

CLASSIC ENDURANCE RACING 1

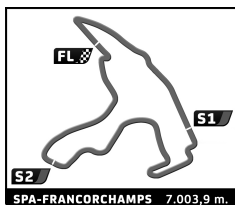
SPA CLASSIC

PRIVATE PRACTICE

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 CHEVRON B19 FVC 1971 1. Philipp BRUEHWILER P-2L								8 CHEVRON B8 1968 1. Sandy WATSON P-2L 2. Martin O'CONNELL							
1	1	4:39.762	2:11.412	1:33.968	54.382	149.4	4:39.762	1	1	3:46.416	1:25.467	1:29.021	51.928	142.1	3:46.416
2	1	3:01.140	52.531	1:21.878	46.731	191.5	7:40.902	2	1	3:00.161	51.818	1:21.174	47.169	195.3	6:46.577
3	1	2:50.964	48.702	1:19.508	42.754	200.4	10:31.866	3	1	2:55.134	48.837	1:19.197	47.100	217.7	9:41.711
4	1	2:42.649	45.246	1:14.082	43.321	216.9	13:14.515	4	1	2:53.375	49.512	1:18.719	45.144	210.5	12:35.086
5	1	2:36.871	44.757	1:11.128	40.986	228.3	15:51.386	5	1	2:53.576	47.748	1:20.315	45.513	189.8	15:28.662
6	1	7:23.889	5:26.840	1:14.086	42.963	194.2	23:15.275	6	1	2:52.533	48.768	1:18.399	45.366	186.5	18:21.195
7	1	3:22.629	45.668	1:33.408	1:03.553	210.1	26:37.904	7	1	2:53.135	49.639	1:18.739	44.757	202.2	21:14.330
8	1	2:47.699	47.335	1:18.613	41.751	193.9	29:25.603	8	1	9:17.187	7:13.818	1:20.339	43.030	134.0	30:31.517
9	1	2:37.922	44.205	1:12.561	41.156	219.5	32:03.525	9	1	2:42.289	46.808	1:13.350	42.131	230.8	33:13.806
10	1	2:37.413	43.913	1:12.868	40.632	225.5	34:40.938	10	1	2:49.905	46.806	1:15.167	47.932	225.5	36:03.711
11	1	2:35.719	44.006	1:11.027	40.686	224.5	37:16.657	11	1	2:40.186	45.383	1:12.658	42.145	234.8	38:43.897
12	1	3:03.162	48.147	1:21.840	53.175	173.6	40:19.819	12	1	2:49.097	44.668	1:15.866	48.563	236.3	41:32.994
5 PORSCHE 911 RSR 3.0i 1975 1. Rainer BECKER GT1								10 CHEVRON B16 BMW 1971 1. Franco MEINERS P-2L							
1	1	4:41.836	2:14.282	1:33.805	53.749	138.6	4:41.836	1	1	5:20.813	3:10.461	1:22.231	48.121	162.4	5:20.813
2	1	3:07.095	54.753		155.8		7:48.931	2	1	2:48.168	46.871	1:16.032	45.265	200.4	8:08.981
3	1	2:55.702	49.669	1:20.805	45.228	213.0	10:44.633	3	1	2:55.767 B	46.808	1:16.058	52.901	204.9	11:04.748
4	1	2:53.924	49.816	1:18.853	45.255	202.2	13:38.557	4	1	6:27.644	4:25.993	1:17.366	44.285	203.0	17:32.392
5	1	2:51.664	48.980	1:17.475	45.209	215.6	16:30.221	5	1	2:44.496	45.913	1:15.791	42.792	209.3	20:16.888
6	1	4:24.177	2:16.319	1:22.356	45.502	165.1	20:54.398	6	1	6:11.823	4:07.577	1:17.853	46.393	196.0	26:28.711
7	1	2:53.411	49.706	1:18.579	45.126	213.4	23:47.809	7	1	2:50.226	50.643	1:15.553	44.030	199.3	29:18.937
8	1	2:57.583	49.071	1:21.591	46.921	205.7	26:45.392	8	1	2:48.688	47.929	1:16.068	44.691	210.1	32:07.625
9	1	2:53.287	48.180	1:19.046	46.061	212.6	29:38.679	14 LOLA T212 FVC 1971 1. Mauro POPONCINI P-2L							
10	1	2:53.915	48.303	1:19.948	45.664	211.8	32:32.594	1	1	4:35.267	1:57.479	1:40.387	57.401	131.7	4:35.267
11	1	2:50.320	48.292	1:17.096	44.932	222.7	35:22.914	2	1	3:50.068 B	58.078	1:39.610	1:12.380	169.5	8:25.335
12	1	3:05.175	49.136	1:20.703	55.336	213.0	38:28.089	3	1	14:36.554	...	1:44.214	1:05.399	133.0	23:01.889
13	1	3:09.954	50.475	1:26.374	53.105	166.2	41:38.043	4	1	20:29.857 B					43:31.746
6 LOTUS 47 1967 1. Oliver MATHAI P-2L								15 CHEVRON B19 FVC 1971 1. John EMBERSON P-2L 2. Bill WYKEHAM							
1	1	4:58.009 B	2:23.433	1:27.351	1:07.225	157.2	4:58.009	1	1	3:07.765			47.083		3:07.765
2	1	4:43.854 B	2:27.886	1:18.071	57.897	182.1	9:41.863	2	1	2:49.464	49.290	1:16.099	44.075	200.4	5:57.229
3	1	4:39.854	2:38.539	1:15.514	45.801	205.7	14:21.717	3	1	2:54.869	50.743	1:18.076	46.050	194.9	8:52.098
4	1	2:49.114	47.408	1:15.437	46.269	209.7	17:10.831	4	1	2:48.598	48.194	1:16.533	43.871	191.5	11:40.696
5	1	12:55.950	...	1:17.640	44.907	184.9	30:06.781	5	1	2:47.929	47.477	1:16.198	44.254	189.8	14:28.625
6	1	2:48.545	46.827	1:16.188	45.530	211.4	32:55.326	6	1	4:23.080	2:25.882	1:14.084	43.114	190.8	18:51.705
7	1	2:46.695	47.224	1:15.109	44.362	215.1	35:42.021	7	1	2:41.471	46.504	1:11.830	43.137	223.1	21:33.176
7 LOLA T70 Mk III 1968 1. Toni SEILER P+2L								8	1	2:39.706	46.093	1:12.177	41.436	215.6	24:12.882
1	1	2:53.292			43.940		2:53.292	9	1	2:44.329	46.060	1:12.165	46.104	212.2	26:57.211
2	1	2:46.187	44.753	1:17.118	44.316	216.9	5:39.479	10	1	4:43.359	2:46.173	1:13.759	43.427	209.7	31:40.570
3	1	2:43.118	45.538	1:16.081	41.499	218.2	8:22.597	11	1	4:58.724	3:02.850	1:13.018	42.856	199.6	36:39.294
4	1	2:50.580	44.988	1:23.046	42.546	198.5	11:13.177	12	1	2:39.805	45.649	1:11.853	42.303	211.4	39:19.099
5	1	2:41.528	42.905	1:16.609	42.014	228.8	13:54.705	16 LOLA T212 FVC 1971 1. Serge KRIKNOFF P-2L							
6	1	2:41.415	43.652	1:15.193	42.570	244.9	16:36.120	1	1	3:28.730			51.777		3:28.730
7	1	6:25.281	4:24.672	1:16.547	44.062	209.7	23:01.401	2	1	3:16.307	48.905	1:42.841	44.561	220.4	6:45.037
8	1	2:38.687	42.640	1:15.046	41.001	205.7	25:40.088	3	1	2:44.821	47.609	1:14.047	43.165	204.2	9:29.858
9	1	2:39.069	42.350	1:14.763	41.956	228.3	28:19.157	4	1	2:57.704 B	47.277	1:16.406	54.021	213.4	12:27.562
10	1	2:38.061	42.274	1:13.774	42.013	238.9	30:57.218	5	1	5:24.819	3:23.536	1:17.672	43.611	161.0	17:52.381
11	1	7:24.529	5:24.006	1:16.332	44.191	204.9	38:21.747	6	1	2:40.929	46.403	1:12.950	41.576	207.7	20:33.310
12	1	2:58.239	43.729	1:30.347	44.163	248.8	41:19.986								
13	1	2:57.980	43.607	1:15.686	58.687	226.4	44:17.966								



