

# CLASSIC ENDURANCE RACING 2

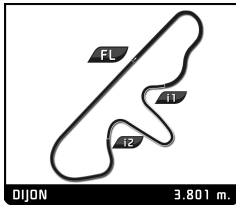
## GRAND PRIX DE L'AGE D'OR

### 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
<b>1</b> 1.Tony SINCLAIR LOLA T292 BDG 1973 P-2L								14	1	1:27.048	24.511	31.805	<b>30.732</b>	157.2	28:15.720
1	1	2:02.799	58.086	33.929	30.784	111.4	2:02.799	15	1	1:26.778	<b>24.003</b>	31.687	31.088	157.7	29:42.498
2	1	4:11.802 <b>B</b>	25.643	33.318	3:12.841	54.3	6:14.600								
3	1	1:35.351	32.481	32.205	30.665	143.5	7:49.951								
4	1	1:23.571	23.454	30.903	29.214	163.7	9:13.522								
5	1	1:28.589	26.289	32.298	30.002	154.5	10:42.111								
6	1	1:21.917	22.354	30.450	29.113	167.0	12:04.028								
7	1	1:22.744	22.718	31.019	29.007	165.4	13:26.772								
8	1	1:21.195	22.199	30.145	28.851	168.5	14:47.967								
9	1	4:47.581 <b>B</b>	22.282	30.601	3:54.698	47.6	19:35.548								
10	1	1:28.407	28.618	30.535	29.254	154.8	21:03.955								
11	1	1:21.463	22.241	30.136	29.086	168.0	22:25.418								
12	1	1:22.045	22.253	30.299	29.493	166.8	23:47.463								
13	1	1:21.131	22.030	30.032	29.069	168.7	25:08.594								
14	1	1:21.116	22.148	30.013	28.955	168.7	26:29.710								
15	1	1:21.714	22.526	30.212	28.976	167.5	27:51.424								
16	1	<b>1:20.757</b>	<b>21.997</b>	<b>29.917</b>	<b>28.843</b>	169.4	29:12.181								
17	1	1:21.120	22.171	<b>29.874</b>	29.075	168.7	30:33.301								
<b>3</b> 1.Martin O'CONNELL CHEVRON B26 1974 P-2L															
1	1	30:56.834	...	45.014	<b>48.289</b>	7.4	30:56.833								
<b>6</b> 1.Roberto TURRIZIANI 2.Stefano DI FULVIO OSELLA PA5 1977 P-2L															
1	1	1:57.296	47.206	39.027	31.063	116.7	1:57.296								
2	1	4:01.852 <b>B</b>	23.616	32.986	3:05.250	56.6	5:59.147								
3	1	1:40.302	38.233	31.750	30.319	136.4	7:39.449								
4	1	1:23.419	22.704	31.028	29.687	164.0	9:02.868								
5	1	1:23.578	23.643	30.455	29.480	163.7	10:26.446								
6	1	1:21.802	22.795	29.721	29.286	167.3	11:48.248								
7	1	1:21.112	<b>22.266</b>	29.596	29.250	168.7	13:09.360								
8	1	<b>1:21.088</b>	22.550	<b>29.498</b>	<b>29.040</b>	168.8	14:30.448								
9	1	4:16.467 <b>B</b>	28.040	36.618	3:11.809	53.4	18:46.915								
10	1	1:41.120	34.435	34.350	32.335	135.3	20:28.035								
11	1	1:28.370	25.202	32.052	31.116	154.8	21:56.405								
12	1	1:29.979	25.564	32.896	31.519	152.1	23:26.384								
13	1	1:27.892	25.059	31.665	31.168	155.7	24:54.276								
<b>7</b> 1.Jean LEGRAS CHEVRON B21 BDG 1972 P-2L															
1	1	2:28.454	1:08.997	40.627	38.830	92.2	2:28.454								
2	1	4:43.860 <b>B</b>	30.748	44.085	3:29.027	48.2	7:12.313								
3	1	1:46.493	36.095	35.169	35.229	128.5	8:58.806								
4	1	1:33.152	27.854	33.442	31.856	146.9	10:31.958								
5	1	1:29.426	25.303	32.408	31.715	153.0	12:01.384								
6	1	1:30.580	25.382	33.570	31.628	151.1	13:31.964								
7	1	1:27.665	25.061	31.385	31.219	156.1	14:59.629								
8	1	4:20.966 <b>B</b>	24.935	31.839	3:24.192	52.4	19:20.595								
9	1	1:37.702	33.221	32.840	31.641	140.1	20:58.297								
10	1	1:27.440	24.979	31.151	31.310	156.5	22:25.737								
