



CLASSIC ENDURANCE RACING 1

ESPIRITU DE MONTJUÏC

QUALIFYING

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1 1. Philipp BRUEHWILER CHEVRON B19 FVC 1971 P-2L								7 1. Toni SEILER LOLA T70 Mk III 1968 P+2L							
1	1	4:24.280	2:58.660	48.392	37.228	151.7	4:24.280	1	1	3:24.044	1:50.564	50.945	42.535	122.6	3:24.044
2	1	1:57.157	35.023	45.863	36.271	244.3	6:21.437	2	1	2:02.033	36.436	47.424	38.173	185.2	5:26.077
3	1	2:16.569	54.017	46.158	36.394	249.4	8:38.006	3	1	1:58.298	33.531	46.342	38.425	252.3	7:24.375
4	1	2:49.124	B 45.004	1:14.549	49.571	181.2	11:27.130	4	1	2:25.464	B 34.940	53.347	57.177	235.3	9:49.839
5	1	6:25.962	5:02.751	46.700	36.511	177.6	17:53.092	5	1	20:30.229	...	1:01.540	48.242	85.6	30:20.068
6	1	1:55.323	34.605	45.229	35.489	244.3	19:48.415	6	1	2:39.470	B 44.888	56.973	57.609	152.5	32:59.538
7	1	1:57.585	34.224	46.175	37.186	247.7	21:46.000	7	1	9:50.928	B 7:41.205	57.203	1:12.520	137.9	42:50.466
8	1	2:07.770	B 37.839	45.703	44.228	247.1	23:53.770	10 1. Franco MEINERS CHEVRON B16 BMW 1971 P-2L							
9	1	4:57.317	B 2:36.120	1:06.930	1:14.267	176.8	28:51.087	1	1	12:36.658	...	51.033	38.558	100.5	12:36.658
3 1. Marc JULY GT1 2. Gilles RIVOALLON								2	1	2:01.236	35.570	48.092	37.574	226.9	14:37.894
1	1	3:32.232	1:51.355	56.980	43.897	126.8	3:32.232	3	1	2:00.494	35.989	47.228	37.277	226.9	16:38.388
2	1	2:18.406	42.639	53.207	42.560	172.0	5:50.638	4	1	2:04.646	35.066	50.850	38.730	242.7	18:43.034
3	1	2:15.947	40.134	54.067	41.746	183.7	8:06.585	5	1	1:58.783	35.046	47.557	36.180	243.2	20:41.817
4	1	2:39.353	38.769	1:09.363	51.221	199.3	10:45.938	6	1	2:12.651	B 35.547	47.513	49.591	224.1	22:54.468
5	1	2:16.013	40.726	53.624	41.663	180.9	13:01.951	7	1	6:31.171	4:30.942	1:13.273	46.956	116.4	29:25.639
6	1	2:13.206	39.529	52.391	41.286	197.8	15:15.157	8	1	2:27.376	43.690	58.423	45.263	168.0	31:53.015
7	1	2:31.012	B 39.038	56.224	55.750	203.4	17:46.169	9	1	2:25.561	42.714	57.781	45.066	179.1	34:18.576
8	1	4:56.184	3:19.759	54.881	41.544	153.8	22:42.353	10	1	2:28.378	42.048	58.947	47.383	184.0	36:46.954
9	1	2:13.716	40.346	52.102	41.268	187.5	24:56.069	11	1	2:37.173	B 42.684	57.993	56.496	179.1	39:24.127
10	1	2:28.866	38.996	57.605	52.265	191.8	27:24.935	12	1	6:26.634	4:44.788	57.211	44.635	115.8	45:50.761
11	1	3:02.917	1:03.049	1:07.249	52.619	95.7	30:27.852	14 1. Mauro POPONCINI LOLA T212 FVC 1971 P-2L							
12	1	2:55.721	B 49.086	1:04.790	1:01.845	147.3	33:23.573	1	1	3:24.189	1:38.395	1:00.185	45.609	130.9	3:24.189
13	1	4:07.438	2:11.304	1:05.492	50.642	126.8	37:31.011	2	1	2:18.965	41.970	54.484	42.511	171.4	5:43.154
14	1	2:46.880	50.358	1:05.163	51.359	144.6	40:17.891	3	1	2:15.773	39.540	53.178	43.055	198.5	7:58.927
15	1	2:46.781	50.351	1:04.947	51.483	148.1	43:04.672	4	1	2:20.560	38.543	57.465	44.552	217.3	10:19.487
16	1	2:45.637	50.705	1:04.655	50.277	150.4	45:50.309	5	1	2:22.607	48.322	53.027	41.258	130.6	12:42.094
4 1. Claudio RODDARO PORSCHE 917 1970 P+2L								6	1	2:14.841	38.657	54.864	41.320	206.1	14:56.935
1	1	3:32.658	2:02.129	50.219	40.310	144.0	3:32.658	7	1	2:13.243	38.234	53.473	41.536	208.5	17:10.178
2	1	2:03.183	36.758	48.781	37.644	216.4	5:35.841	8	1	2:15.081	38.066	51.296	45.719	200.4	19:25.259
3	1	1:56.775	34.158	45.464	37.153	223.6	7:32.616	9	1	2:41.568	B 43.173	57.695	1:00.700	161.9	22:06.827
4	1	2:14.664	36.189	51.053	47.422	213.9	9:47.280	10	1	4:21.981	2:45.821	53.948	42.212	128.0	26:28.808
5	1	2:28.285	1:02.479	48.026	37.780	71.1	12:15.565	11	1	2:47.770	46.907	1:10.518	50.345	149.8	29:16.578
6	1	2:24.475	B 36.493	49.904	58.078	200.0	14:40.040	12	1	2:39.491	46.761	1:03.576	49.154	147.7	31:56.069
7	1	11:03.122	9:34.382	49.902	38.838	145.4	25:43.162	13	1	2:37.517	46.922	1:01.855	48.740	156.5	34:33.586
8	1	2:53.265	44.060	1:07.613	1:01.592	198.9	28:36.427	14	1	2:59.052	B 48.967	1:07.359	1:02.726	153.4	37:32.638
9	1	2:59.922	B 50.680	1:04.514	1:04.728	139.7	31:36.349	15 1. John EMBERSON CHEVRON B19 FVC 1971 P-2L 2. Bill WYKEHAM							
5 1. Rainer BECKER PORSCHE 911 RSR 3.0i 1975 GT1								1	1	2:44.114	1:11.589	51.518	41.007	94.6	2:44.114
1	1	3:12.088	1:31.243	57.138	43.707	104.1	3:12.088	2	1	2:06.949	38.030	49.948	38.971	213.4	4:51.063
2	1	2:09.316	38.511	50.882	39.923	216.0	5:21.404	3	1	2:05.518	37.381	49.903	38.234	209.7	6:56.581
3	1	2:08.194	36.465	50.627	41.102	233.3	7:29.598	4	1	2:02.942	34.814	49.450	38.678	221.3	8:59.523
4	1	2:18.555	37.098	54.695	46.762	215.1	9:48.153	5	1	3:07.835	B 1:15.690	1:00.762	51.383	73.6	12:07.358
5	1	2:42.445	B 1:03.341	51.398	47.706	60.9	12:30.598	6	1	3:52.131	2:26.680	48.732	36.719	158.6	15:59.489
6	1	9:27.931	7:52.751	54.358	40.822	124.1	21:58.529	7	1	1:55.614	33.925	46.106	35.583	242.2	17:55.103
7	1	2:09.009	39.045	50.106	39.858	224.1	24:07.538	8	1	1:56.070	34.356	46.037	35.677	230.3	19:51.173
8	1	2:04.909	37.331	49.036	38.542	226.9	26:12.447	9	1	2:18.388	B 36.082	49.199	53.107	237.9	22:09.561
9	1	3:08.490	B 45.871	1:07.783	1:14.836	195.7	29:20.937	22 1. Romain BELLETESTE CHEVRON B21 FVC 1971 P-2L 2. Christophe GADAIS							
10	1	5:52.925	4:09.333	58.318	45.274	131.7	35:13.862								
11	1	2:40.632	B 42.928	1:00.040	57.664	191.8	37:54.494								