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Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
7	1	2:48.442	46.328	1:13.349	48.765	209.7	23:21.752	5	1	2:47.802	47.250	1:16.941	43.611	204.5	16:51.339
8	1	5:18.108	3:20.002	1:14.835	43.271	194.2	28:39.860	6	1	2:45.392	46.691	1:15.933	42.768	184.9	19:36.731
9	1	2:42.629	46.053	1:12.808	43.768	204.5	31:22.489	7	1	2:45.221	46.769	1:15.313	43.139	196.4	22:21.952
10	1	2:40.008	46.149	1:11.805	42.054	222.2	34:02.497	8	1	2:48.652	47.216	1:17.162	44.274	184.6	25:10.604
11	1	2:39.291	45.728	1:12.024	41.539	223.1	36:41.788	9	1	2:46.219	47.079	1:15.514	43.626	195.3	27:56.823
12	1	5:54.541	3:53.805	1:16.953	43.783	184.3	42:36.329	10	1	2:43.916	46.153	1:14.816	42.947	211.4	30:40.739
13	1	3:21.835	50.398	1:30.517	1:00.920	153.4	45:58.164	11	1	7:51.677	4:31.443	1:44.863	1:35.371	117.9	38:32.416

17	CHEVRON B8 BMW 1969						
	1. Jean BRANDENBURG			3. Raphael FAVARO		P-2L	
	2. Lucien-Charles NICOLET						
1	1	5:53.175	3:13.596	1:41.452	58.127	116.3	5:53.175
2	1	3:18.819	55.908	1:31.772	51.139	168.7	9:11.994
3	1	3:15.996	57.635	1:28.966	49.395	181.8	12:27.990
4	1	3:12.444	53.792	1:28.174	50.478	165.4	15:40.434
5	1	3:13.641	54.326	1:26.960	52.355	178.5	18:54.075
6	1	3:16.314	55.324	1:27.730	53.260	184.6	22:10.389
7	1	7:53.291	5:04.584	1:49.559	59.148	127.8	30:03.680
8	1	3:33.669	59.085	1:38.684	55.900	162.4	33:37.349
9	1	3:29.040	56.518	1:36.277	56.245	165.4	37:06.389
10	1	3:28.298	57.903	1:33.622	56.773	111.0	40:34.687
11	1	3:41.983	57.760	1:37.539	1:06.684	179.4	44:16.670