11	1	1:28.208	24.390	31.647	32.171	155.1	23:53.945								
12	1	1:28.556	25.404	32.063	31.089	154.5	25:22.501								
13	1	<b>1:26.171</b>	24.343	<b>31.092</b>	30.736	158.8	26:48.672								
<b>12</b> 1.Jean-François PIQUET PORSCHE 930 Turbo 1975 GT2															
1	1	2:15.265	54.151	42.434	38.680	101.2	2:15.265								
2	1	3:54.954 <b>B</b>	<b>33.910</b>	41.905	2:39.139	58.2	6:10.218								
3	1	1:55.125	38.937	<b>38.165</b>	<b>38.023</b>	118.9	8:05.343								
<b>14</b> 1.Marc DEVIS TOJ SC 303 1978 P+2L															
1	1	2:31.895	1:24.527	35.123	32.245	90.1	2:31.895								
2	1	4:08.751 <b>B</b>	29.873	43.998	2:54.880	55.0	6:40.645								
3	1	1:32.685	32.031	31.188	29.466	147.6	8:13.330								
4	1	1:23.476	23.438	31.216	28.822	163.9	9:36.806								
5	1	1:23.401	22.729	30.937	29.735	164.1	11:00.207								
6	1	1:21.725	22.687	29.834	29.204	167.4	12:21.932								
7	1	1:25.934	22.638	32.463	30.833	159.2	13:47.866								
8	1	5:39.286 <b>B</b>	23.360	30.127	4:45.799	40.3	19:27.152								
9	1	1:30.900	30.949	31.184	28.767	150.5	20:58.052								
10	1	<b>1:20.285</b>	22.498	<b>29.604</b>	<b>28.183</b>	170.4	22:18.337								
11	1	1:25.236	23.259	33.208	28.769	160.5	23:43.573								
12	1	1:20.678	22.617	29.781	28.280	169.6	25:04.251								
13	1	1:20.707	<b>22.452</b>	29.726	28.529	169.5	26:24.958								
<b>15</b> 1.Michel BAUDOIN LOLA T290 1976 P-2L															
1	1	2:06.264	55.445	37.512	33.307	108.4	2:06.264								
2	1	3:59.083 <b>B</b>	29.112	38.545	2:51.426	57.2	6:05.346								
3	1	1:44.411	37.040	35.038	32.333	131.1	7:49.757								
4	1	1:31.276	25.456	33.840	31.980	149.9	9:21.033								
5	1	1:31.932	26.342	33.792	31.798	148.8	10:52.965								
6	1	1:30.180	25.123	33.357	31.700	151.7	12:23.145								
7	1	1:30.882	25.613	33.454	31.815	150.6	13:54.027								
8	1	1:29.426	25.129	32.537	31.760	153.0	15:23.453								
9	1	1:29.383	25.289	32.570	31.524	153.1	16:52.836								
10	1	1:29.776	25.074	33.373	31.329	152.4	18:22.612								
11	1	<b>1:28.304</b>	24.783	<b>32.491</b>	<b>31.030</b>	155.0	19:50.916								
12	1	1:29.595	24.837	32.941	31.817	152.7	21:20.511								
13	1	1:29.220	<b>24.645</b>	33.300	31.275	153.4	22:49.731								
<b>24</b> 1.Manuel MONTEIRO 2.Frédéric DA ROCHA LOLA T298 BMW 1979 P-2L															
1	1	2:27.319	1:01.851	46.377	39.091	92.9	2:27.319								
2	1	4:43.126 <b>B</b>	30.149	44.494	3:28.483	48.3	7:10.444								
3	1	1:47.468	34.329	36.526	36.613	127.3	8:57.912								
4	1	1:30.913	26.198	34.316	30.399	150.5	10:28.825								
5	1	<b>1:24.349</b>	23.389	30.966	<b>29.994</b>	162.2	11:53.174								
6	1	1:24.940	<b>23.236</b>	31.382	30.322	161.1	13:18.114								
7	1	1:24.547	23.443	<b>30.851</b>	30.253	161.8	14:42.661								
8	1	6:24.408 <b>B</b>	26.166	34.336	5:23.906	35.6	21:07.069								
9	1	1:38.179	30.632	36.380	31.167	139.4	22:45.248								
10	1	1:26.158	23.703	31.858	30.597	158.8	24:11.406								
11	1	1:25.173	23.820	31.027	30.326	160.7	25:36.579								
12	1	1:24.989	23.601	31.102	30.286	161.0	27:01.568								
13	1	1:26.353	24.260	31.501	30.592	158.5	28:27.921								