CLASSIC ENDURANCE RACING 1

ESPIRITU DE MONTJUÏC

QUALIFYING

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:53.914	1:20.099	53.613	40.202	117.5	2:53.914
2	1	2:04.478	36.638	49.678	38.162	201.9	4:58.392
3	1	2:02.954	35.929	48.515	38.510	212.6	7:01.346
4	1	2:03.010	35.152	48.214	39.644	215.1	9:04.356
5	1	2:52.617	1:13.259	59.791	39.567	59.4	11:56.973
6	1	2:02.629	35.821	48.397	38.411	214.3	13:59.602
7	1	2:01.209	35.921	47.988	37.300	216.9	16:00.811
8	1	1:59.146	35.057	46.723	37.366	234.3	17:59.957
9	1	2:11.663B	35.151	46.872	49.640	225.5	20:11.620
10	1	4:50.480	3:22.490	47.755	40.235	164.6	25:02.100
11	1	2:42.307B	38.367	59.740	1:04.200	197.1	27:44.407

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CHEVRON B16 BMW 1971

1.Charles RUPP
2.Philippe PEAUGER

P-2L

1	1	3:10.928	1:37.254	52.639	41.035	139.7	3:10.928
2	1	2:05.088	37.106	48.589	39.393	213.9	5:16.016
3	1	2:04.028	36.682	49.070	38.276	228.8	7:20.044
4	1	2:17.150	36.020	48.862	52.268	229.8	9:37.194
5	1	2:35.373	1:07.962	49.363	38.048	71.3	12:12.567
6	1	2:02.445	36.568	47.597	38.280	231.3	14:15.012
7	1	2:01.302	35.934	47.791	37.577	229.8	16:16.314
8	1	2:19.564B	36.706	48.889	53.969	221.8	18:35.878
9	1	4:20.635	2:45.744	54.396	40.495	140.6	22:56.513
10	1	2:10.301	37.772	51.636	40.893	230.3	25:06.814
11	1	2:26.786	37.725	56.974	52.087	225.5	27:33.600
12	1	2:50.575	57.392	1:02.866	50.317	126.2	30:24.175
13	1	2:37.878	44.870	1:02.494	50.514	189.8	33:02.053
14	1	2:35.820	45.039	1:01.341	49.440	194.2	35:37.873
15	1	2:38.948	43.869	1:03.331	51.748	203.8	38:16.821
16	1	2:39.526	45.195	1:05.225	49.106	183.1	40:56.347
17	1	2:32.352	43.911	1:00.697	47.744	196.0	43:28.699
18	1	2:31.324	44.046	59.979	47.299	196.7	46:00.023