18	PORSCHE 911 RSR 3,0i 1974						
	1.Thierry de LATRE DU BOS						
GT1							
1	1	4:45.104	2:26.533	1:24.621	53.950	172.8	4:45.104
2	1	3:10.508	53.364	1:29.116	48.028	164.9	7:55.612
3	1	3:02.023	52.882	1:21.305	47.836	200.7	10:57.635
4	1	2:59.953	52.418	1:20.508	47.027	197.4	13:57.588
5	1	2:58.219	50.608	1:20.855	46.756	203.4	16:55.807
6	1	2:58.347	50.187	1:21.358	46.802	204.2	19:54.154
7	1	3:05.866	50.398	1:20.635	54.833	192.9	23:00.020
8	1	5:53.194	3:14.056	1:40.896	58.242	118.7	28:53.214
9	1	3:25.757	57.478	1:32.002	56.277	157.4	32:18.971
10	1	3:25.961	58.184	1:33.710	54.067	150.8	35:44.932
11	1	3:16.370	57.394	1:26.721	52.255	164.1	39:01.302
12	1	3:12.757	55.977	1:26.798	49.982	177.0	42:14.059
13	1	3:32.681	1:00.327	1:33.136	59.218	157.7	45:46.740

20		Porsche 917 1972						GT1	
		1. Didier CAZEAUX							
		2. Pierre-Alain THIBAUT							
1	1	5:04.741	2:49.542	1:26.480	48.719	144.6	5:04.741		
2	1	2:53.617	47.919	1:20.205	45.493	210.9	7:58.358		
3	1	2:46.900	45.509	1:17.456	43.935	218.2	10:45.258		
4	1	3:05.744	44.943	1:30.492	50.309	212.6	13:51.002		
5	1	5:35.794	3:32.793	1:19.291	43.710	199.3	19:26.796		
6	1	2:45.458	44.922	1:17.263	43.273	221.8	22:12.254		
7	1	2:43.164	44.276	1:15.903	42.985	205.7	24:55.418		
8	1	3:15.468	48.394	1:33.822	53.252	156.7	28:10.886		
9	1	10:39.743	8:12.227	1:32.981	54.535	166.7	38:50.629		
10	1	3:08.058	51.160	1:24.817	52.081	185.6	41:58.687		

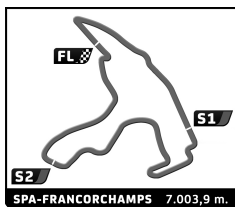
22	CHEVRON B21 FVC 1971							
	1.Romain BELLETESTE							P-2L
	2.Christophe GADAIS							
1	1	5:21.161	2:41.971	1:37.620	1:01.570	141.5	5:21.161	
2	1	2:59.453	57.045	1:18.694	43.714	163.9	8:20.614	
3	1	2:54.974	47.841	1:22.602	44.531	161.7	11:15.588	
4	1	2:47.949	47.549	1:15.804	44.596	204.2	14:03.537	

23		CHEVRON B16 BMW 1970						
		1.Charles RUPP					P-2L	
		2.Philippe PEAUGER						
1	1	3:12.748			50.649		3:12.748	
2	1	2:53.139	49.269	1:18.545	45.325	204.2	6:05.887	
3	1	2:52.604	48.386	1:18.185	46.033	216.0	8:58.491	
4	1	2:53.989	49.336	1:19.066	45.587	212.2	11:52.480	
5	1	2:50.855	48.363	1:17.957	44.535	205.3	14:43.335	
6	1	2:51.822	48.169	1:18.868	44.785	214.7	17:35.157	
7	1	5:29.120	3:16.177	1:22.956	49.987	184.0	23:04.277	
8	1	2:59.591	50.064	1:21.573	47.954	199.3	26:03.868	
9	1	3:03.310	51.471	1:23.086	48.753	199.3	29:07.178	
10	1	3:04.254	52.118	1:24.452	47.684	193.9	32:11.432	
11	1	3:02.802	51.330	1:23.318	48.154	200.7	35:14.234	
12	1	3:02.921	50.974	1:24.299	47.648	199.3	38:17.155	
13	1	3:03.507	50.328	1:24.693	48.486	187.2	41:20.662	
14	1	3:08.961	50.495	1:23.395	55.071	187.5	44:29.623	

25	FORD GT40 1968							GT1
	1.Patrick HAUTOT							
	2.Christophe VAN RIET							
1	1	5:03.890	2:44.841	1:27.869	51.180	156.7	5:03.890	
2	1	3:03.533	50.281	1:24.497	48.755	170.1	8:07.423	
3	1	2:58.675	48.962	1:22.807	46.906	189.1	11:06.098	
4	1	2:57.965	48.330	1:22.936	46.699	191.5	14:04.063	
5	1	2:55.770	48.575	1:21.039	46.156	194.2	16:59.833	
6	1	2:52.794	46.135	1:20.233	46.426	206.5	19:52.627	
7	1	2:58.037	47.785	1:20.871	49.381	196.0	22:50.664	
8	1	3:07.320	47.570	1:22.066	57.684	182.4	25:57.984	
9	1	4:53.236	2:49.267	1:19.679	44.290	187.2	30:51.220	
10	1	3:13.409	1:00.041	1:23.130	50.238	173.4	34:04.629	

