



# CLASSIC ENDURANCE RACING 1

## ESPIRITU DE MONTJUÏC

### PRIVATE PRACTICE

#### Best Top Speeds

| Team | Car                         | Class | Top Speed Driver   | Top 1 |     | Top 2 |     | Top 3 |     | Top 4 |     | Top 5 |     |       |
|------|-----------------------------|-------|--------------------|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|
|      |                             |       |                    | Kph   | Lap | Kph   | Lap | Kph   | Lap | Kph   | Lap | Kph   | Lap | Avg   |
| 67   | CHEVRON B19 FVC 1971        | P-2L  | M. BIANCO          | 241.6 | 7   | 229.8 | 3   | 215.6 | 6   | 203.0 | 5   | 176.2 | 10  | 213,2 |
| 70   | LOLA T70 Mk III B 1969      | P+2L  | P. FRANCE          | 238.4 | 8   | 227.4 | 4   | 225.5 | 2   | 223.6 | 6   | 216.9 | 7   | 226,4 |
| 1    | CHEVRON B19 FVC 1971        | P-2L  | P. BRUEHWILER      | 237.9 | 7   | 235.3 | 4   | 205.3 | 2   | 197.4 | 6   | 167.4 | 5   | 208,7 |
| 21   | DE TOMASO Pantera 1971      | GT1   | D. VON DER LIECK   | 237.4 | 3   | 218.6 | 6   | 201.9 | 7   | 153.6 | 4   | 148.6 | 9   | 192,0 |
| 77   | LOLA T70 MkIII Spyder 1967  | P+2L  | M. WACHTER         | 235.8 | 8   | 225.5 | 7   | 220.0 | 6   | 206.5 | 4   | 167.4 | 10  | 211,0 |
| 31   | LOLA T70 Mk III B 1969      | P+2L  | M. DEVIS           | 234.8 | 8   | 228.3 | 4   | 216.9 | 2   | 203.4 | 6   | 199.3 | 7   | 216,5 |
| 15   | CHEVRON B19 FVC 1971        | P-2L  | J. EMBERSON        | 233.3 | 6   | 208.1 | 4   | 206.9 | 2   | 201.5 | 9   | 166.7 | 10  | 203,3 |
| 10   | CHEVRON B16 BMW 1971        | P-2L  | F. MEINERS         | 230.3 | 6   | 229.3 | 4   | 225.9 | 2   | 207.7 | 7   | 194.9 | 9   | 217,6 |
| 34   | LOLA T212 1970              | P-2L  | A. MILLE           | 230.3 | 4   | 226.9 | 8   | 220.4 | 6   | 203.0 | 7   | 187.2 | 2   | 213,6 |
| 82   | PORSCHE 911 RSR 3,0l 1974   | GT1   | M. LECOURT         | 227.4 | 3   | 224.1 | 7   | 210.1 | 6   | 136.4 | 4   | 133.7 | 5   | 186,3 |
| 58   | PORSCHE 911 RSR 3,0l 1974   | GT1   | U. BECK            | 226.9 | 8   | 220.0 | 7   | 203.4 | 6   | 194.2 | 2   | 174.2 | 10  | 203,7 |
| 69   | MATRA MS 650 1970           |       | MR JOHN OF B       | 225.5 | 5   | 186.5 | 8   | 183.1 | 4   | 169.5 | 2   | 162.7 | 7   | 185,5 |
| 92   | LOLA T212 FVC 1971          | P-2L  | F. JACOB           | 224.1 | 6   | 216.0 | 4   | 199.3 | 2   | 191.2 | 8   | 174.2 | 7   | 201,0 |
| 35   | ALFA ROMEO T33/3 1969       | P+2L  | G. RATTAZZI        | 222.7 | 2   | 172.5 | 5   | 157.2 | 3   | 125.6 | 4   | 105.5 | 1   | 156,7 |
| 39   | PORSCHE 911 RSR 3,0l 1974   | GT1   | D. CAZEAUX         | 214.3 | 2   | 187.8 | 4   | 183.1 | 8   | 168.7 | 6   | 164.1 | 9   | 183,6 |
