        | 124.5 | 19:24.475 |     |   |                 |               |               |               |       |           |
| 10   | 1 | 1:31.036          | 24.673        | 34.696        | <b>31.667</b> | 150.3 | 20:55.511 |     |   |                 |               |               |               |       |           |
| 11   | 1 | <b>1:29.003</b>   | <b>24.151</b> | 33.149        | 31.703        | 153.7 | 22:24.514 |     |   |                 |               |               |               |       |           |
| 12   | 1 | 1:29.665          | 24.256        | <b>32.716</b> | 32.693        | 152.6 | 23:54.179 |     |   |                 |               |               |               |       |           |
| <b>26</b> 1.Claude LE JEAN<br>2.Lucien ROSSIAUD CHEVRON B36 BMW 1976 PROTO 2 |   |                   |               |               |               |       |           |     |   |                 |               |               |               |       |           |
| 1  | 1 | 3:46.419          | 2:30.742      | 39.705        | 35.972        | 60.4  | 3:46.419  |     |   |                 |               |               |               |       |           |
| 2  | 1 | 1:35.642          | 26.513        | 36.118        | 33.011        | 143.1 | 5:22.061  |     |   |                 |               |               |               |       |           |
| 3  | 1 | <b>1:31.828</b>   | <b>25.326</b> | 33.710        | <b>32.792</b> | 149.0 | 6:53.889  |     |   |                 |               |               |               |       |           |
| 4  | 1 | 1:33.768          | 25.617        | 34.882        | 33.269        | 145.9 | 8:27.657  |     |   |                 |               |               |               |       |           |
| 5  | 1 | 1:32.110          | 25.746        | <b>33.403</b> | 32.961        | 148.6 | 9:59.767  |     |   |                 |               |               |               |       |           |
| 6  | 1 | 3:41.330 <b>B</b> | 26.295        | 36.447        | 2:38.588      | 61.8  | 13:41.097 |     |   |                 |               |               |               |       |           |



CLASSIC ENDURANCE RACING 2  
GRAND PRIX DE L'AGE D'OR  
PRIVATE PRACTICE

Analysis

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

| Lap | D | Time     | Sector 1 | Sector 2 | Sector 3 | Mph   | Elapsed   |
|-----|---|----------|----------|----------|----------|-------|-----------|
| 7   | 1 | 1:48.277 | 37.553   | 35.717   | 35.007   | 126.4 | 15:29.374 |
| 8   | 1 | 1:40.050 | 27.983   | 35.816   | 36.251   | 136.8 | 17:09.424 |
| 9   | 1 | 1:38.384 | 27.798   | 35.421   | 35.165   | 139.1 | 18:47.808 |
| 10  | 1 | 1:37.217 | 27.421   | 34.549   | 35.247   | 140.8 | 20:25.025 |
| 11  | 1 | 1:38.420 | 27.615   | 34.986   | 35.819   | 139.0 | 22:03.445 |

**30** BMW M1 1979 GT2  
1. Michael HINDERER  
2. Rene ARNOUX

|    |   |            |          |        |          |       |           |
|----|---|------------|----------|--------|----------|-------|-----------|
| 1  | 1 | 3:46.321   | 2:29.676 | 39.899 | 36.746   | 60.5  | 3:46.321  |
| 2  | 1 | 1:45.716   | 29.323   | 38.536 | 37.857   | 129.4 | 5:32.037  |
| 3  | 1 | 1:39.213   | 27.530   | 36.767 | 34.916   | 137.9 | 7:11.250  |
| 4  | 1 | 1:38.855   | 27.490   | 36.839 | 34.526   | 138.4 | 8:50.105  |
| 5  | 1 | 1:35.217   | 26.364   | 36.101 | 32.752   | 143.7 | 10:25.322 |
| 6  | 1 | 5:49.234 B | 27.873   | 35.691 | 4:45.670 | 39.2  | 16:14.556 |
| 7  | 1 | 1:53.171   | 40.806   | 38.641 | 33.724   | 120.9 | 18:07.727 |
| 8  | 1 | 1:37.425   | 27.410   | 36.029 | 33.986   | 140.5 | 19:45.152 |
| 9  | 1 | 1:34.216   | 26.919   | 34.355 | 32.942   | 145.2 | 21:19.368 |
| 10 | 1 | 1:33.131   | 26.700   | 33.931 | 32.500   | 146.9 | 22:52.499 |
| 11 | 1 | 1:30.637   | 25.315   | 32.947 | 32.375   | 151.0 | 24:23.136 |
| 12 | 1 | 1:30.156   | 24.792   | 33.064 | 32.300   | 151.8 | 25:53.292 |
| 13 | 1 | 1:30.464   | 24.928   | 33.052 | 32.484   | 151.3 | 27:23.756 |
| 14 | 1 | 1:30.576   | 25.092   | 33.154 | 32.330   | 151.1 | 28:54.332 |
| 15 | 1 | 1:30.033   | 25.168   | 32.867 | 31.998   | 152.0 | 30:24.365 |

