

CLASSIC ENDURANCE RACING 2

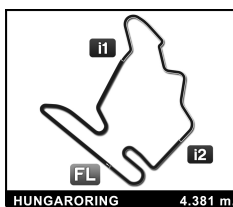
HUNGARORING CLASSIC

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
1 1.Tony SINCLAIR LOLA T292 BDG 1973 P-2L								6 1.Roberto TURRIZIANI OSELLA PA5 1977 P-2L							
1	1	2:28.248	1:08.009	47.565	32.674	106.4	2:28.248	1	1	2:43.400	1:09.153	55.181	39.066	96.5	2:43.400
2	1	1:54.374	40.869	41.749	31.756	137.9	4:22.622	2	1	2:24.730	55.275	52.189	37.266	109.0	5:08.130
3	1	1:54.125	40.591	41.875	31.659	138.2	6:16.747	3	1	2:12.241	48.452	48.449	35.340	119.3	7:20.371
4	1	1:53.698	40.099	41.897	31.702	138.7	8:10.445	4	1	2:05.253	43.806	47.045	34.402	125.9	9:25.624
5	1	2:12.250	40.293	41.853	50.104	119.3	10:22.695	5	1	2:33.395	58.718	56.832	37.845	102.8	11:59.019
6	1	5:28.130	4:12.794	43.256	32.080	48.1	15:50.825	6	1	2:15.392	47.526	49.970	37.896	116.5	14:14.411
7	1	1:55.537	40.292	42.695	32.550	136.5	17:46.362	7	1	2:31.127	48.327	55.841	46.959	104.4	16:45.538
8	1	1:53.231	39.882	41.225	32.124	139.3	19:39.593	8	1	4:34.293	3:19.455	43.389	31.449	57.5	21:19.831
9	1	1:51.938	39.957	40.867	31.114	140.9	21:31.531	9	1	1:56.414	40.473	43.820	32.121	135.5	23:16.245
10	1	1:52.367	39.832	41.076	31.459	140.4	23:23.898	10	1	1:51.954	40.124	41.064	30.766	140.9	25:08.199
11	1	2:02.573	42.864	47.134	32.575	128.7	25:26.471	11	1	2:12.289	39.817	46.052	46.420	119.2	27:20.488
12	1	2:11.827	B 40.161	45.371	46.295	119.6	27:38.298								
2 1.Frédéric DA ROCHA LOLA T298 BMW 1979 P-2L								7 1.Jean LEGRAS CHEVRON B21 BDG 1972 P-2L							
1	1	3:07.568	1:40.768	51.624	35.176	84.1	3:07.568	1	1	3:22.496	1:41.855	57.940	42.701	77.9	3:22.496
2	1	2:00.319	42.337	45.561	32.421	131.1	5:07.887	2	1	2:10.643	44.791	50.618	35.234	120.7	5:33.139
3	1	2:00.286	43.113	44.994	32.179	131.1	7:08.173	3	1	2:06.487	44.000	48.509	33.978	124.7	7:39.626
4	1	2:17.234	B 42.742	50.510	43.982	114.9	9:25.407	4	1	2:22.252	B 42.881	48.924	50.447	110.9	10:01.878
5	1	3:52.288	2:34.742	45.329	32.217	67.9	13:17.695	5	1	4:42.461	3:18.119	49.566	34.776	55.8	14:44.339
6	1	1:58.847	41.021	45.787	32.039	132.7	15:16.542	6	1	2:04.163	43.029	47.666	33.468	127.0	16:48.502
7	1	1:55.494	40.385	43.470	31.639	136.6	17:12.036	7	1	2:01.426	43.112	45.145	33.169	129.9	18:49.928
8	1	1:55.426	40.584	43.009	31.833	136.6	19:07.462	8	1	2:05.239	44.087	47.899	33.253	125.9	20:55.167
9	1	1:55.500	40.656	42.839	32.005	136.6	21:02.962	9	1	2:11.316	B 42.263	44.677	44.376	120.1	23:06.483
10	1	2:23.992	B 47.586	52.973	43.433	109.5	23:26.954								
3 1.Martin O'CONNELL CHEVRON B26 1974 P-2L								14 1.Marc DEVIS TOJ SC 303 1978 P+2L							