| 23   | CHEVRON B16 BMW 1971        | P-2L  | C. RUPP            | 213.9 | 4   | 213.0 | 6   | 208.9 | 8   | 203.0 | 7   | 193.2 | 11  | 206,4 |
| 32   | CHEVRON B8 BMW 1969         | P-2L  | H. GEMPERLE        | 213.9 | 4   | 209.7 | 2   | 177.0 | 7   | 154.3 | 11  | 151.7 | 8   | 181,3 |
| 33   | LOLA T70 Mk III B 1969      | P+2L  | R. MILLE           | 212.6 | 8   | 200.4 | 2   | 200.0 | 4   | 199.3 | 7   | 190.1 | 6   | 200,5 |
| 25   | FORD GT40 1968              | GT1   | P. HAUTOT          | 211.4 | 4   | 208.9 | 2   | 182.4 | 7   | 172.2 | 6   | 162.9 | 10  | 187,6 |
| 5    | PORSCHE 911 RSR 3,0l 1975   | GT1   | R. BECKER          | 209.7 | 7   | 202.2 | 4   | 188.8 | 6   | 168.5 | 2   | 152.3 | 10  | 184,3 |
| 48   | PORSCHE 910 1970            | P+2L  | P. VÖGELE          | 208.9 | 4   | 195.7 | 2   | 184.6 | 7   | 183.7 | 6   | 170.6 | 9   | 188,7 |
| 66   | PORSCHE 911 RSR 3,0l 1974   | GT1   | D. DENAT           | 208.5 | 4   | 200.4 | 2   | 195.3 | 6   | 192.9 | 7   | 186.2 | 8   | 196,7 |
| 68   | CHEVRON B16 BMW 1970        | P-2L  | A. CREFCOEUR       | 208.1 | 7   | 180.9 | 2   | 170.1 | 6   | 139.2 | 8   | 137.6 | 5   | 167,2 |
| 75   | CHEVROLET Corvette C3 1968  | GT1   | R. HUBER GUTIERREZ | 205.7 | 4   | 201.5 | 2   | 188.5 | 6   | 180.9 | 7   | 154.5 | 10  | 186,2 |
| 36   | PORSCHE 910 1967            | P-2L  | UWE BRUSCHNIK      | 203.4 | 7   | 200.4 | 8   | 197.1 | 4   | 192.5 | 2   | 188.2 | 6   | 196,3 |
| 7    | LOLA T70 Mk III 1968        | P+2L  | T. SEILER          | 201.5 | 6   | 191.2 | 7   | 188.5 | 4   | 188.2 | 8   | 172.0 | 10  | 188,3 |
| 81   | PORSCHE 911 RSR 3,0l 1974   | GT1   | J. BELLETESTE      | 200.0 | 2   | 197.8 | 4   | 164.4 | 7   | 154.7 | 6   | 141.4 | 10  | 171,7 |
| 29   | PORSCHE 911 RSR 2,8l 1973   | GT1   | P. BIEHLER         | 200.0 | 2   | 200.0 | 7   | 188.5 | 8   | 182.4 | 6   | 179.4 | 4   | 190,1 |
| 26   | PORSCHE 911 RSR 3,0l 1974   | GT1   | C. PATON           | 198.9 | 6   | 190.8 | 2   | 189.1 | 7   | 170.3 | 4   | 168.5 | 10  | 183,5 |
| 4    | PORSCHE 917 1970            | P+2L  | C. RODDARO         | 197.4 | 8   | 191.8 | 6   | 190.8 | 7   | 183.7 | 4   | 174.2 | 10  | 187,6 |
| 95   |                             |       | C. GRIFNEE         | 193.9 | 4   | 187.8 | 7   | 184.6 | 2   | 184.3 | 6   | 183.7 | 8   | 186,9 |
| 135  |                             |       | D. SCHRÖDER        | 193.5 | 6   | 190.1 | 4   | 139.2 | 2   | 125.1 | 3   | 123.6 | 5   | 154,3 |
| 24   | FORD GT40 1966              | GT1   | M. DONCIEUX        | 189.1 | 6   | 187.2 | 4   | 186.2 | 2   | 165.1 | 7   | 155.4 | 9   | 176,6 |
| 107  | PORSCHE 911 RSR 2,8l 1973   | GT1   | J. ALMERAS         | 187.8 | 6   | 184.6 | 7   | 159.8 | 2   | 156.1 | 4   | 145.7 | 10  | 166,8 |