24

FORD GT40 1966

1.Marc DONCIEUX

GT1

1	1	2:33.478	55.157	55.314	43.007	139.4	2:33.478
2	1	2:16.548	41.025	53.514	42.009	211.4	4:50.026
3	1	2:14.987	39.423	53.206	42.358	199.6	7:05.013
4	1	2:17.836	38.876	53.740	45.220	203.0	9:22.849
5	1	2:43.180	1:03.513	58.177	41.490	100.6	12:06.029
6	1	2:11.768	38.437	51.809	41.522	207.3	14:17.797
7	1	2:11.751	38.301	51.584	41.866	204.2	16:29.548
8	1	2:34.675B	38.307	55.273	1:01.095	207.3	19:04.223
9	1	6:47.621	5:11.466	54.422	41.733	148.4	25:51.844
10	1	2:49.429	43.339	1:08.049	58.041	195.7	28:41.273
11	1	2:56.915	46.365	1:21.676	48.874	157.4	31:38.188
12	1	2:33.827	46.178	1:00.497	47.152	159.3	34:12.015
13	1	3:25.936B	43.500	1:38.686	1:03.750	179.4	37:37.951
14	1	4:01.779	2:16.521	59.547	45.711	122.6	41:39.730
15	1	2:52.259	44.774	1:20.531	46.954	181.8	44:31.989
16	1	2:34.613	44.445	1:01.125	49.043	170.3	47:06.602

25

FORD GT40 1968

1.Patrick HAUTOT
2.Christophe VAN RIET

GT1

1	1	3:13.306	1:35.754	57.782	39.770	141.9	3:13.306
2	1	2:04.292	36.609	49.616	38.067	251.2	5:17.598
3	1	2:06.484	36.983	49.608	39.893	225.9	7:24.082

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
4	1	2:17.942	36.786	52.827	48.329	236.3	9:42.024
5	1	2:36.668	1:06.043	51.711	38.914	75.3	12:18.692
6	1	2:05.133	36.450	48.829	39.854	222.7	14:23.825
7	1	2:05.759	37.481	48.672	39.606	196.4	16:29.584
8	1	2:30.332B	37.226	54.379	58.727	209.3	18:59.916
9	1	4:29.033	3:00.501	49.677	38.855	158.8	23:28.949
10	1	2:01.284	35.428	48.303	37.553	226.4	25:30.233
11	1	2:50.288B	35.476	57.793	1:17.019	244.9	28:20.521

26

PORSCHE 911 RSR 3,0i 1971

1.Colin PATON

GT1

1	1	3:33.752	1:53.132	55.853	44.767	120.5	3:33.752
2	1	2:16.353	41.990	53.800	40.563	196.0	5:50.105
3	1	2:08.314	38.133	49.722	40.459	216.4	7:58.419
4	1	2:17.155	38.991	55.128	43.036	218.6	10:15.574
5	1	2:25.047	54.217	51.474	39.356	124.6	12:40.621
6	1	2:06.583	37.151	49.604	39.828	219.5	14:47.204
7	1	2:06.350	37.288	49.299	39.763	227.8	16:53.554
8	1	2:23.828B	38.480	55.296	50.052	212.2	19:17.382
9	1	6:40.555	5:02.550	56.090	41.915	105.7	25:57.937
10	1	3:14.658B	50.128	1:10.537	1:13.993	201.5	29:12.595

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LOLA T210 FVC 1971

1.Nick PINK

P-2L

1	1	3:24.926	1:52.223	51.840	40.863	120.4	3:24.926
2	1	2:03.879	38.095	48.440	37.344	186.2	5:28.805
3	1	2:01.247	35.159	47.621	38.467	236.3	7:30.052
4	1	2:12.938	34.787	50.020	48.131	241.1	9:42.990
5	1	2:30.456	1:04.114	48.997	37.345	71.5	12:13.446
6	1	1:58.751	35.319	46.292	37.140	238.9	14:12.197
7	1	1:57.354	34.381	46.838	36.135	244.9	16:09.551
8	1	1:56.852	34.257	46.138	36.457	247.7	18:06.403
9	1	1:58.518	34.173	46.301	38.044	246.0	20:04.921
10	1	1:56.163	34.092	46.044	36.027	247.1	22:01.084
11	1	2:17.210B	35.740	48.291	53.179	245.5	24:18.294
12	1	13:45.804	...	1:00.214	47.524	96.3	38:04.098
13	1	2:29.394	43.567	57.641	48.186	181.2	40:33.492
14	1	2:43.145B	43.095	58.625	1:01.425	188.8	43:16.637

