

CLASSIC ENDURANCE RACING 1

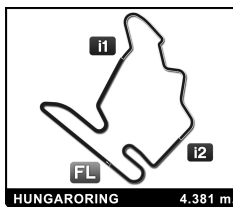
HUNGARORING CLASSIC

PRIVATE 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
7 1.Toni SEILER LOLA T70 Mk III 1968 P+2L								7 1 2:22.926 B 47.258 49.584 46.084 110.3 20:41.032							
2 1 2:09.515 44.916 49.181 35.418 121.8 5:09.296								8 1 6:59.572 5:31.408 50.885 37.279 37.6 27:40.604							
3 1 2:06.112 44.559 47.004 34.549 125.1 7:15.408								9 1 2:10.680 46.135 49.044 35.501 120.7 29:51.284							
4 1 2:02.098 42.107 46.369 33.622 129.2 9:17.506								10 1 2:09.602 45.062 49.815 34.725 121.7 32:00.886							
5 1 2:08.174 B 41.365 45.309 41.500 123.0 11:25.680								15 1.John EMBERSON CHEVRON B19 FVC 1971 P-2L							
6 1 3:32.104 2:10.737 46.648 34.719 74.4 14:57.784								2 1 4:08.220 2:46.312 47.927 33.981 63.5 4:08.220							
7 1 1:59.452 40.739 44.996 33.717 132.0 16:57.236								2 1 2:01.607 42.992 44.395 34.220 129.7 6:09.827							
8 1 1:59.371 40.784 45.599 32.988 132.1 18:56.607								3 1 1:59.128 41.920 44.286 32.922 132.4 8:08.955							
9 1 2:13.964 B 44.303 47.941 41.720 117.7 21:10.571								4 1 2:17.939 B 44.669 47.193 46.077 114.3 10:26.894							
10 1 4:12.256 2:45.484 49.420 37.352 62.5 25:22.827								5 1 7:37.400 6:19.119 44.749 33.532 34.5 18:04.294							
11 1 2:00.744 42.030 44.955 33.759 130.6 27:23.571								6 1 2:03.434 43.945 46.336 33.153 127.8 20:07.728							
12 1 2:10.835 42.724 53.370 34.741 120.5 29:34.406								7 1 1:59.044 42.486 43.657 32.901 132.5 22:06.772							
13 1 2:19.302 B 42.383 48.060 48.859 113.2 31:53.708								8 1 2:18.604 B 43.686 47.693 47.225 113.8 24:25.376							
8 1.Xavier GALANT CHEVRON B16 FVC 1970 P-2L								9 1 4:34.665 3:17.091 44.111 33.463 57.4 29:00.041							
2.Vincent NEURISSE								10 1 1:57.578 41.739 43.379 32.460 134.1 30:57.619							
1 1 2:57.922 1:14.559 1:01.997 41.366 88.6 2:57.922								19 1.Claude NAHUM LOLA T70 Mk III 1967 P+2L							
2 1 2:29.793 52.520 56.568 40.705 105.3 5:27.715								2 1 2:32.309 59.128 54.828 38.353 103.6 2:32.309							
3 1 2:20.911 49.619 52.813 38.479 111.9 7:48.626								2 1 2:24.073 B 50.057 50.325 43.691 109.5 4:56.382							
4 1 2:20.190 49.429 51.658 39.103 112.5 10:08.816								3 1 4:55.977 3:31.831 48.923 35.223 53.3 9:52.359							
5 1 2:50.550 B 53.359 53.908 1:03.283 92.5 12:59.366								4 1 2:05.447 44.008 47.263 34.176 125.7 11:57.806							
6 1 3:35.602 2:09.135 49.796 36.671 73.2 16:34.968								5 1 2:03.189 42.858 46.688 33.643 128.0 14:00.995							
7 1 2:17.069 48.922 51.594 36.553 115.1 18:52.037								6 1 2:03.766 42.701 46.780 34.285 127.4 16:04.761							
8 1 2:13.956 50.037 48.516 35.403 117.7 21:05.993								7 1 2:01.336 42.378 44.982 33.976 130.0 18:06.097							
9 1 2:12.730 46.870 51.340 34.520 118.8 23:18.723								8 1 2:00.769 41.730 45.946 33.093 130.6 20:06.866							