26		PORSCHE 911 RSR 3,0i 1974					
		1.Colin PATON					
		GT1					
1	1	4:08.664	1:43.648	1:31.895	53.121	152.5	4:08.664
2	1	3:00.598	52.802	1:21.532	46.264	169.0	7:09.262
3	1	2:56.158	50.460	1:19.677	46.021	203.0	10:05.420
4	1	7:18.132	5:09.150	1:22.541	46.441	184.3	17:23.552
5	1	2:55.344	51.229	1:18.815	45.300	198.2	20:18.896
6	1	2:56.410	49.894	1:19.902	46.614	201.1	23:15.306
7	1	2:55.464	49.392	1:20.260	45.812	206.1	26:10.770
8	1	2:55.755	49.942	1:19.758	46.055	206.1	29:06.525
9	1	2:55.805	50.211	1:18.971	46.623	189.1	32:02.330
10	1	2:57.275	50.386	1:20.183	46.706	199.6	34:59.605
11	1	2:56.075	50.621	1:18.341	47.113	197.8	37:55.680
12	1	2:53.917	50.359	1:18.197	45.361	192.9	40:49.597
13	1	3:08.097	49.442	1:20.852	57.803	206.5	43:57.694

27	LOLA T70 Mk III 1967							
	1.Julien PIGUET							P+2L
	2.Franck METZGER							
1	1	3:32.637	1:22.971	1:22.850	46.816	164.4	3:32.637	



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2	1	2:56.420	48.325	1:22.503	45.592	220.4	6:29.057	8	1	2:52.514	48.513	1:17.995	46.006	206.1	25:12.090
3	1	2:58.420	47.383	1:23.675	47.362	177.9	9:27.477	9	1	2:51.301	48.678	1:17.387	45.236	213.0	28:03.391
4	1	3:02.734	46.882	1:20.283	55.569	206.1	12:30.211	10	1	2:50.013	48.278	1:17.232	44.503	219.5	30:53.404
5	1	10:21.546	8:12.900	1:22.596	46.050	147.7	22:51.757	11	1	3:05.834	56.250	1:21.060	48.524	191.8	33:59.238
6	1	2:38.461	44.112	1:13.200	41.149	206.9	25:30.218	12	1	2:57.563	50.655	1:19.121	47.787	210.1	36:56.801
7	1	2:44.588	43.661	1:16.558	44.369	206.5	28:14.806	13	1	2:52.675	48.763	1:17.899	46.013	205.7	39:49.476
8	1	2:38.651	43.556	1:13.629	41.466	225.5	30:53.457	14	1	2:50.067	48.333	1:17.189	44.545	211.8	42:39.543
9	1	3:29.857	1:17.951	1:23.891	48.015	173.6	34:23.314	15	1	3:24.927	53.199	1:32.850	58.878	171.7	46:04.470

29		PORSCHE 911 RSR 2,8i 1973							GT1	
		1. Pat BUNIATRE								
1	1	3:13.853			52.310			3:13.853		
2	1	3:07.939	53.370	1:24.756	49.813	201.9		6:21.792		
3	1	3:04.748	52.393	1:24.366	47.989	198.9		9:26.540		
4	1	3:01.877	50.964	1:22.543	48.370	198.5		12:28.417		
5	1	3:02.377	52.774	1:21.890	47.713	184.9		15:30.794		
6	1	3:01.002	50.491	1:22.286	48.225	208.5		18:31.796		
7	1	3:03.404	51.133	1:24.139	48.132	209.7		21:35.200		
8	1	2:57.270	50.131	1:20.771	46.368	199.6		24:32.470		
9	1	2:57.039	50.278	1:20.245	46.516	192.2		27:29.509		
10	1	2:59.374	51.147	1:20.652	47.575	203.4		30:28.883		
11	1	2:57.834	50.405	1:20.223	47.206	207.3		33:26.717		
12	1	2:55.281	50.705	1:19.000	45.576	199.6		36:21.998		
13	1	2:56.468	51.791	1:19.036	45.641	209.3		39:18.466		
14	1	2:56.960	51.105	1:19.296	46.559	205.3		42:15.426		
15	1	3:36.468	53.905	1:32.675	1:09.888	191.5		45:51.894		

30		LOTUS 30 1964						P+2L	
		1. Anthony SCHRAUWEN							
1	1	2:59.062				50.586		2:59.062	
2	1	2:58.837	51.658	1:20.460	46.719	201.5	5:57.899		
3	1	2:55.346	49.789	1:19.982	45.575	203.0	8:53.245		
4	1	2:53.341	47.380	1:21.085	44.876	190.1	11:46.586		
5	1	3:04.055	46.546	1:26.717	50.792	211.8	14:50.641		
6	1	6:04.823	3:59.301	1:21.033	44.489	169.5	20:55.464		

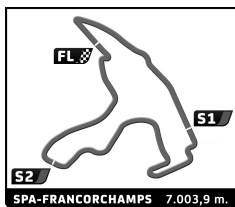
31		LOLA T70 Mk III B 1969						
		1.Marc DEVIS						P+2L
1	1	5:00.402	2:47.544	1:23.887	48.971	161.2	5:00.402	
2	1	2:56.492	47.801	1:20.841	47.850	195.7	7:56.894	
3	1	2:50.560	47.471	1:18.690	44.399	203.8	10:47.454	
4	1	2:47.665	46.739	1:17.502	43.424	218.2	13:35.119	
5	1	2:45.280	45.555	1:16.434	43.291	206.1	16:20.399	
6	1	2:50.345	46.508	1:19.523	44.314	227.8	19:10.744	
7	1	8:20.214	6:18.360	1:18.194	43.660	194.9	27:30.958	
8	1	2:44.211	45.623	1:15.735	42.853	223.6	30:15.169	
9	1	2:43.755	45.555	1:15.366	42.834	218.6	32:58.924	