29

PORSCHE 911 RSR 2,8i 1973

1.Pat BUNIATRE

GT1

1	1	2:20.367	45.882	52.463	42.022	143.4	2:20.367
2	1	2:15.667	39.788	54.126	41.753	201.5	4:36.034
3	1	2:13.890	39.275	53.230	41.385	199.3	6:49.924
4	1	2:13.405	38.883	52.024	42.498	211.4	9:03.329
5	1	2:57.990	1:13.206	1:02.397	42.387	61.7	12:01.319
6	1	2:15.306	40.244	52.849	42.213	203.0	14:16.625
7	1	2:12.323	38.783	51.608	41.932	221.8	16:28.948
8	1	2:18.203	39.800	56.273	42.130	193.5	18:47.151
9	1	2:12.268	38.802	52.235	41.231	215.1	20:59.419
10	1	2:10.644	39.057	50.860	40.727	215.6	23:10.063
11	1	2:09.036	38.492	50.773	39.771	211.4	25:19.099
12	1	2:59.015B	38.263	57.425	1:23.327	216.9	28:18.114

31

LOLA T70 Mk III B 1969

1.Marc DEVIS
2.Joaquin FOLCH

P+2L

1	1	3:26.466	1:55.410	52.155	38.901	122.3	3:26.466
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CLASSIC ENDURANCE RACING 1

ESPÍRITU DE MONTJUÏC

QUALIFYING

Sector Analysis

[illegible]