10 1 2:09.871 45.378 48.644 35.849 121.4 25:28.594								9 1 1:59.255 41.698 44.846 32.711 132.3 22:06.121							
11 1 2:12.426 46.217 48.965 37.244 119.1 27:41.020								10 1 2:14.379 B 43.499 47.847 43.033 117.4 24:20.500							
12 1 2:10.705 46.866 48.486 35.353 120.7 29:51.725								11 1 5:16.747 3:57.053 46.385 33.309 49.8 29:37.247							
13 1 2:10.504 45.551 49.453 35.500 120.9 32:02.229								12 1 1:59.407 41.044 45.253 33.110 132.1 31:36.654							
10 1.Franco MEINERS CHEVRON B16 BMW 1971 P-2L								21 1.Detlef VON DER LIECK DE TOMASO Pantera Gr. IV 1974 GT1							
2.Luca SARTORI								2 1 4:03.119 2:40.881 48.093 34.145 64.9 4:03.119							
1 1 3:08.505 1:36.265 53.469 38.771 83.7 3:08.505								2 1 2:02.919 42.923 45.643 34.353 128.3 6:06.038							
2 1 2:16.931 48.560 50.995 37.376 115.2 5:25.436								3 1 2:02.735 43.102 46.119 33.514 128.5 8:08.773							
3 1 2:06.501 44.549 47.168 34.784 124.7 7:31.937								4 1 2:04.644 43.697 46.891 34.056 126.5 10:13.417							
4 1 2:05.993 44.456 46.903 34.634 125.2 9:37.930								5 1 2:09.254 B 44.275 47.515 37.464 122.0 12:22.671							
5 1 2:06.671 44.078 47.457 35.136 124.5 11:44.601								6 1 4:03.424 2:35.151 50.249 38.024 64.8 16:26.095							
6 1 2:20.482 B 45.538 49.502 45.442 112.3 14:05.083								7 1 2:09.708 45.471 48.798 35.439 121.6 18:35.803							
7 1 4:01.107 2:33.822 50.690 36.595 65.4 18:06.190								8 1 2:08.655 44.385 48.688 35.582 122.6 20:44.458							
8 1 2:05.052 44.358 46.607 34.087 126.1 20:11.242								9 1 2:10.331 44.927 49.234 36.170 121.0 22:54.789							
9 1 2:03.113 43.507 45.676 33.930 128.1 22:14.355								10 1 2:10.639 44.858 48.682 37.099 120.7 25:05.428							
10 1 2:05.982 44.142 46.719 35.121 125.2 24:20.337								22 1.Romain BELLETESTE CHEVRON B 21 FVC 1971 P-2L							
11 1 2:16.740 46.558 52.979 37.203 115.3 26:37.077								2 1 3:03.153 1:23.379 59.175 40.599 86.1 3:03.153							
12 1 2:29.725 B 45.895 52.362 51.468 105.3 29:06.802								2 1 2:27.559 53.792 55.546 38.221 106.9 5:30.712							
13 1 2:33.889 1:06.257 50.342 37.290 102.5 31:40.691								3 1 2:20.830 50.618 51.887 38.325 112.0 7:51.542							
12 1.Claude NAHUM FORD GT 40 1968 GT1								4 1 2:21.060 53.092 50.866 37.102 111.8 10:12.602							
2.Bernard THUNER								5 1 2:17.519 49.052 51.359 37.108 114.7 12:30.121							
1 1 2:36.487 1:02.561 54.847 39.079 100.8 2:36.487								6 1 2:25.574 B 49.052 50.463 46.059 108.3 14:55.695							
2 1 2:26.409 B 47.871 51.889 46.649 107.7 5:02.896								7 1 4:04.556 2:37.316 52.143 35.097 64.5 19:00.251							
3 1 6:38.320 5:11.243 50.913 36.164 39.6 11:41.216								8 1 2:07.960 45.160 48.064 34.736 123.3 21:08.211							
4 1 2:10.686 45.624 49.432 35.630 120.7 13:51.902								9 1 2:08.124 44.917 48.771 34.436 123.1 23:16.335							
5 1 2:12.705 47.608 49.001 36.096 118.8 16:04.607															
6 1 2:13.499 46.329 50.854 36.316 118.1 18:18.106															