1	1	3:06.847	1:26.696	49.302	50.849	84.4	3:06.847	1	1	2:45.118	1:15.300	51.821	37.997	95.5	2:45.118
2	1	1:56.177	40.277	42.163	33.737	135.8	5:03.024	2	1	2:04.594	46.037	45.585	32.972	126.6	4:49.712
3	1	1:53.967	39.563	43.021	31.383	138.4	6:56.991	3	1	2:15.630	B 45.087	46.837	43.706	116.3	7:05.342
4	1	1:51.300	39.156	41.083	31.061	141.7	8:48.291	4	1	8:37.965	7:18.045	46.135	33.785	30.4	15:43.307
5	1	1:52.324	39.625	40.890	31.809	140.4	10:40.615								
6	1	1:50.476	39.251	40.543	30.682	142.8	12:31.091								
7	1	1:50.178	39.047	40.602	30.529	143.1	14:21.269								
8	1	2:09.412	B 44.976	46.410	38.026	121.9	16:30.681								
9	1	7:09.740	5:56.745	42.297	30.698	36.7	23:40.421								
10	1	1:50.310	38.776	40.279	31.255	143.0	25:30.731								
11	1	1:49.628	38.891	40.273	30.464	143.9	27:20.359								
12	1	2:09.910	B 38.857	44.189	46.864	121.4	29:30.269								
5 1.Henrik LINDBERG PORSCHE 935 K3 1979 GT2								21 1.Russell BÜSST CHEVRON B31 BDG 1975 P-2L							
1	1	2:42.179	1:08.391	54.954	38.834	97.2	2:42.179	1	1	3:00.190	1:32.922	50.328	36.940	87.5	3:00.190
2	1	2:12.767	45.211	51.265	36.291	118.8	4:54.946	2	1	2:09.169	48.896	46.902	33.371	122.1	5:09.359
3	1	2:09.310	44.830	48.824	35.656	122.0	7:04.256	3	1	2:05.889	B 42.570	44.599	38.720	125.3	7:15.248
4	1	2:19.725	B 46.332	50.058	43.335	112.9	9:23.981	4	1	3:22.162	2:05.904	43.716	32.542	78.0	10:37.410
5	1	4:34.630	3:09.037	49.424	36.169	57.4	13:58.611	5	1	1:59.503	43.250	43.967	32.286	132.0	12:36.913
6	1	2:08.024	44.332	47.975	35.717	123.2	16:06.635	6	1	2:09.692	B 41.672	45.101	42.919	121.6	14:46.605
7	1	2:07.312	43.947	47.884	35.481	123.9	18:13.947	7	1	4:11.509	2:52.506	45.335	33.668	62.7	18:58.114
8	1	2:05.799	43.461	47.431	34.907	125.4	20:19.746	8	1	2:04.574	42.161	49.358	33.055	126.6	21:02.688
9	1	2:05.617	43.517	47.162	34.938	125.6	22:25.363	9	1	1:58.388	41.700	43.299	33.389	133.2	23:01.076
10	1	2:05.174	43.199	47.257	34.718	126.0	24:30.537	10	1	1:57.740	41.625	43.537	32.578	134.0	24:58.816
11	1	2:04.815	43.124	47.000	34.691	126.4	26:35.352	11	1	1:58.939	41.311	45.309	32.319	132.6	26:57.755
								12	1	1:56.168	41.046	42.753	32.369	135.8	28:53.923
								13	1	1:55.898	41.155	43.222	31.521	136.1	30:49.821
								26 1.Claude LE JEAN CHEVRON B36 BMW 1976 P-2L							
								1	1	2:45.102	1:10.561	55.128	39.413	95.5	2:45.102
								2	1	2:21.926	50.507	53.324	38.095	111.1	5:07.028
								3	1	2:29.787	B 48.571	51.326	49.890	105.3	7:36.815
								4	1	3:52.856	2:29.187	48.405	35.264	67.7	11:29.671