32	CHEVRON B8 BMW 1969							
	1.Henrique GEMPERLE							P-2L
	2.Marc de SIEBENTHAL							
1	1	2:30.985			45.888		2:30.985	
2	1	2:51.199	49.364	1:16.689	45.146	206.9	5:22.184	
3	1	2:49.996	48.002	1:16.035	45.959	211.8	8:12.180	
4	1	2:51.271	47.724	1:17.150	46.397	220.0	11:03.451	
5	1	5:26.564	3:15.534	1:22.945	48.085	193.9	16:30.015	
6	1	2:55.599	50.595	1:19.462	45.542	193.9	19:25.614	
7	1	2:53.962	49.114	1:19.285	45.563	207.3	22:19.576	

33	LOLA T70 Mk III B 1969							P+2L
	1. Richard MILLE							
	2. Carlos TAVARES							
1	1	4:40.309	2:17.041	1:30.376	52.892	141.0	4:40.309	
2	1	2:58.381	49.689	1:23.079	45.613	184.9	7:38.690	
3	1	2:51.031	46.596	1:19.322	45.113	203.0	10:29.721	
4	1	2:49.945	46.194	1:19.976	43.775	210.9	13:19.666	
5	1	2:45.829	44.663	1:18.066	43.100	204.9	16:05.495	
6	1	6:08.694	4:04.687	1:21.096	42.911	191.8	22:14.189	
7	1	2:46.060	44.851	1:19.089	42.120	192.2	25:00.249	
8	1	2:44.224	44.916	1:17.017	42.291	191.8	27:44.473	
9	1	2:43.574	44.432	1:16.303	42.839	194.6	30:28.047	
10	1	2:42.064	43.896	1:16.335	41.833	221.3	33:10.111	
11	1	2:46.166	44.486	1:16.997	44.683	202.6	35:56.277	
12	1	2:41.160	43.752	1:15.664	41.744	228.8	38:37.437	
13	1	2:48.158	44.615	1:20.574	42.969	205.7	41:25.595	
14	1	2:59.689	43.957	1:16.273	59.459	225.9	44:25.284	

34		LOLA T212 1970 1.Armand MILLE						P-2L
1	1	4:42.262	2:18.467	1:31.019	52.776	150.0	4:42.262	
2	1	3:04.004	53.395	1:25.069	45.540	158.6	7:46.266	
3	1	2:53.330	47.557	1:20.842	44.931	197.8	10:39.596	
4	1	2:51.148	47.682	1:17.624	45.842	201.9	13:30.744	
5	1	4:46.413	2:44.045	1:18.130	44.238	197.4	18:17.157	
6	1	2:44.659	46.582	1:15.017	43.060	219.5	21:01.816	
7	1	2:49.074	46.663	1:16.998	45.413	223.6	23:50.890	
8	1	2:48.752	47.869	1:15.966	44.917	213.0	26:39.642	
9	1	2:47.290	46.859	1:17.011	43.420	203.4	29:26.932	
10	1	2:45.287	46.222	1:15.252	43.813	215.6	32:12.219	
11	1	2:48.797	46.531	1:16.215	46.051	214.3	35:01.016	

35	ALFA ROMEO T33/3 1969							P+2L
	1. Gianluca RATTAZZI 2. Emanuele PIRRO							
1	1	3:46.805	1:40.942	1:20.846	45.017	157.7	3:46.805	
2	1	2:48.147	48.906	1:17.429	41.812	192.9	6:34.952	
3	1	2:42.440	45.299	1:15.615	41.526	204.5	9:17.392	
4	1	2:39.461	44.950	1:12.991	41.520	235.3	11:56.853	
5	1	2:38.879	43.693	1:14.207	40.979	221.8	14:35.732	
6	1	2:38.321	43.446	1:13.810	41.065	237.9	17:14.053	
7	1	2:37.713	43.570	1:11.754	42.389	230.3	19:51.766	
8	1	2:46.629	46.962	1:15.477	44.190	217.3	22:38.395	
9	1	5:55.081	3:28.071	1:30.237	56.773	147.3	28:33.476	
10	1	3:15.425	52.727	1:29.842	52.856	149.0	31:48.901	
11	1	3:17.414	52.288	1:34.264	50.862	172.8	35:06.315	
12	1	3:10.246	50.885	1:28.437	50.924	181.5	38:16.561	
13	1	3:17.508	50.131	1:37.296	50.081	183.4	41:34.069	
14	1	3:37.434	51.196	1:36.908	1:09.330	166.4	45:11.503	