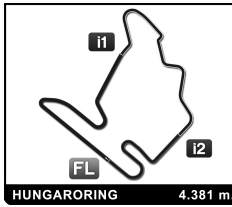
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HUNGARORING CLASSIC

PRIVATE 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
23 CHEVRON B16 BMW 1971 1.Charles RUPP P-2L 2.Philippe PEAUGER															
10	1	2:05.392	43.864	46.944	34.584	125.8	25:21.727	1	1	2:27.322	59.399	51.614	36.309	107.1	2:27.322
11	1	2:04.580	44.081	45.892	34.607	126.6	27:26.307	2	1	2:06.848	45.020	46.895	34.933	124.3	4:34.170
12	1	2:05.130	43.743	47.177	34.210	126.0	29:31.437	3	1	2:05.731	44.241	47.131	34.359	125.4	6:39.901
13	1	2:04.420	43.962	46.336	34.122	126.8	31:35.857	4	1	2:03.385	43.657	45.891	33.837	127.8	8:43.286
								5	1	2:15.153 B	43.379	45.985	45.789	116.7	10:58.439
								6	1	4:51.526	3:24.801	50.121	36.604	54.1	15:49.965
								7	1	2:17.052	47.475	51.260	38.317	115.1	18:07.017
								8	1	2:12.969	46.586	49.259	37.124	118.6	20:19.986
								9	1	2:13.548	47.809	49.906	35.833	118.1	22:33.534
								10	1	2:11.041	45.848	49.009	36.184	120.4	24:44.575
								11	1	2:08.492	45.155	48.021	35.316	122.7	26:53.067
								12	1	2:08.208	44.892	47.540	35.776	123.0	29:01.275
								13	1	2:10.727	45.743	49.068	35.916	120.6	31:12.002
33 LOLA T70 Mk III B 1969 1.Richard MILLE P+2L 2.Carlos TAVARES															
								1	1	2:32.951	59.943	54.830	38.178	103.1	2:32.951
								2	1	2:11.282	46.773	49.231	35.278	120.1	4:44.233
								3	1	2:09.956	44.656	49.998	35.302	121.4	6:54.189
								4	1	2:04.156	44.068	46.391	33.697	127.0	8:58.345
								5	1	2:02.716	42.835	46.159	33.722	128.5	11:01.061
								6	1	2:02.258	42.716	45.933	33.609	129.0	13:03.319
								7	1	2:04.855	43.340	47.465	34.050	126.3	15:08.174
								8	1	2:00.512	42.273	45.274	32.965	130.9	17:08.686
								9	1	2:12.100	47.270	49.560	35.270	119.4	19:20.786
								10	1	2:10.165	47.319	47.891	34.955	121.2	21:30.951
								11	1	2:06.054	44.646	47.254	34.154	125.1	23:37.005
								12	1	2:00.593	42.470	44.934	33.189	130.8	25:37.598
								13	1	2:02.846	41.781	45.375	35.690	128.4	27:40.444
								14	1	2:03.931	42.593	47.012	34.326	127.3	29:44.375
								15	1	1:59.781	41.622	44.877	33.282	131.7	31:44.156
35 ALFA ROMEO T33/3 1969 1.Gianluca RATAZZI P+2L 2.Emanuele PIRRO															
								1	1	3:01.348	1:26.797	55.926	38.625	87.0	3:01.348
								2	1	2:13.374	49.690	49.582	34.102	118.3	5:14.722
								3	1	2:00.991	42.630	46.051	32.310	130.4	7:15.713
								4	1	1:59.697	42.373	44.882	32.442	131.8	9:15.410
								5	1	1:56.149	40.732	43.463	31.954	135.8	11:11.559
								6	1	2:18.926 B	48.629	46.782	43.515	113.5	13:30.485