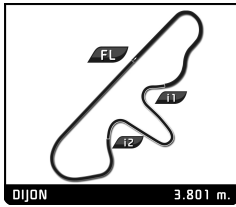


CLASSIC ENDURANCE RACING 2  
GRAND PRIX DE L'AGE D'OR  
QUALIFYING 2

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
14	1	1:26.085	23.708	31.628	30.749	159.0	29:54.006	6	1	1:23.402	23.813	30.506	29.083	164.1	12:06.493
15	1	1:25.713	23.627	31.575	30.511	159.6	31:19.719	7	1	1:22.000	22.750	30.237	29.013	166.9	13:28.493
<b>26</b> 1.Claude LE JEAN 2.Lucien ROSSIAUD CHEVRON B36 BMW 1976 P-2L								<b>8</b> 1 7:07.633 B 24.897 33.412 6:09.324 32.0 20:36.126							
1	1	2:17.271	1:04.370	37.590	35.311	99.7	2:17.271	9	1	1:36.135	32.391	32.878	30.866	142.3	22:12.261
2	1	3:51.097 B	31.124	41.126	2:38.847	59.2	6:08.367	10	1	1:23.190	24.311	30.164	28.715	164.5	23:35.451
3	1	1:43.664	35.392	34.688	33.584	132.0	7:52.031	11	1	1:21.599	23.011	29.971	28.617	167.7	24:57.050
4	1	1:32.771	25.760	32.945	34.066	147.5	9:24.802	12	1	1:21.447	22.938	29.905	28.604	168.0	26:18.497
5	1	1:37.001	29.025	34.412	33.564	141.1	11:01.803	<b>58</b> 1.Pierre-Alain THIBAUT PORSCHE 935 K3 1980 GT2							
6	1	1:32.763	25.991	33.402	33.370	147.5	12:34.566	1	1	2:17.309	1:06.014	38.054	33.241	99.7	2:17.309
7	1	3:18.795 B	26.514	33.415	2:18.866	68.8	15:53.361	2	1	4:43.244 B	30.200	39.246	3:33.798	48.3	7:00.552
8	1	1:44.174	35.460	33.681	35.033	131.4	17:37.535	3	1	1:38.511	34.703	33.330	30.478	138.9	8:39.063
9	1	1:32.472	25.706	33.311	33.455	148.0	19:10.007	4	1	1:24.788	23.413	31.282	30.093	161.4	10:03.851
10	1	1:32.079	25.747	33.100	33.232	148.6	20:42.086	5	1	1:24.363	23.344	31.027	29.992	162.2	11:28.214
11	1	1:31.650	25.416	33.254	32.980	149.3	22:13.736	6	1	1:23.297	23.159	30.763	29.375	164.3	12:51.511
<b>30</b> 1.Michael HINDERER 2.Rene ARNOUX BMW M1 1979 GT2								<b>59</b> 1.Beat EGGIMANN CHEETAH G601 1976 P-2L							
1	1	2:01.379	51.282	36.182	33.915	112.7	2:01.379	1	1	1:39.076	34.508	33.151	31.417	138.1	1:39.076
2	1	4:01.349 B	27.081	34.862	2:59.406	56.7	6:02.727	2	1	4:22.248 B	24.232	31.679	3:26.337	52.2	6:01.323
3	1	1:41.850	35.971	33.625	32.254	134.4	7:44.577	3	1	1:38.789	36.595	31.696	30.498	138.5	7:40.112
4	1	1:28.568	24.345	32.539	31.684	154.5	9:13.145	4	1	1:26.309	23.938	32.099	30.272	158.5	9:06.421
5	1	1:36.632	26.514	36.914	33.204	141.6	10:49.777	5	1	1:25.181	23.858	31.015	30.308	160.6	10:31.602
6	1	1:28.143	24.440	32.389	31.314	155.2	12:17.920	6	1	1:24.511	23.440	31.162	29.909	161.9	11:56.113
7	1	1:32.707	24.550	34.290	33.867	147.6	13:50.627	7	1	1:23.191	22.922	30.786	29.483	164.5	13:19.304
8	1	1:28.176	24.110	32.349	31.717	155.2	15:18.803	8	1	1:23.703	23.400	30.784	29.519	163.5	14:43.007
9	1	1:27.453	24.370	31.945	31.138	156.5	16:46.256	9	1	1:25.911	25.105	30.694	30.112	159.3	16:08.918
10	1	3:40.975 B	28.097	38.206	2:34.672	61.9	20:27.231	10	1	3:27.893 B	23.608	30.846	2:33.439	65.8	19:36.811
11	1	1:45.659	35.666	36.258	33.735	129.5	22:12.890	11	1	1:29.107	28.474	30.942	29.691	153.6	21:05.918