CLASSIC ENDURANCE RACING 1

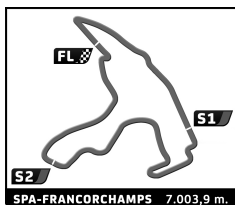
SPA CLASSIC

PRIVATE PRACTICE

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
36 PORSCHE 910 1967 1. UWE BRUSCHNIK P-2L								8	1	2:58.875	50.857	1:19.429	48.589	203.8	26:48.063
1	1	3:30.876	1:15.108	1:26.711	49.057	164.6	3:30.876	9	1	2:56.972	52.081	1:19.389	45.502	217.3	29:45.035
2	1	3:01.289	51.154	1:23.474	46.661	221.3	6:32.165	10	1	2:54.328	50.372	1:18.976	44.980	217.7	32:39.363
3	1	2:55.810	49.085	1:19.123	47.602	193.5	9:27.975	11	1	2:53.461	49.613	1:17.740	46.108	208.1	35:32.824
4	1	2:53.188	49.492	1:17.705	45.991	210.9	12:21.163	12	1	2:56.316	48.913	1:20.781	46.622	199.6	38:29.140
5	1	2:53.262	49.475	1:17.858	45.929	189.8	15:14.425	13	1	3:00.908	50.036	1:24.843	46.029	169.0	41:30.048
6	1	2:53.908	49.414	1:18.475	46.019	208.5	18:08.333	14	1	3:21.748	49.355	1:22.522	1:09.871	218.6	44:51.796
7	1	2:52.085	48.004	1:18.436	45.645	203.8	21:00.418	52 CHEVRON B16 1970 1. Francisco SA CARNEIRO P-2L 2. Joao CANNAS							
8	1	2:51.141	47.970	1:18.165	45.006	202.2	23:51.559	1	1	4:07.916	1:42.848	1:32.230	52.838	144.8	4:07.916
9	1	2:53.459	48.032	1:19.206	46.221	208.9	26:45.018	2	1	3:21.094	58.537	1:29.946	52.611	160.5	7:29.010
10	1	2:51.628	47.741	1:18.259	45.628	205.7	29:36.646	3	1	3:24.617	56.161	1:35.891	52.565	187.5	10:53.627
11	1	2:50.752	48.185	1:17.404	45.163	204.2	32:27.398	4	1	3:19.532	57.626	1:29.383	52.523	176.2	14:13.159
12	1	4:05.238	47.962	1:21.025	1:56.251	205.3	36:32.636	5	1	3:18.030	57.546	1:28.443	52.041	177.9	17:31.189
45 CHEVRON B8 BMW 1969 1. Pierre AVIRON-VIOLET P-2L 2. Kurt THIEL								6	1	3:13.745	54.874	1:27.567	51.304	180.9	20:44.934
1	1	4:39.422	2:04.217	1:39.868	55.337	113.3	4:39.422	7	1	12:20.101	9:31.931	1:46.853	1:01.317	162.9	33:05.035
2	1	3:19.846	57.659	1:31.264	50.923	155.8	7:59.268	8	1	3:36.603	58.603	1:38.662	59.338	189.8	36:41.638
3	1	3:03.382	50.966	1:25.370	47.046	190.5	11:02.650	57 LOLA T70 Mk III Spyder 1968 1. Christophe GADAI P+2L 2. Romain BELLETESTE							
4	1	2:59.020	50.560	1:21.321	47.139	194.9	14:01.670	1	1	5:02.720	2:35.169	1:33.567	53.984	141.4	5:02.720
5	1	2:57.763	50.276	1:20.442	47.045	195.3	16:59.433	2	1	3:11.926	50.807	1:29.861	51.258	166.4	8:14.646
6	1	2:57.863	50.465	1:20.865	46.533	193.9	19:57.296	3	1	3:18.713	51.181	1:35.135	52.397	188.5	11:33.359
7	1	5:22.824	3:00.103	1:32.093	50.628	126.0	25:20.120	4	1	6:32.588	4:22.179	1:23.636	46.773	169.0	18:05.947
8	1	3:06.693	52.741	1:25.411	48.541	181.2	28:26.813	5	1	2:52.336	48.379	1:20.035	43.922	177.6	20:58.283
9	1	2:58.904	49.963	1:21.537	47.404	209.3	31:25.717	6	1	2:51.876	47.486	1:19.128	45.262	204.2	23:50.159