CLASSIC ENDURANCE RACING 1

ESPIRITU DE MONTJUÏC

QUALIFYING

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
2	1	2:13.314	39.838	53.415	40.061	191.5	4:46.012	10	1	2:13.827	40.880	52.669	40.278	195.7	24:07.060
3	1	2:14.198	38.803	53.751	41.644	184.9	7:00.210	11	1	2:10.617	37.391	51.658	41.568	205.7	26:17.677
39 1.Didier CAZEAUX 2.Jürgen BARTH PORSCHE 917 P+2L								12	1	3:05.375 B	49.324	1:07.238	1:08.813	155.4	29:23.052
1	1	2:39.702	1:06.828	51.634	41.240	104.2	2:39.702	13	1	6:05.687	4:15.597	1:01.375	48.715	161.4	35:28.739
2	1	2:06.178	36.963	49.682	39.533	213.9	4:45.880	14	1	2:58.953 B	48.067	1:05.080	1:05.806	155.4	38:27.692
3	1	2:03.048	35.596	48.692	38.760	223.1	6:48.928	15	1	3:36.564	1:39.330	1:04.617	52.617	136.4	42:04.256
4	1	2:05.889	35.988	48.239	41.662	226.9	8:54.817	58 1.Urs BECK PORSCHE 911 RSR 3,0i 1974 GT1							
5	1	3:05.932 B	1:10.476	58.341	57.115	80.5	12:00.749	1	1	2:45.460	1:12.255	52.862	40.343	108.1	2:45.460
6	1	7:01.742	4:55.432	1:23.971	42.339	122.3	19:02.491	2	1	2:08.133	38.240	50.160	39.733	221.3	4:53.593
7	1	2:22.612	50.031	51.650	40.931	220.0	21:25.103	3	1	2:10.035	37.065	52.377	40.593	234.8	7:03.628
8	1	2:09.741	38.652	51.473	39.616	211.8	23:34.844	4	1	2:20.316 B	37.078	51.869	51.369	233.8	9:23.944
9	1	2:08.186	37.017	51.337	39.832	247.7	25:43.030	5	1	4:02.223	2:33.547	49.791	38.885	156.3	13:26.167
10	1	5:08.773	2:56.030	1:12.711	1:00.032	246.0	30:51.803	6	1	2:04.905	36.706	49.140	39.059	232.3	15:31.072
11	1	3:32.509 B	57.570	1:18.391	1:16.548	129.5	34:24.312	7	1	2:06.662	36.981	49.712	39.969	235.3	17:37.734
48 1.Peter VÖGELE PORSCHE 910 1970 P+2L								8	1	2:05.648	36.947	49.253	39.448	235.3	19:43.382
1	1	4:00.214	2:20.009	56.595	43.610	115.5	4:00.214	9	1	2:10.475	37.802	51.073	41.600	231.8	21:53.857
2	1	2:14.856	39.898	52.844	42.114	207.3	6:15.070	10	1	2:08.905	38.871	50.109	39.925	221.8	24:02.762
3	1	2:15.210	39.705	53.178	42.327	197.4	8:30.280	11	1	2:06.871	37.933	49.506	39.432	216.9	26:09.633
4	1	2:36.907	43.479	1:08.960	44.468	200.0	11:07.187	12	1	3:09.132 B	43.737	1:10.598	1:14.797	178.2	29:18.765
5	1	2:15.039	39.532	53.353	42.154	210.1	13:22.226	61 1.Thomas STUDER McLaren M6 GT 1969 P+2L							
6	1	2:16.747	39.958	52.813	43.976	196.4	15:38.973	1	1	3:24.733	1:48.177	54.100	42.456	136.5	3:24.733
7	1	2:13.950	39.299	52.742	41.909	210.9	17:52.923	2	1	2:04.897	37.306	48.154	39.437	196.4	5:29.630
8	1	2:15.883	39.872	52.858	43.153	211.4	20:08.806	3	1	2:02.227	36.257	47.568	38.402	216.9	7:31.857
9	1	2:30.776 B	40.382	54.067	56.327	219.1	22:39.582	4	1	2:12.648	35.604	51.593	45.451	227.4	9:44.505
10	1	3:48.270	2:11.647	53.334	43.289	139.4	26:27.852	5	1	2:35.224	1:06.437	49.206	39.581	72.1	12:19.729
11	1	3:03.689 B	46.377	1:10.550	1:06.762	168.7	29:31.541	6	1	2:03.449	36.997	47.526	38.926	203.8	14:23.178
55 1.Francois HEBRARD DE TOMASO Pantera 1972 GT1								7	1	2:01.565	35.971	47.329	38.265	198.2	16:24.743
1	1	2:59.257	1:18.223	56.168	44.866	133.2	2:59.257	8	1	2:01.595	35.401	47.985	38.209	201.9	18:26.338
2	1	2:13.992	39.142	53.361	41.489	195.3	5:13.249	9	1	2:00.137	35.374	46.802	37.961	201.1	20:26.475
3	1	2:13.120	37.864	51.647	43.609	202.2	7:26.369	10	1	2:20.393 B	37.209	48.571	54.613	194.2	22:46.868
4	1	2:25.190	38.999	59.163	47.028	204.5	9:51.559	11	1	6:17.215 B	3:54.698	1:11.171	1:11.346	134.0	29:04.083
5	1	2:36.726	1:02.855	52.035	41.836	62.5	12:28.285	63 1.Christian GARDAVOT PORSCHE 911 RSR 3,0i 1974 GT1							
6	1	2:13.176	38.397	52.293	42.486	207.3	14:41.461	1	1	4:10.799	2:20.537	1:01.647	48.615	100.8	4:10.799
7	1	2:11.654	37.842	51.857	41.955	197.8	16:53.115	2	1	2:30.699	45.358	58.919	46.422	168.7	6:41.498
8	1	2:14.407	38.215	55.008	41.184	204.9	19:07.522	3	1	2:38.701	46.014	59.664	53.023	181.8	9:20.199
9	1	2:09.455	37.822	51.261	40.372	203.0	21:16.977	4	1	2:55.614	1:05.252	1:02.491	47.871	97.5	12:15.813
10	1	2:23.233 B	39.825	52.436	50.972	197.1	23:40.210	5	1	2:33.713	46.732	59.713	47.268	177.0	14:49.526
11	1	13:30.155	...	1:09.488	48.519	134.0	37:10.365	6	1	2:29.253	44.828	59.164	45.261	179.1	17:18.779
12	1	2:43.643 B	46.893	58.799	57.951	156.7	39:54.008	7	1	2:27.699	43.682	58.855	45.162	174.2	19:46.478
57 1.Christophe GADAIS LOLA T70 Mk III Spyder 1968 P+2L								8	1	2:33.079	45.446	1:00.760	46.873	183.1	22:19.557
1	1	2:41.127	1:01.775	56.208	43.144	145.9	2:41.127	9	1	2:36.227	49.736	1:00.125	46.366	152.8	24:55.784
2	1	2:09.359	38.048	50.620	40.691	201.1	4:50.486	10	1	2:45.871	46.357	1:03.785	55.729	169.3	27:41.655
3	1	2:05.646	36.236	50.322	39.088	227.4	6:56.132	11	1	3:03.439	1:03.888	1:07.698	51.853	107.6	30:45.094
4	1	2:20.809 B	35.303	51.281	54.225	231.3	9:16.941	12	1	2:47.550	49.570	1:07.834	50.146	156.7	33:32.644
5	1	4:07.359	2:39.639	48.564	39.156	154.9	13:24.300	13	1	2:44.727	50.569	1:03.921	50.237	150.6	36:17.371
6	1	2:04.977	36.278	49.631	39.068	239.5	15:29.277	14	1	3:19.702 B	1:02.735	1:10.632	1:06.335	101.5	39:37.073
7	1	2:04.483	36.531	47.781	40.171	207.7	17:33.760	66 1.Didier DENAT PORSCHE 911 RSR 3,0i 1974 GT1							
8	1	2:03.568	35.854	48.022	39.692	222.7	19:37.328	1	1	2:15.393	46.635	50.216	38.542	142.3	2:15.393
9	1	2:15.905	37.998	52.954	44.953	213.9	21:53.233	2	1	2:02.770	36.702	48.385	37.683	226.4	4:18.163