**41** OSELLA ABARTH PA1 1973 PROTO 2  
1. Manfredo ROSSI DI MON'

|   |   |          |          |        |        |       |           |
|---|---|----------|----------|--------|--------|-------|-----------|
| 1 | 1 | 3:06.771 | 2:01.773 | 32.919 | 32.079 | 73.3  | 3:06.771  |
| 2 | 1 | 1:23.321 | 23.586   | 30.065 | 29.670 | 164.2 | 4:30.092  |
| 3 | 1 | 1:23.013 | 23.326   | 29.830 | 29.857 | 164.8 | 5:53.105  |
| 4 | 1 | 1:23.612 | 23.850   | 29.955 | 29.807 | 163.7 | 7:16.717  |
| 5 | 1 | 1:26.359 | 23.772   | 31.581 | 31.006 | 158.5 | 8:43.076  |
| 6 | 1 | 1:24.398 | 24.124   | 30.789 | 29.485 | 162.1 | 10:07.474 |
| 7 | 1 | 1:22.073 | 22.604   | 30.123 | 29.346 | 166.7 | 11:29.547 |

**46** FERRARI 512 BBLM 1981 GT2  
1. Christian BOURIEZ

|    |   |            |          |        |          |       |           |
|----|---|------------|----------|--------|----------|-------|-----------|
| 1  | 1 | 7:01.692   | 5:44.996 | 40.012 | 36.684   | 32.4  | 7:01.692  |
| 2  | 1 | 1:40.858   | 29.956   | 36.892 | 34.010   | 135.7 | 8:42.550  |
| 3  | 1 | 1:33.177   | 27.189   | 34.007 | 31.981   | 146.9 | 10:15.727 |
| 4  | 1 | 1:29.498   | 24.603   | 32.960 | 31.935   | 152.9 | 11:45.225 |
| 5  | 1 | 3:20.416 B | 25.179   | 32.721 | 2:22.516 | 68.3  | 15:05.641 |
| 6  | 1 | 1:42.623   | 36.616   | 34.068 | 31.939   | 133.3 | 16:48.264 |
| 7  | 1 | 1:29.501   | 25.131   | 32.983 | 31.387   | 152.9 | 18:17.765 |
| 8  | 1 | 1:27.530   | 24.712   | 32.023 | 30.795   | 156.3 | 19:45.295 |
| 9  | 1 | 1:27.378   | 24.200   | 32.208 | 30.970   | 156.6 | 21:12.673 |
| 10 | 1 | 1:29.095   | 24.784   | 32.774 | 31.537   | 153.6 | 22:41.768 |
| 11 | 1 | 1:28.545   | 24.689   | 32.196 | 31.660   | 154.5 | 24:10.313 |

**52** TOJ SC304 1976 PROTO 2  
1. Yves SCEMAMA

|   |   |            |          |        |          |       |           |
|---|---|------------|----------|--------|----------|-------|-----------|
| 1 | 1 | 3:37.535   | 2:20.387 | 40.395 | 36.753   | 62.9  | 3:37.535  |
| 2 | 1 | 1:29.447   | 26.732   | 32.327 | 30.388   | 153.0 | 5:06.982  |
| 3 | 1 | 1:25.604   | 24.844   | 31.614 | 29.146   | 159.8 | 6:32.586  |
| 4 | 1 | 1:25.146   | 24.151   | 31.686 | 29.309   | 160.7 | 7:57.732  |
| 5 | 1 | 1:23.688   | 23.662   | 30.765 | 29.261   | 163.5 | 9:21.420  |
| 6 | 1 | 4:35.540 B | 23.895   | 30.691 | 3:40.954 | 49.7  | 13:56.960 |