								7	1	6:03.009	4:29.712	54.237	39.060	43.4	19:33.494
								8	1	2:20.787	49.064	53.914	37.809	112.0	21:54.281
								9	1	2:22.739	48.709	54.012	40.018	110.5	24:17.020
								10	1	2:19.772	48.925	53.354	37.493	112.8	26:36.792
								11	1	2:20.019	48.914	52.977	38.128	112.6	28:56.811
								12	1	2:21.172	49.006	54.191	37.975	111.7	31:17.983
37 LOLA T212 FVC 1970 1.David TOMLIN P-2L 2.Martin STRETTON															
								1	1	2:45.963	1:17.724	52.304	35.935	95.0	2:45.963
								2	1	2:04.447	43.433	46.816	34.198	126.7	4:50.410
								3	1	2:01.371	41.771	46.626	32.974	129.9	6:51.781
								4	1	1:58.099	41.533	43.930	32.636	133.5	8:49.880
								5	1	1:57.852	42.363	42.985	32.504	133.8	10:47.732
								6	1	1:55.393	40.327	43.291	31.775	136.7	12:43.125
								7	1	2:04.413 B	40.730	43.073	40.610	126.8	14:47.538
								8	1	4:30.545	3:08.168	47.363	35.014	58.3	19:18.083
24 PORSCHE 910 1967 1.Jürgen Uwe Bruschnik RUI P+2L															
								1	1	3:04.805	1:27.812	56.800	40.193	85.3	3:04.805
								2	1	2:21.305	52.009	50.995	38.301	111.6	5:26.110
								3	1	2:12.996	46.204	49.652	37.140	118.6	7:39.106
								4	1	2:12.928	47.088	50.182	35.658	118.6	9:52.034
								5	1	2:10.371	46.266	48.419	35.686	121.0	12:02.405
								6	1	2:10.575	46.811	48.131	35.633	120.8	14:12.980
								7	1	2:12.066	45.940	49.372	36.754	119.4	16:25.046
								8	1	2:09.519	46.192	48.086	35.241	121.8	18:34.565
								9	1	2:09.074	45.083	48.263	35.728	122.2	20:43.639
								10	1	2:11.595	46.140	49.380	36.075	119.8	22:55.234
								11	1	2:11.207	45.574	48.282	37.351	120.2	25:06.441
								12	1	2:07.984	44.870	48.309	34.805	123.2	27:14.425
								13	1	2:07.756	44.567	48.058	35.131	123.5	29:22.181
								14	1	2:07.669	44.311	47.995	35.363	123.5	31:29.850
28 LOLA T210 FVC 1971 1.Nick PINK P-2L 2.Chris FOX															
								1	1	2:44.611	1:09.993	55.970	38.648	95.8	2:44.611
								2	1	17:15.182 B	6:50.117			15.2	19:59.793
31 CHEVRON B16 BMW 1969 1.Armand MILLE P-2L															
								1	1	3:26.944	1:55.808	52.360	38.776	76.2	3:26.944
								2	1	2:14.401	47.198	51.432	35.771	117.3	5:41.345
								3	1	2:12.612	47.369	49.951	35.292	118.9	7:53.957
								4	1	2:16.240	47.275	51.006	37.959	115.8	10:10.197
								5	1	2:10.742	46.729	49.149	34.864	120.6	12:20.939
								6	1	2:10.385	46.291	48.665	35.429	121.0	14:31.324
								7	1	2:09.176	46.531	47.429	35.216	122.1	16:40.500
								8	1	2:10.621	46.394	48.935	35.292	120.7	18:51.121
								9	1	2:50.086 B	56.055	1:03.481	50.550	92.7	21:41.207
32 CHEVRON B8 BMW 1969 1.Henrique GEMPERLE P-2L 2.Marc de SIEBENTHAL															