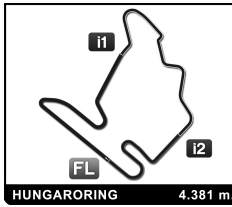
CLASSIC ENDURANCE RACING 2

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
5	1	2:07.084	44.356	47.616	35.112	124.1	13:36.755	6	1	2:10.228 B	42.938	46.303	40.987	121.1	12:52.669
6	1	2:08.377	44.344	48.841	35.192	122.9	15:45.132	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 59 1. Beat EGGIMANN CHEETAH G601 1976 P-2L </div>							
7	1	2:08.908	44.526	49.141	35.241	122.3	17:54.040								
8	1	2:07.132	44.281	47.925	34.926	124.1	20:01.172	1	1	2:05.569	45.686	46.994	32.889	125.6	2:05.569
9	1	2:06.662	44.106	47.592	34.964	124.5	22:07.834	2	1	1:56.992	41.785	43.467	31.740	134.8	4:02.561
10	1	2:04.949	44.007	46.670	34.272	126.2	24:12.783	3	1	1:55.446	40.945	42.946	31.555	136.6	5:58.007
11	1	2:04.293	43.859	46.450	33.984	126.9	26:17.076	4	1	1:55.236	40.844	42.810	31.582	136.9	7:53.243
12	1	2:20.071 B	43.668	46.249	50.154	112.6	28:37.147	5	1	1:55.537	40.728	42.787	32.022	136.5	9:48.780
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 32 1. NELSON PORSCHE 930 Turbo 1975 GT2 </div>							6	1	2:03.462 B	40.982	45.761	36.719	127.7	11:52.242	
							7	1	3:30.653	2:15.263	43.235	32.155	74.9	15:22.895	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 51 1. Gianluca RATAZZI 2. Emanuele PIRRO LOLA T290 1972 P-2L </div>							8	1	1:55.820	41.313	42.636	31.871	136.2	17:18.715	
							9	1	1:54.325	40.578	42.135	31.612	138.0	19:13.040	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 60 1. Christian TRABER BMW M1 1979 GT2 </div>							10	1	1:54.618	40.460	42.597	31.561	137.6	21:07.658	
							11	1	1:56.997	41.402	44.091	31.504	134.8	23:04.655	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 64 1. Hans-Jörg HÜBNER PORSCHE 934/5 1976 GT2 </div>							12	1	1:54.662	40.454	42.140	32.068	137.5	24:59.317	
							13	1	1:54.771	40.859	42.705	31.207	137.4	26:54.088	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 52 1. Yves SCEMAMA TOJ SC304 1976 P+2L </div>							14	1	1:54.221	40.426	42.261	31.534	138.1	28:48.309	
							15	1	1:53.653	40.518	41.647	31.488	138.8	30:41.962	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 67 1. Michele LIGUORI LOLA T292 DFV 1973 P+2L </div>							1	1	2:48.634	1:20.727	50.687	37.220	93.5	2:48.634	
							2	1	2:12.095	47.000	49.848	35.247	119.4	5:00.729	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 58 1. Urs BECK 2. Afschin FATEMI PORSCHE 935 K3 1980 GT2 </div>							3	1	2:03.633	43.409	45.286	34.938	127.6	7:04.362	
							4	1	1:59.805	42.274	44.189	33.342	131.6	9:04.167	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 55 1. Urs BECK 2. Afschin FATEMI PORSCHE 935 K3 1980 GT2 </div>							5	1	2:12.107 B	43.945	45.975	42.187	119.4	11:16.274	
							6	1	2:30.691	3:13.237	44.152	33.302	58.3	15:46.965	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 56 1. Urs BECK 2. Afschin FATEMI PORSCHE 935 K3 1980 GT2 </div>							7	1	4:01.034	42.382	44.066	34.586	130.3	17:47.999	
							8	1	1:58.549	41.969	43.711	32.869	133.0	19:46.548	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 57 1. Urs BECK 2. Afschin FATEMI PORSCHE 935 K3 1980 GT2 </div>							9	1	2:33.337 B	49.091	52.345	51.901	102.9	22:19.885	
							1	1	2:42.009	1:07.657	54.746	39.606	97.4	2:42.009	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 53 1. Urs BECK 2. Afschin FATEMI PORSCHE 935 K3 1980 GT2 </div>							2	1	2:23.952	52.589	53.239	38.124	109.6	5:05.961	
							3	1	2:13.912	45.711	51.358	36.843	117.8	7:19.873	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 54 1. Urs BECK 2. Afschin FATEMI PORSCHE 935 K3 1980 GT2 </div>							4	1	2:15.308	47.660	51.074	36.574	116.6	9:35.181	
							5	1	2:19.719	50.835	52.302	36.582	112.9	11:54.900	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 59 1. Urs BECK 2. Afschin FATEMI PORSCHE 935 K3 1980 GT2 </div>							6	1	2:18.812	47.968	52.790	38.054	113.6	14:13.712	
							7	1	2:19.242	47.975	55.507	35.760	113.3	16:32.954	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 60 1. Urs BECK 2. Afschin FATEMI PORSCHE 935 K3 1980 GT2 </div>							8	1	2:13.517	46.364	50.866	36.287	118.1	18:46.471	
							9	1	2:16.172	46.975	52.989	36.208	115.8	21:02.643	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 61 1. Urs BECK 2. Afschin FATEMI PORSCHE 935 K3 1980 GT2 </div>							10	1	2:15.137	46.868	52.358	35.911	116.7	23:17.780	
							11	1	2:13.824	46.145	51.691	35.988	117.9	25:31.604	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 62 1. Urs BECK 2. Afschin FATEMI PORSCHE 935 K3 1980 GT2 </div>							12	1	2:12.530	46.140	50.008	36.382	119.0	27:44.134	
							13	1	2:23.596 B	45.874	50.092	47.630	109.8	30:07.730	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 63 1. Urs BECK 2. Afschin FATEMI PORSCHE 935 K3 1980 GT2 </div>							1	1	2:40.855	1:02.903	56.616	41.336	98.0	2:40.855	
							2	1	2:23.816	52.530	51.850	39.436	109.7	5:04.671	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 64 1. Urs BECK 2. Afschin FATEMI PORSCHE 935 K3 1980 GT2 </div>							3	1	2:21.682	51.313	51.844	38.525	111.3	7:26.353	
							4	1	2:15.390	47.057	50.637	37.696	116.5	9:41.743	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 65 1. Urs BECK 2. Afschin FATEMI PORSCHE 935 K3 1980 GT2 </div>							5	1	2:28.651 B	47.255	50.070	51.326	106.1	12:10.394	
							6	1	12:50.586	...	48.718	35.038	20.5	25:00.980	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> 66 1. Urs BECK 2. Afschin FATEMI PORSCHE 935 K3 1980 GT2 </div>							7	1	1:59.462	41.779	45.050	32.633	132.0	27:00.442	



CLASSIC ENDURANCE RACING 2

HUNGARORING CLASSIC

PRIVATE PRACTICE

Analysis

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 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
8	1	1:56.765	40.714	43.893	32.158	135.1	28:57.207								
9	1	1:54.936	39.941	43.018	31.977	137.2	30:52.143								