| Lap | D | Time     | Sector 1 | Sector 2 | Sector 3 | Mph   | Elapsed   |
|-----|---|----------|----------|----------|----------|-------|-----------|
| 7   | 1 | 1:31.855 | 30.482   | 31.657   | 29.716   | 149.0 | 15:28.815 |
| 8   | 1 | 1:23.798 | 23.672   | 30.808   | 29.318   | 163.3 | 16:52.613 |
| 9   | 1 | 1:24.389 | 24.577   | 30.820   | 28.992   | 162.1 | 18:17.002 |
| 10  | 1 | 1:25.267 | 23.226   | 31.122   | 30.919   | 160.5 | 19:42.269 |
| 11  | 1 | 1:22.919 | 23.446   | 30.476   | 28.997   | 165.0 | 21:05.188 |
| 12  | 1 | 1:21.792 | 23.124   | 29.980   | 28.688   | 167.3 | 22:26.980 |
| 13  | 1 | 1:21.864 | 22.987   | 30.073   | 28.804   | 167.2 | 23:48.844 |
| 14  | 1 | 1:23.232 | 23.244   | 31.067   | 28.921   | 164.4 | 25:12.076 |
| 15  | 1 | 1:21.586 | 23.234   | 29.768   | 28.584   | 167.7 | 26:33.662 |
| 16  | 1 | 1:22.469 | 23.299   | 30.046   | 29.124   | 165.9 | 27:56.131 |
| 17  | 1 | 1:22.307 | 23.455   | 29.938   | 28.914   | 166.3 | 29:18.438 |
| 18  | 1 | 1:24.799 | 23.269   | 30.616   | 30.914   | 161.4 | 30:43.237 |

**58** PORSCHE 935 K3 1980 GT2  
1. Pierre-Alain THIBAUT

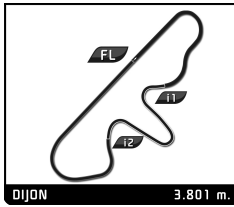
|    |   |            |          |        |          |       |           |
|----|---|------------|----------|--------|----------|-------|-----------|
| 1  | 1 | 2:57.324   | 1:48.932 | 36.111 | 32.281   | 77.2  | 2:57.324  |
| 2  | 1 | 1:27.795   | 25.487   | 31.579 | 30.729   | 155.9 | 4:25.119  |
| 3  | 1 | 1:26.040   | 23.556   | 31.407 | 31.077   | 159.0 | 5:51.159  |
| 4  | 1 | 1:27.546   | 23.887   | 33.128 | 30.531   | 156.3 | 7:18.705  |
| 5  | 1 | 1:30.007   | 24.361   | 33.730 | 31.916   | 152.0 | 8:48.712  |
| 6  | 1 | 1:26.194   | 23.572   | 31.715 | 30.907   | 158.8 | 10:14.906 |
| 7  | 1 | 4:14.841 B | 24.416   | 31.396 | 3:19.029 | 53.7  | 14:29.747 |
| 8  | 1 | 1:39.497   | 34.121   | 33.760 | 31.616   | 137.5 | 16:09.244 |
| 9  | 1 | 1:28.268   | 25.136   | 32.361 | 30.771   | 155.0 | 17:37.512 |
| 10 | 1 | 1:26.303   | 24.655   | 31.598 | 30.050   | 158.6 | 19:03.815 |
| 11 | 1 | 1:25.817   | 24.419   | 31.312 | 30.086   | 159.5 | 20:29.632 |
| 12 | 1 | 1:25.700   | 24.395   | 31.362 | 29.943   | 159.7 | 21:55.332 |