10	1	2:58.257	51.418	1:21.244	45.595	192.5	34:23.974	7	1	2:54.037	46.821	1:20.734	46.482	214.7	26:44.196
11	1	2:54.938	49.421	1:18.908	46.609	207.7	37:18.912	8	1	2:53.825	46.875	1:21.065	45.885	198.5	29:38.021
12	1	2:55.029	50.277	1:18.945	45.807	213.0	40:13.941	9	1	2:56.255	47.836	1:23.666	44.753	192.9	32:34.276
13	1	2:55.649	49.719	1:18.692	47.238	210.9	43:09.590	10	1	2:52.966	47.645	1:19.293	46.028	193.5	35:27.242
14	1	4:02.162 B					47:11.752	11	1	2:56.757	48.878	1:22.266	45.613	191.5	38:23.999
46 PORSCHE 911 RS 2,7i 1973 1. Christian BOURIEZ GT1								12	1	2:54.241	45.789	1:24.451	44.001	190.8	41:18.240
1	1	5:43.797	3:13.605	1:35.786	54.406	144.6	5:43.797	13	1	3:06.161	45.697	1:18.625	1:01.839	185.6	44:24.401
2	1	5:20.192	3:05.024	1:25.189	49.979	166.4	11:03.989	58 PORSCHE 911 RSR 3,0i 1974 1. Urs BECK GT1							
3	1	3:09.502	54.423	1:23.939	51.140	189.1	14:13.491	1	1	4:41.355	2:12.725	1:33.078	55.552	141.7	4:41.355
4	1	3:09.006	54.656	1:23.398	50.952	186.2	17:22.497	2	1	2:58.224	51.232	1:20.817	46.175	189.8	7:39.579
5	1	3:08.907	54.821	1:24.680	49.406	194.6	20:31.404	3	1	2:54.731	49.283	1:19.849	45.599	203.4	10:34.310
6	1	5:04.178	2:49.890	1:25.124	49.164	166.2	25:35.582	4	1	2:55.563	50.182	1:18.789	46.592	189.5	13:29.873
7	1	3:07.125	53.591	1:24.684	48.850	197.8	28:42.707	5	1	2:52.876	48.357	1:17.975	46.544	220.4	16:22.749
8	1	3:07.135	53.772	1:23.651	49.712	197.1	31:49.842	6	1	2:48.997	47.841	1:16.408	44.748	213.4	19:11.746
9	1	3:11.683	53.827	1:26.618	51.238	186.9	35:01.525	61 McLaren M6 GT 1969 1. Thomas STUDER P+2L							
10	1	3:07.064	53.851	1:23.396	49.817	192.9	38:08.589	1	1	4:43.244	2:11.003	1:35.982	56.259	136.4	4:43.244
11	1	3:17.529	57.812	1:29.417	50.300	169.5	41:26.118	2	1	3:02.049	52.794	1:24.062	45.193	181.8	7:45.293
12	1	3:39.771	55.755	1:34.154	1:09.862	168.5	45:05.889	3	1	2:51.644	46.050	1:21.079	44.515	203.8	10:36.937
49 PORSCHE 911 RSR 2,8i 1973 1. Maxence MAURICE GT1								4	1	2:49.309	47.202	1:17.622	44.485	210.5	13:26.246
1	1	4:43.965	2:19.043	1:31.358	53.564	146.7	4:43.965	5	1	2:47.295	45.807	1:17.640	43.848	206.9	16:13.541
2	1	3:04.572	52.920	1:25.729	45.923	178.8	7:48.537	6	1	2:48.965	45.420	1:19.083	44.462	206.1	19:02.506
3	1	2:58.457	50.669	1:21.099	46.689	203.8	10:46.994	7	1	2:45.109	44.931	1:16.535	43.643	210.5	21:47.615
4	1	2:56.590	50.101	1:19.052	47.437	220.0	13:43.584	8	1	2:46.754	45.067	1:17.882	43.805	191.8	24:34.369
5	1	2:55.159	50.825	1:18.705	45.629	208.9	16:38.743	9	1	2:48.776	46.736	1:17.786	44.254	210.9	27:23.145
6	1	4:12.261	2:08.022	1:18.567	45.672	190.1	20:51.004	10	1	3:03.253	45.815	1:24.766	52.672	202.6	30:26.398
7	1	2:58.184	50.542	1:19.981	47.661	214.7	23:49.188								