12	1	1:39.400	27.425	37.409	34.566	137.7	23:52.290	12	1	1:22.648	22.916	30.303	29.429	165.6	22:28.566
13	1	1:34.731	26.629	35.202	32.900	144.4	25:27.021	13	1	1:23.833	22.910	30.686	30.237	163.2	23:52.399
14	1	1:33.794	26.679	34.419	32.696	145.9	27:00.815	14	1	1:23.148	22.917	30.575	29.656	164.6	25:15.547
15	1	1:34.654	27.143	34.420	33.091	144.6	28:35.469	15	1	1:23.923	23.237	30.573	30.113	163.0	26:39.470
16	1	1:33.424	26.207	34.178	33.039	146.5	30:08.893	16	1	1:23.088	22.614	30.800	29.674	164.7	28:02.558
17	1	1:33.796	26.408	34.143	33.245	145.9	31:42.689	17	1	1:23.063	22.903	30.855	29.305	164.7	29:25.621
18	1	1:33.239	26.331	34.014	32.894	146.8	33:15.928	18	1	1:24.497	23.913	30.926	29.658	161.9	30:50.118
<b>46</b> 1.Christian BOURIEZ FERRARI 512 BBLM 1981 GT2								<b>60</b> 1.Peter MUELDER 2.Christian TRABER BMW M1 1979 GT2							
1	1	8:05.030	6:44.582	42.221	38.227	28.2	8:05.029	1	1	2:30.676	1:13.455	38.777	38.444	90.8	2:30.676
2	1	1:39.789	29.008	36.745	34.036	137.1	9:44.818	2	1	3:41.463 B	30.042	43.781	2:27.640	61.8	6:12.138
3	1	1:33.169	26.984	34.035	32.150	146.9	11:17.987	3	1	1:45.920	34.659	37.544	33.717	129.2	7:58.058
4	1	1:29.402	25.190	32.628	31.584	153.1	12:47.389	4	1	1:31.068	25.489	33.201	32.378	150.3	9:29.126
5	1	1:28.599	25.158	32.152	31.289	154.4	14:15.988	<b>64</b> 1.Hans-Jörg HÜBNER PORSCHE 934/5 GT2							
6	1	1:27.542	24.701	31.784	31.057	156.3	15:43.530	1	1	7:33.936	6:24.683	35.519	33.734	30.1	7:33.935
7	1	1:28.054	24.574	32.342	31.138	155.4	17:11.584	2	1	1:35.809	27.008	35.457	33.344	142.8	9:09.744
8	1	1:31.648	24.587	31.822	35.239	149.3	18:43.232	3	1	1:33.439	27.065	33.460	32.914	146.4	10:43.183
<b>52</b> 1.Yves SCEMAMA TOJ SC304 1976 P+2L								<b>5</b> 1 1:31.339 26.066 33.059 32.214 149.8 13:47.596							
1	1	2:06.974	56.648	37.884	32.442	107.8	2:06.974	6	1	1:30.553	26.487	32.837	31.229	151.1	15:18.149
2	1	4:00.334 B	30.631	39.205	2:50.498	56.9	6:07.307								
3	1	1:41.455	35.632	34.941	30.882	134.9	7:48.762								
4	1	1:27.462	24.750	32.577	30.135	156.5	9:16.224								
5	1	1:26.867	25.658	32.016	29.193	157.5	10:43.091								



## CLASSIC ENDURANCE RACING 2 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
7	1	1:30.033	26.405	32.248	31.380	152.0	16:48.182								
8	1	1:31.641	26.676	33.757	31.208	149.3	18:19.823								
9	1	3:14.353 B	25.451	32.219	2:16.683	70.4	21:34.176								
10	1	1:37.821	33.073	33.232	31.516	139.9	23:11.997								
11	1	1:31.047	25.945	33.413	31.689	150.3	24:43.044								
12	1	1:30.586	25.683	33.033	31.870	151.1	26:13.630								

<b>67</b>	1. Michele LIGUORI		LOLA T292 DFV 1973				
			P-2L				
1	1	1:52.953	48.980	34.553	29.420	121.1	1:52.953
2	1	12:32.387 B	8:00.007	39.871	3:52.509	18.2	14:25.339
3	1	1:36.033	33.884	33.232	28.917	142.5	16:01.372
4	1	1:22.947	23.600	30.908	28.439	165.0	17:24.319
5	1	1:22.398	23.811	30.342	28.245	166.1	18:46.717
6	1	10:32.208 B	26.793	36.803	9:28.612	21.6	29:18.925
7	1	1:31.774	32.466	30.684	28.624	149.1	30:50.699