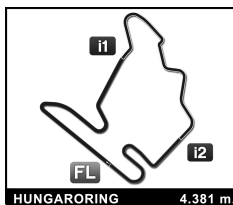
CLASSIC ENDURANCE RACING 1

HUNGARORING CLASSIC

PRIVATE PRACTICE

Analysis

							■ Personal Best ■ Session Best ■ 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
42 1. Philipp BRUEHWILER CHEVRON B19 FVC 1971 P-2L															
9	1	2:00.300	41.980	45.184	33.136	131.1	21:18.383	5	1	2:23.225	50.972	54.212	38.041	110.1	12:51.169
10	1	2:00.418	41.947	45.246	33.225	131.0	23:18.801	6	1	2:33.039 B	50.195	55.443	47.401	103.1	15:24.208
11	1	1:59.490	41.732	45.243	32.515	132.0	25:18.291	7	1	3:34.655	1:58.357	57.305	38.993	73.5	18:58.863
12	1	1:58.403	40.957	44.948	32.498	133.2	27:16.694	8	1	2:24.516	51.285	55.128	38.103	109.1	21:23.379
13	1	2:13.606 B	42.654	47.768	43.184	118.0	29:30.300	9	1	2:21.179	49.967	53.487	37.725	111.7	23:44.558
45 1. Pierre AVIRON-VIOLET CHEVRON B8 1969 P-2L															
1	1	3:05.751	1:33.785	52.287	39.679	84.9	3:05.751	10	1	2:19.938	49.612	52.920	37.406	112.7	26:04.496
2	1	2:16.155	49.355	50.899	35.901	115.8	5:21.906	11	1	2:19.840	49.509	52.841	37.490	112.8	28:24.336
3	1	2:04.384	42.748	48.163	33.473	126.8	7:26.290	12	1	2:23.210	50.541	53.159	39.510	110.1	30:47.546
4	1	2:03.225	42.630	46.621	33.974	128.0	9:29.515								
5	1	2:35.881 B	41.474	45.174	1:09.233	101.2	12:05.396								
48 1. Peter VÖGELE PORSCHE 908/3 1970 P+2L															
1	1	3:04.152	1:24.163	1:00.166	39.823	85.6	3:04.152								
2	1	2:28.778	53.956	54.925	39.897	106.0	5:32.930								
3	1	2:18.946	48.998	52.209	37.739	113.5	7:51.876								
4	1	2:17.260	48.281	51.652	37.327	114.9	10:09.136								
5	1	2:29.119 B	46.437	55.285	47.397	105.8	12:38.255								
6	1	3:49.314	2:13.372	57.782	38.160	68.8	16:27.569								
7	1	2:28.281 B	48.319	53.162	46.800	106.4	18:55.850								
8	1	3:46.367	2:14.343	54.092	37.932	69.7	22:42.217								
9	1	2:32.063 B	47.684	55.073	49.306	103.7	25:14.280								
58 1. Urs BECK 2. Afschin FATEMI PORSCHE 911 RSR 3,0l 1974 GT1															
1	1	2:42.655	1:09.200	55.088	38.367	97.0	2:42.655								
2	1	2:13.196	47.134	48.646	37.416	118.4	4:55.851								
3	1	2:09.445	45.365	48.106	35.974	121.8	7:05.296								
4	1	2:12.371	45.910	48.575	37.886	119.1	9:17.667								
5	1	2:22.109 B	46.721	51.212	44.176	111.0	11:39.776								
6	1	4:14.850	2:38.771	56.767	39.312	61.9	15:54.626								
59 1. Gerald PALACIOS PORSCHE 911 RSR 3,0l 1974 GT1															
1	1	3:00.392	1:15.794	1:01.470	43.128	87.4	3:00.392								
2	1	2:34.214	53.987	57.679	42.548	102.3	5:34.606								
3	1	2:26.976	51.822	56.037	39.117	107.3	8:01.582								
4	1	2:26.362	51.101	55.895	39.366	107.8	10:27.944								
67 1. Maurizio BIANCO CHEVRON B19 FVC 1971 P-2L															
1	1	3:25.767	1:51.925	53.986	39.856	76.6	3:25.767								
2	1	2:07.136	45.213	46.986	34.937	124.1	5:32.903								
3	1	2:03.053	43.791	45.423	33.839	128.2	7:35.956								
4	1	2:01.955	43.308	44.393	34.254	129.3	9:37.911								
5	1	2:00.692	42.687	44.791	33.214	130.7	11:38.603								
6	1	1:57.743	41.240	43.206	33.297	133.9	13:36.346								