**59** CHEETAH G601 1976 PROTO 2  
1. Beat EGGIMANN

|    |   |            |          |        |          |       |           |
|----|---|------------|----------|--------|----------|-------|-----------|
| 1  | 1 | 2:55.427   | 1:50.268 | 33.277 | 31.882   | 78.0  | 2:55.427  |
| 2  | 1 | 1:26.592   | 24.872   | 31.127 | 30.593   | 158.0 | 4:22.019  |
| 3  | 1 | 1:26.368   | 23.675   | 31.282 | 31.411   | 158.4 | 5:48.387  |
| 4  | 1 | 1:24.882   | 23.509   | 30.277 | 31.096   | 161.2 | 7:13.269  |
| 5  | 1 | 1:29.591   | 25.873   | 32.165 | 31.553   | 152.7 | 8:42.860  |
| 6  | 1 | 1:26.891   | 24.174   | 32.068 | 30.649   | 157.5 | 10:09.751 |
| 7  | 1 | 1:25.912   | 23.548   | 30.303 | 32.061   | 159.3 | 11:35.663 |
| 8  | 1 | 4:04.274 B | 23.754   | 30.621 | 3:09.899 | 56.0  | 15:39.937 |
| 9  | 1 | 1:30.575   | 29.687   | 30.742 | 30.146   | 151.1 | 17:10.512 |
| 10 | 1 | 1:23.666   | 24.039   | 30.119 | 29.508   | 163.6 | 18:34.178 |
| 11 | 1 | 1:22.578   | 23.224   | 29.780 | 29.574   | 165.7 | 19:56.756 |
| 12 | 1 | 1:22.589   | 23.079   | 29.882 | 29.628   | 165.7 | 21:19.345 |
| 13 | 1 | 1:25.440   | 24.388   | 30.657 | 30.395   | 160.2 | 22:44.785 |
| 14 | 1 | 1:23.893   | 23.250   | 30.766 | 29.877   | 163.1 | 24:08.678 |
| 15 | 1 | 1:22.763   | 23.025   | 30.147 | 29.591   | 165.3 | 25:31.441 |
| 16 | 1 | 1:22.487   | 22.907   | 30.072 | 29.508   | 165.9 | 26:53.928 |
| 17 | 1 | 1:22.237   | 23.013   | 29.962 | 29.262   | 166.4 | 28:16.165 |

**60** BMW M1 1979 GT2  
1. Peter MUELDER  
2. Christian TRABER

|   |   |          |          |        |        |       |           |
|---|---|----------|----------|--------|--------|-------|-----------|
| 1 | 1 | 4:11.095 | 2:45.316 | 44.527 | 41.252 | 54.5  | 4:11.095  |
| 2 | 1 | 1:43.208 | 28.516   | 37.693 | 36.999 | 132.6 | 5:54.303  |
| 3 | 1 | 1:34.844 | 26.838   | 34.572 | 33.434 | 144.3 | 7:29.147  |
| 4 | 1 | 1:33.003 | 26.627   | 33.632 | 32.744 | 147.1 | 9:02.150  |
| 5 | 1 | 1:32.563 | 26.399   | 33.427 | 32.737 | 147.8 | 10:34.713 |
| 6 | 1 | 1:33.351 | 26.023   | 34.181 | 33.147 | 146.6 | 12:08.064 |



# CLASSIC ENDURANCE RACING 2

## GRAND PRIX DE L'AGE D'OR

### PRIVATE PRACTICE

### 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 |
|-----|---|------------|----------|----------|----------|-------|-----------|-----|---|------|----------|----------|----------|-----|---------|
| 7   | 1 | 1:36.021   | 26.831   | 35.437   | 33.753   | 142.5 | 13:44.085 |     |   |      |          |          |          |     |         |
| 8   | 1 | 3:54.449 B | 29.277   | 42.390   | 2:42.782 | 58.4  | 17:38.534 |     |   |      |          |          |          |     |         |
| 9   | 1 | 1:40.811   | 34.906   | 34.245   | 31.660   | 135.7 | 19:19.345 |     |   |      |          |          |          |     |         |
| 10  | 1 | 1:28.558   | 24.350   | 32.786   | 31.422   | 154.5 | 20:47.903 |     |   |      |          |          |          |     |         |
| 11  | 1 | 1:28.433   | 24.260   | 32.312   | 31.861   | 154.7 | 22:16.336 |     |   |      |          |          |          |     |         |
| 12  | 1 | 1:27.495   | 24.338   | 31.656   | 31.501   | 156.4 | 23:43.831 |     |   |      |          |          |          |     |         |