| 3    | CHEVROLET Corvette C3 1971  | GT1   | M. JULLY           | 187.2 | 2   | 179.7 | 7   | 175.3 | 4   | 173.9 | 6   | 168.5 | 9   | 176,9 |
| 6    | LOTUS 47 1967               |       | O. MATHAI          | 182.7 | 6   | 181.8 | 8   | 180.6 | 7   | 153.8 | 3   | 150.8 | 4   | 169,9 |
| 100  | CHEVRON B8 BMW 1968         | P-2L  | T. KOK             | 180.3 | 2   | 175.9 | 7   | 174.2 | 6   | 165.9 | 4   | 149.2 | 9   | 169,1 |
| 14   | LOLA T212 FVC 1971          | P-2L  | M. POPONCINI       | 179.7 | 6   | 179.1 | 4   | 151.9 | 7   | 149.2 | 2   | 132.8 | 9   | 158,5 |
| 57   | LOLA T70 Mk III Spyder 1968 | P+2L  | C. GADAIS          | 179.1 | 6   | 172.2 | 2   | 166.7 | 7   | 159.8 | 4   | 145.0 | 3   | 164,6 |
| 37   | CHEVRON B6 1967             | P-2L  | S. KOENIG          | 178.5 | 7   | 172.0 | 2   | 166.7 | 4   | 165.1 | 6   | 161.0 | 8   | 168,7 |
| 61   | McLaren M6 GT 1969          | P+2L  | T. STUDER          | 176.5 | 3   | 132.4 | 2   | 131.5 | 6   | 126.0 | 5   | 125.6 | 4   | 138,4 |
| 55   | DE TOMASO Pantera 1972      | GT1   | F. HEBRARD         | 173.6 | 7   | 170.3 | 6   | 170.3 | 4   | 144.6 | 10  | 144.2 | 3   | 160,6 |
| 93   | LOLA T210 FVC 1970          | P-2L  | D. PETERS          | 167.2 | 2   | 157.7 | 4   | 156.3 | 6   | 137.2 | 8   | 128.4 | 5   | 149,4 |
| 63   | PORSCHE 911 RSR 3,0l 1974   | GT1   | C. GARDAVOT        | 166.4 | 2   | 163.6 | 4   | 161.2 | 7   | 159.3 | 6   | 139.0 | 10  | 157,9 |
| 47   | CHEVRON B16 FVC 1970        | P-2L  | J. ZAGO            | 141.7 | 7   | 136.2 | 5   | 126.2 | 2   | 121.1 | 6   | 107.7 | 4   | 126,6 |
| 22   | CHEVRON B21 FVC 1971        | P-2L  | R. BELLETESTE      | 136.4 | 3   | 112.1 | 1   | 106.1 | 2   |       |     |       |     | 118,2 |
| 185  | LOLA T70 Mk III B 1969      | P+2L  |                    |       |     |       |     |       |     |       |     |       |     |       |
| 28   | LOLA T210 FVC 1971          | P-2L  |                    |       |     |       |     |       |     |       |     |       |     |       |
| 142  | FERRARI 512 S 1970          | P+2L  |                    |       |     |       |     |       |     |       |     |       |     |       |
| 27   | LOLA T70 Mk III 1967        | P+2L  |                    |       |     |       |     |       |     |       |     |       |     |       |
| 56   | LIGIER JS 2 C 1973          | GT1   |                    |       |     |       |     |       |     |       |     |       |     |       |



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|------|-----|-------|---------------------|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|
|      |     |       |                     | Kph   | Lap | Kph   | Lap | Kph   | Lap | Kph   | Lap | Kph   | Lap |