CLASSIC ENDURANCE RACING 1

ESPIRITU DE MONTJUÏC

QUALIFYING

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	
3	1	2:03.280	36.519	48.883	37.878	232.3	6:21.443	15	1	2:24.098	41.864	56.726	45.508	204.9	42:30.398	
4	1	2:04.100	36.604	49.304	38.192	230.3	8:25.543	16	1	2:24.015	41.159	57.616	45.240	197.1	44:54.413	
5	1	2:33.701	44.264	1:07.027	42.410	228.3	10:59.244	75 1.Ralf HUBER GUTIERREZ							CHEVROLET Corvette C3 1968	GT1
6	1	2:03.498	36.523	48.966	38.009	226.9	13:02.742	1	1	2:59.953	1:12.462	59.994	47.497	95.6	2:59.953	
7	1	2:03.827	36.724	49.096	38.007	230.3	15:06.569	2	1	2:15.846	40.349	53.143	42.354	192.9	5:15.799	
8	1	2:04.557	36.671	49.500	38.386	227.8	17:11.126	3	1	2:15.334	38.651	53.600	43.083	206.1	7:31.133	
9	1	2:34.187	39.886	53.714	1:00.587	152.3	19:45.313	4	1	2:52.924	39.593	1:06.171	1:07.160	196.4	10:24.057	
67 1.Maurizio BIANCO								5	1	4:11.045	2:34.516	54.040	42.489	129.7	14:35.102	
CHEVRON B19 FVC 1971								6	1	2:12.132	38.222	52.160	41.750	209.7	16:47.234	
P-2L								7	1	2:18.733	39.250	57.490	41.993	227.8	19:05.967	
1	1	4:39.016	3:02.358	55.102	41.556	127.1	4:39.016	8	1	2:15.178	38.356	54.878	41.944	221.3	21:21.145	
2	1	2:15.797	37.695	53.380	44.722	190.5	6:54.813	9	1	2:12.523	38.393	52.367	41.763	222.2	23:33.668	
3	1	1:59.221	34.568	47.311	37.342	218.2	8:54.034	10	1	2:34.338	38.922	53.318	1:02.098	211.8	26:08.006	
4	1	2:46.561	1:14.478	54.955	37.128	77.1	11:40.595	77 1.Martin WACHTER							LOLA T70 MkII Spyder 1967	P+2L
5	1	1:58.070	34.700	45.737	37.633	220.4	13:38.665	1	1	3:32.430	1:54.608	55.368	42.454	116.3	3:32.430	
6	1	1:56.006	34.355	45.682	35.969	237.9	15:34.671	2	1	2:06.856	37.221	50.322	39.313	228.8	5:39.286	
7	1	1:58.179	33.571	45.801	38.807	247.1	17:32.850	3	1	2:05.955	36.838	50.480	38.637	218.6	7:45.241	
8	1	1:55.248	33.633	45.539	36.076	234.3	19:28.098	4	1	2:43.306	36.376	1:01.849	1:05.081	228.3	10:28.547	
9	1	2:05.530	33.513	45.407	46.610	240.5	21:33.628	5	1	3:09.814	1:37.774	51.287	40.753	158.6	13:38.361	
10	1	7:15.525	4:49.523	1:10.721	1:15.281	162.4	28:49.153	6	1	2:06.456	36.903	50.619	38.934	231.3	15:44.817	
11	1	4:35.649	2:36.342	1:00.738	58.569	124.9	33:24.802	7	1	2:04.955	36.305	49.498	39.152	234.8	17:49.772	
12	1	4:02.758	2:08.177	57.371	57.210	126.3	37:27.560	8	1	2:04.571	36.596	49.636	38.339	212.6	19:54.343	
13	1	5:13.754	3:14.321	59.077	1:00.356	147.9	42:41.314	9	1	2:04.275	36.366	48.813	39.096	238.4	21:58.618	
14	1	4:16.589	1:57.672	59.885	1:19.032	153.8	46:57.903	10	1	2:04.730	36.494	49.502	38.734	231.3	24:03.348	
68 1.Alain CREFCOEUR								11	1	2:01.743	35.893	48.113	37.737	212.2	26:05.091	
CHEVRON B16 BMW 1970								12	1	3:11.514	45.888	1:11.100	1:14.526	208.5	29:16.605	
P-2L								13	1	6:18.431	4:15.529	1:04.545	58.357	142.5	35:35.036	