7	1	2:05.026 B	41.331	43.342	40.353	126.1	15:41.372								
8	1	4:41.984	3:23.213	44.921	33.850	55.9	20:23.356								
9	1	1:58.933	43.136	43.001	32.796	132.6	22:22.289								
10	1	1:56.229	40.383	43.206	32.640	135.7	24:18.518								
11	1	1:55.706	40.873	42.501	32.332	136.3	26:14.224								
12	1	1:59.680	40.851	44.783	34.046	131.8	28:13.904								
13	1	1:54.638	40.348	42.432	31.858	137.6	30:08.542								
81 1. Jean-Marie BELLETESTE PORSCHE 911 RSR 3,0l 1976 GT1															
1	1	3:31.669	1:40.950	1:05.164	45.555	74.5	3:31.669								
2	1	2:38.417	57.889	59.881	40.647	99.6	6:10.086								
3	1	2:31.936	51.838	58.677	41.421	103.8	8:42.022								
4	1	2:26.866	51.528	55.455	39.883	107.4	11:08.888								
5	1	2:27.884	51.387	56.748	39.749	106.6	13:36.772								
6	1	2:27.676	52.327	55.800	39.549	106.8	16:04.448								
7	1	2:29.767	53.359	56.311	40.097	105.3	18:34.215								
8	1	2:26.710	51.400	55.265	40.045	107.5	21:00.925								
9	1	2:28.483	51.524	57.560	39.399	106.2	23:29.408								
10	1	2:25.625	51.180	54.738	39.707	108.3	25:55.033								
11	1	2:24.754	50.386	54.403	39.965	109.0	28:19.787								
12	1	2:29.160	50.318	57.062	41.780	105.7	30:48.947								
82 1. Michel LECOURT 2. Raymond NARAC PORSCHE 911 RSR 3,0l 1974 GT1															
1	1	5:50.571	4:22.463	51.241	36.867	45.0	5:50.571								
2	1	2:38.660 B	52.283	1:01.374	45.003	99.4	8:29.231								
95 1. Christophe VAN RIET 2. Caroline GRIFNEE CHEVRON B16 FVC 1970 P-2L															
1	1	2:55.377	1:13.599	1:00.914	40.864	89.9	2:55.377								
2	1	2:21.439	52.793	50.367	38.279	111.5	5:16.816								
3	1	2:17.481	47.211	52.207	38.063	114.7	7:34.297								
4	1	2:12.614	48.093	48.621	35.900	118.9	9:46.911								
5	1	2:07.653	45.287	47.467	34.899	123.6	11:54.564								
6	1	2:12.135	45.760	50.904	35.471	119.4	14:06.699								
7	1	2:22.536 B	46.735	50.054	45.747	110.6	16:29.235								
8	1	4:21.135	2:58.358	48.203	34.574	60.4	20:50.370								
9	1	2:04.769	43.395	46.018	35.356	126.4	22:55.139								
10	1	2:05.349	43.671	46.998	34.680	125.8	25:00.488								



CLASSIC ENDURANCE RACING 1

HUNGARORING CLASSIC

PRIVATE 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
11	1	2:04.052	43.246	46.756	34.050	127.1	27:04.540								
12	1	2:00.852	42.761	44.498	33.593	130.5	29:05.392								
13	1	2:01.818	42.719	45.361	33.738	129.5	31:07.210								

102		1. Martin O'CONNELL		CHEVRON B19 1971			
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
1	1	2:36.603	1:10.530	51.112	34.961	100.7	2:36.603
2	1	2:00.560	42.688	44.904	32.968	130.8	4:37.163
3	1	1:57.484	41.489	43.757	32.238	134.2	6:34.647
4	1	1:55.401	40.094	43.573	31.734	136.7	8:30.048
5	1	1:55.793	39.866	42.984	32.943	136.2	10:25.841
6	1	1:55.300	39.577	43.993	31.730	136.8	12:21.141
7	1	1:53.248	39.461	42.210	31.577	139.3	14:14.389
8	1	2:11.167 B	42.809	47.367	40.991	120.2	16:25.556
9	1	12:31.540	...	44.546	31.539	21.0	28:57.096
10	1	1:52.479	39.567	41.887	31.025	140.2	30:49.575