| 64 |   | 1.Hans-Jörg HÜBNER |          | Porsche 934/5 GT2 |          |       |           |
|----|---|--------------------|----------|-------------------|----------|-------|-----------|
| 1  | 1 | 3:33.723           | 2:13.176 | 38.977            | 41.570   | 64.0  | 3:33.723  |
| 2  | 1 | 1:50.077           | 31.564   | 39.475            | 39.038   | 124.3 | 5:23.800  |
| 3  | 1 | 1:47.931           | 31.670   | 39.466            | 36.795   | 126.8 | 7:11.731  |
| 4  | 1 | 1:37.858           | 29.440   | 34.897            | 33.521   | 139.8 | 8:49.589  |
| 5  | 1 | 1:36.689           | 25.891   | 35.702            | 35.096   | 141.5 | 10:26.278 |
| 6  | 1 | 1:37.138           | 28.183   | 35.094            | 33.861   | 140.9 | 12:03.416 |
| 7  | 1 | 1:31.354           | 25.851   | 33.469            | 32.034   | 149.8 | 13:34.770 |
| 8  | 1 | 3:06.164 B         | 25.538   | 33.374            | 2:07.252 | 73.5  | 16:40.934 |
| 9  | 1 | 1:36.088           | 31.434   | 33.578            | 31.076   | 142.4 | 18:17.022 |
| 10 | 1 | 1:30.583           | 26.819   | 32.271            | 31.493   | 151.1 | 19:47.605 |
| 11 | 1 | 1:31.584           | 25.263   | 34.235            | 32.086   | 149.4 | 21:19.189 |
| 12 | 1 | 1:31.065           | 26.246   | 33.210            | 31.609   | 150.3 | 22:50.254 |
| 13 | 1 | 1:29.757           | 25.185   | 32.686            | 31.886   | 152.5 | 24:20.011 |
| 14 | 1 | 1:30.070           | 25.575   | 32.678            | 31.817   | 151.9 | 25:50.081 |
| 15 | 1 | 1:29.748           | 25.093   | 33.051            | 31.604   | 152.5 | 27:19.829 |
| 16 | 1 | 3:05.220 B         | 25.434   | 35.082            | 2:04.704 | 73.9  | 30:25.049 |

| 67 |   | 1.Michele LIGUORI |          | LOLA T292 DFV 1973 PROTO 2 |          |       |           |
|----|---|-------------------|----------|----------------------------|----------|-------|-----------|
| 1  | 1 | 3:47.703          | 2:36.421 | 38.094                     | 33.188   | 60.1  | 3:47.703  |
| 2  | 1 | 1:28.517          | 25.250   | 33.103                     | 30.164   | 154.6 | 5:16.220  |
| 3  | 1 | 1:22.053          | 23.225   | 30.776                     | 28.052   | 166.8 | 6:38.273  |
| 4  | 1 | 1:22.971          | 24.046   | 30.764                     | 28.161   | 164.9 | 8:01.244  |
| 5  | 1 | 1:21.731          | 23.065   | 30.360                     | 28.306   | 167.4 | 9:22.975  |
| 6  | 1 | 1:22.562          | 23.101   | 30.583                     | 28.878   | 165.7 | 10:45.537 |
| 7  | 1 | 5:31.674 B        | 26.429   | 36.140                     | 4:29.105 | 41.3  | 16:17.211 |
| 8  | 1 | 1:44.164          | 40.158   | 34.534                     | 29.472   | 131.4 | 18:01.375 |
| 9  | 1 | 1:24.796          | 23.203   | 30.769                     | 30.824   | 161.4 | 19:26.171 |
| 10 | 1 | 1:24.252          | 23.491   | 32.569                     | 28.192   | 162.4 | 20:50.423 |
| 11 | 1 | 1:21.600          | 22.609   | 30.750                     | 28.241   | 167.7 | 22:12.023 |
| 12 | 1 | 1:21.481          | 22.494   | 30.689                     | 28.298   | 167.9 | 23:33.504 |
| 13 | 1 | 1:20.902          | 22.998   | 29.864                     | 28.040   | 169.1 | 24:54.406 |
| 14 | 1 | 1:21.106          | 22.534   | 29.930                     | 28.642   | 168.7 | 26:15.512 |
| 15 | 1 | 1:22.486          | 23.269   | 30.467                     | 28.750   | 165.9 | 27:37.998 |
| 16 | 1 | 1:34.737          | 26.733   | 35.060                     | 32.944   | 144.4 | 29:12.735 |
| 17 | 1 | 1:21.844          | 23.268   | 30.451                     | 28.125   | 167.2 | 30:34.579 |