1	1	4:36.482	2:56.916	58.279	41.287	113.1	4:36.482	81 1.Jean-Marie BELLETESTE							PORSCHE 911 RSR 3,0l 1974	GT1
2	1	2:10.173	38.990	50.829	40.354	184.9	6:46.655	1	1	3:30.982	1:35.139	1:04.027	51.816	121.2	3:30.982	
3	1	2:10.917	39.547	51.136	40.234	209.7	8:57.572	2	1	2:31.207	44.216	1:00.085	46.906	164.1	6:02.189	
4	1	2:59.363	1:16.837	1:00.339	42.187	73.7	11:56.935	3	1	2:27.796	43.842	58.188	45.766	188.5	8:29.985	
5	1	2:08.360	37.883	51.104	39.373	218.6	14:05.295	4	1	2:43.422	45.804	1:08.768	48.850	182.4	11:13.407	
6	1	2:10.032	38.306	52.146	39.580	217.3	16:15.327	5	1	2:28.719	43.554	58.652	46.513	194.2	13:42.126	
7	1	2:28.033	38.503	50.538	58.992	217.3	18:43.360	6	1	2:27.371	42.599	58.303	46.469	197.4	16:09.497	
8	1	4:52.717	3:18.597	54.858	39.262	136.5	23:36.077	7	1	2:27.696	43.008	58.735	45.953	188.2	18:37.193	
9	1	2:11.146	39.754	50.796	40.596	212.2	25:47.223	8	1	2:27.163	44.327	57.750	45.086	179.4	21:04.356	
10	1	2:55.835	45.342	1:09.614	1:00.879	188.2	28:43.058	9	1	2:25.229	42.112	57.578	45.539	194.6	23:29.585	
11	1	2:41.862	46.455	1:03.900	51.507	145.7	31:24.920	10	1	2:25.517	43.074	57.269	45.174	189.5	25:55.102	
12	1	2:32.740	44.980	1:01.087	46.673	157.2	33:57.660	11	1	3:15.255	51.681	1:10.496	1:13.078	158.6	29:10.357	
13	1	2:47.706	43.616	59.989	1:04.101	173.4	36:45.366	82 1.Michel LECOURT							PORSCHE 911 RSR 3,0l 1974	GT1
70 1.Pierre-Alain FRANCE								2.Raymond NARAC								
LOLA T70 Mk III B 1969								1	1	3:08.819	1:28.591	58.410	41.818	103.2	3:08.819	
P+2L								2	1	2:04.987	38.388	48.416	38.183	219.5	5:13.806	
1	1	2:23.848	52.700	51.494	39.654	129.0	2:23.848	3	1	2:00.360	35.747	47.740	36.873	237.4	7:14.166	
2	1	2:02.515	36.387	48.338	37.790	221.8	4:26.363	4	1	2:11.365	35.044	48.163	48.158	235.8	9:25.531	
3	1	1:57.086	34.530	45.816	36.740	238.4	6:23.449	5	1	5:19.628	3:49.508	50.418	39.702	146.9	14:45.159	
4	1	1:58.274	34.655	46.498	37.121	252.3	8:21.723	6	1	2:05.467	37.194	49.181	39.092	225.0	16:50.626	
5	1	2:42.519	37.912	1:05.748	58.859	245.5	11:04.242	7	1	2:15.697	37.194	57.737	40.766	232.3	19:06.323	
6	1	5:07.179	3:43.768	46.049	37.362	149.8	16:11.421	8	1	2:16.815	37.884	49.540	49.391	228.8	21:23.138	
7	1	1:56.291	33.475	45.846	36.970	264.7	18:07.712	9	1	4:28.300	2:54.834	52.293	41.173	100.5	25:51.438	
8	1	1:56.444	33.792	45.310	37.342	237.4	20:04.156									
9	1	1:56.562	33.621	46.046	36.895	266.0	22:00.718									
10	1	1:58.399	35.211	46.494	36.694	262.1	23:59.117									
11	1	1:55.960	33.834	45.539	36.587	250.0	25:55.077									
12	1	3:05.819	43.440	1:11.799	1:10.580	187.2	29:00.896									
13	1	8:33.376	6:44.622	1:00.720	48.034	133.8	37:34.272									
14	1	2:32.028	44.451	1:00.280	47.297	179.1	40:06.300									



CLASSIC ENDURANCE RACING 1

ESPIRITU DE MONTJUÏC

QUALIFYING

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
10	1	3:00.881 B	42.372	1:06.445	1:12.064	228.8	28:52.319	1	1	3:42.273	2:08.942	52.440	40.891	115.5	3:42.273
11	1	5:07.015 B	3:04.415	1:06.186	56.414	121.5	33:59.334	2	1	2:10.535	38.489	51.517	40.529	192.5	5:52.808
92 1. Frank JACOB LOLA T212 FVC 1971 P-2L								3	1	2:08.622	37.943	50.235	40.444	190.1	8:01.430
1	1	2:25.014	54.651	50.316	40.047	138.5	2:25.014	4	1	2:33.395	38.004	1:02.796	52.595	210.1	10:34.825
2	1	2:03.994	35.892	49.670	38.432	231.8	4:29.008	5	1	2:19.482	43.431	54.189	41.862	161.7	12:54.307
3	1	2:02.300	34.638	47.971	39.691	240.0	6:31.308	6	1	2:07.192	37.608	50.078	39.506	219.5	15:01.499
4	1	2:04.577	35.561	49.874	39.142	225.5	8:35.885	7	1	2:10.473	38.399	51.062	41.012	220.9	17:11.972
5	1	2:37.933	45.342	1:10.982	41.609	232.3	11:13.818	8	1	2:29.158 B	37.215	50.253	1:01.690	220.0	19:41.130
6	1	2:02.434	35.530	48.787	38.117	228.8	13:16.252	9	1	20:23.407 B	...	1:03.252	58.611	89.8	40:04.537
7	1	2:00.024	34.730	47.685	37.609	245.5	15:16.276	135 1. Dietmar SCHRÖDER LOLA T290 FVC 1972 P-2L							
8	1	2:00.572	35.002	47.582	37.988	231.8	17:16.848	1	1	3:53.637	2:16.753	55.591	41.293	101.8	3:53.637
9	1	2:22.189 B	34.993	47.492	59.704	240.0	19:39.037	2	1	2:13.267	39.077	52.382	41.808	206.1	6:06.904
10	1	4:12.788	2:46.821	48.256	37.711	133.0	23:51.825	3	1	2:11.186	38.363	51.682	41.141	217.3	8:18.090
11	1	2:01.171	35.189	47.007	38.975	225.9	25:52.996	4	1	2:44.420 B	39.627	1:06.078	58.715	226.9	11:02.510
12	1	3:03.051 B	44.121	1:10.879	1:08.051	193.9	28:56.047	5	1	3:57.620	2:29.108	49.453	39.059	125.1	15:00.130
13	1	10:12.449	8:25.002	1:00.751	46.696	143.6	39:08.496	6	1	2:06.274	36.629	50.366	39.279	237.9	17:06.404
14	1	2:22.500	42.323	56.061	44.116	175.6	41:30.996	7	1	2:05.734	36.295	49.595	39.844	238.9	19:12.138
15	1	2:17.040	40.384	53.968	42.688	193.2	43:48.036	8	1	2:46.584 B	50.019	1:01.037	55.528	142.5	21:58.722
16	1	2:16.829	39.872	53.909	43.048	203.4	46:04.865	142 1. Carlos MONTEVERDE FERRARI 512 S 1970 P+2L 2. Gary PEARSON							
95 1. Caroline GRIFNEE CHEVRON B16 1971 P-2L 2. Christophe VAN RIET								1	1	2:41.494	1:12.765	49.846	38.883	145.4	2:41.494
1	1	3:39.217	2:03.337	52.187	43.693	137.2	3:39.217	2	1	1:55.625	34.011	45.478	36.136	243.8	4:37.119
2	1	2:01.622	36.231	47.802	37.589	219.5	5:40.839	3	1	1:54.279	32.548	45.454	36.277	252.3	6:31.398
3	1	1:59.818	35.356	47.750	36.712	235.3	7:40.657	4	1	2:16.068 B	34.602	50.171	51.295	249.4	8:47.466
4	1	2:45.097 B	35.411	1:01.636	1:08.050	234.3	10:25.754	5	1	5:20.837	3:53.675	48.811	38.351	159.3	14:08.303
5	1	5:08.104	3:42.104	47.906	38.094	147.5	15:33.858	6	1	1:58.599	33.407	46.824	38.368	254.7	16:06.902
6	1	2:02.213	35.890	48.273	38.050	221.8	17:36.071	7	1	1:58.824	33.552	48.531	36.741	264.1	18:05.726
7	1	2:00.157	35.705	47.015	37.437	229.3	19:36.228	8	1	1:56.955	33.605	46.465	36.885	256.5	20:02.681
8	1	2:12.736 B	35.889	50.316	46.531	227.8	21:48.964	9	1	2:14.060 B	34.253	50.865	48.942	262.8	22:16.741
9	1	13:48.270 B	...	59.255	58.303	146.9	35:37.234	10	1	5:42.726	3:46.590	56.480	59.656	162.4	27:59.467
100 1. Tina Marianne KOK CHEVRON B8 BMW 1968 P-2L								11	1	3:04.685 B	1:00.980	1:04.126	59.579	104.7	31:04.152
1	1	2:44.517	1:05.490	55.311	43.716	125.9	2:44.517	12	1	4:44.816 B	2:42.190	1:02.602	1:00.024	128.1	35:48.968
2	1	2:17.021	39.136	54.474	43.411	201.5	5:01.538	185 1. Gérard LOPEZ LOLA T70 Mk III B 1969 P+2L 2. Richard MEADEN							
3	1	2:12.477	38.827	52.180	41.470	202.6	7:14.015	1	1	2:24.886					2:24.886
4	1	2:22.568	37.112	51.697	53.759	210.9	9:36.583	2	1	1:56.504					4:21.390
5	1	2:46.119	1:09.221	54.310	42.588	73.8	12:22.702	3	1	1:53.195					6:14.585
6	1	2:13.672	39.223	51.896	42.553	225.0	14:36.374	4	1	1:53.149					8:07.734
7	1	2:11.641	38.853	51.613	41.175	209.7	16:48.015	5	1	2:32.925 B					10:40.659
8	1	2:19.388	38.993	58.315	42.080	222.7	19:07.403	6	1	5:53.341					16:34.000
9	1	2:15.665	40.060	54.366	41.239	193.2	21:23.068	7	1	1:55.855					18:29.855
10	1	2:16.220	38.667	56.353	41.200	210.1	23:39.288	8	1	1:51.048					20:20.903
11	1	2:15.917	39.505	53.689	42.723	202.2	25:55.205	9	1	2:07.535 B					22:28.438
12	1	3:12.200 B	47.646	1:11.699	1:12.855	175.6	29:07.405								
13	1	5:07.508	3:19.007	1:01.130	47.371	123.3	34:14.913								
14	1	2:34.595	44.733	1:02.826	47.036	161.2	36:49.508								
15	1	2:33.197	44.457	1:01.441	47.299	178.8	39:22.705								
16	1	2:34.142	44.790	1:02.848	46.504	169.3	41:56.847								
17	1	2:30.691	42.744	1:01.342	46.605	191.8	44:27.538								
18	1	2:31.182	44.494	59.936	46.752	178.8	46:58.720								
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