CLASSIC ENDURANCE RACING 1

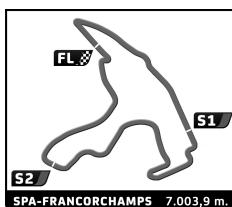
SPA CLASSIC

PRIVATE PRACTICE

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
65		CHEVROLET Corvette C3 1971 1. MAVERICK					GT1	1	1	4:30.075	2:17.574	1:26.532	45.969	169.3	4:30.075
	1	4:47.166	2:12.169	1:36.609	58.388	137.6	4:47.166	2	1	2:45.340	43.546	1:18.868	42.926	206.9	7:15.415
	2	3:00.066	50.313	1:24.143	45.610	163.4	7:47.232	3	1	2:49.256	44.748	1:19.520	44.988	191.2	10:04.671
	3	2:50.945	46.243	1:20.534	44.168	203.8	10:38.177	4	1	6:09.887	4:10.363	1:17.107	42.417	200.4	16:14.558
	4	2:50.280	46.580	1:19.420	44.280	183.4	13:28.457	5	1	2:48.909	44.047	1:18.701	46.161	245.5	19:03.467
	5	2:50.904	45.957	1:20.022	44.925	214.3	16:19.361	6	1	2:40.319	44.004	1:14.705	41.610	233.3	21:43.786
	6	4:37.283	2:33.064	1:20.011	44.208	174.8	20:56.644	7	1	2:39.902	42.880	1:15.275	41.747	196.0	24:23.688
	7	2:49.687	46.534	1:18.884	44.269	207.3	23:46.331	8	1	2:37.714	42.732	1:13.313	41.669	229.3	27:01.402
	8	2:50.713	47.304	1:19.135	44.274	209.7	26:37.044	9	1	2:38.640	42.349	1:14.096	42.195	238.9	29:40.042
	9	2:53.230	47.007	1:21.730	44.493	200.0	29:30.274	10	1	2:43.448	44.069	1:16.075	43.304	222.7	32:23.490
	10	3:09.304	47.704	1:29.970	51.630	184.6	32:39.578	11	1	2:43.636	44.681	1:16.412	42.543	216.9	35:07.126
								12	1	6:13.891	4:04.776	1:22.818	46.297	194.2	41:21.017
								13	1	2:59.118	42.837	1:16.017	1:00.264	216.0	44:20.135
66		PORSCHE 911 RSR 3.0i 1974 1. Didier DENAT					GT1	1	1	3:44.209	1:20.711	1:33.285	50.213	145.9	3:44.209
	1	2:34.287			45.572		2:34.287	2	1	3:00.095	49.160	1:23.447	47.488	169.5	6:44.304
	2	2:52.942	49.068	1:18.603	45.271	209.3	5:27.229	3	1	2:56.315	48.969	1:20.754	46.592	185.6	9:40.619
	3	2:49.783	49.195	1:15.777	44.811	219.5	8:17.012	4	1	2:53.434	46.380	1:21.236	45.818	184.0	12:34.053
	4	2:58.405	49.737	1:23.193	45.475	213.4	11:15.417	5	1	2:52.497	46.619	1:20.135	45.743	189.8	15:26.550
	5	2:52.710	49.155	1:16.874	46.681	220.0	14:08.127	6	1	2:52.625	46.775	1:21.257	44.593	192.5	18:19.175
	6	4:39.555	2:37.625	1:16.779	45.151	203.0	18:47.682	7	1	8:23.037	6:11.073	1:23.810	48.154	157.7	26:42.212
	7	2:49.020	48.923	1:15.664	44.433	218.6	21:36.702	8	1	2:52.261	46.020	1:20.822	45.419	185.9	29:34.473
	8	2:54.958	48.767	1:17.786	48.405	200.4	24:31.660	9	1	2:53.393	45.639	1:21.160	46.594	198.2	32:27.866
	9	2:56.651	48.380	1:16.094	52.177	219.1	27:28.311	10	1	2:53.512	47.537	1:20.641	45.334	168.7	35:21.378
	10	8:52.367	6:49.570	1:17.351	45.446	200.4	36:20.678	11	1	2:51.914	46.097	1:19.888	45.929	190.5	38:13.292
	11	2:49.572	49.186	1:16.047	44.339	217.3	39:10.250	12	1	3:23.938	47.729	1:47.794	48.415	184.9	41:37.230
	12	2:49.687	48.810	1:16.499	44.378	220.4	41:59.937	13	1	3:31.554	49.449	1:32.076	1:10.029	137.2	45:08.784
	13	3:30.080	57.297	1:32.684	1:00.099	205.3	45:30.017								
67		CHEVRON B19 FVC 1971 1. Maurizio BIANCO					P+2L	1	1	2:45.819			46.844		2:45.819
	1	5:19.972	3:07.876	1:23.780	48.316	153.0	5:19.972	2	1	2:53.292	46.994	1:21.654	44.644	205.7	5:39.111
	2	2:48.034	46.878	1:15.335	45.821	202.2	8:08.006	3	1	2:46.434	46.661	1:16.962	42.811	199.3	8:25.545
	3	2:45.731	45.476	1:16.684	43.571	204.2	10:53.737	4	1	2:54.132	45.863	1:22.108	46.161	199.6	11:19.677
	4	5:28.155	3:30.020	1:15.099	43.036	186.5	16:21.892	5	1	5:30.561	3:20.732	1:24.286	45.543	182.7	16:50.238
	5	2:41.816	45.284	1:12.693	43.839	219.1	19:03.708	6	1	2:45.264	45.442	1:17.185	42.637	204.2	19:35.502
	6	2:40.486	44.749	1:14.038	41.699	216.9	21:44.194								
	7	2:44.350	44.400	1:14.975	44.975	201.9	24:28.544								
	8	2:39.134	45.448	1:12.036	41.650	222.7	27:07.678								
	9	2:38.278	44.740	1:12.029	41.509	216.0	29:45.956								
	10	6:38.702	4:38.826	1:15.805	44.071	181.8	36:24.658								
	11	2:37.642	44.718	1:12.160	40.764	221.3	39:02.300								
	12	2:37.859	44.191	1:12.381	41.287	244.3	41:40.159								
	13	3:21.614	45.594	1:23.888	1:12.132	205.3	45:01.773								
68		CHEVRON B16 BMW 1970 1. Alain CREFCOEUR					P+2L	1	1	4:06.082	1:46.080	1:30.273	49.729	163.1	4:06.082
	1	4:06.082	1:46.080	1:30.273	49.729	163.1	4:06.082	2	1	3:01.848	51.658	1:22.077	48.113	193.5	7:07.930
	2	3:01.848	51.658	1:22.077	48.113	193.5	7:07.930	3	1	2:53.640	49.871	1:18.193	45.576	207.3	10:01.570
	3	2:53.640	49.871	1:18.193	45.576	207.3	10:01.570	4	1	2:56.048	49.968	1:19.579	46.501	205.3	12:57.618
	4	2:56.048	49.968	1:19.579	46.501	205.3	12:57.618	5	1	2:56.213	50.039	1:19.553	46.621	201.9	15:53.831
	5	2:56.213	50.039	1:19.553	46.621	201.9	15:53.831	6	1	3:08.154	49.778	1:19.435	58.941	209.3	19:01.985
	6	3:08.154	49.778	1:19.435	58.941	209.3	19:01.985								
71		LOLA T70 Mk III 1970 1. Christophe VAN RIET 2. Frederic BOUVY					P+2L	1	1	5:04.820	2:33.914	1:34.152	56.754	145.2	5:04.820



CLASSIC ENDURANCE RACING 1

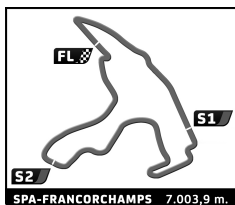
SPA CLASSIC

PRIVATE PRACTICE

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	3:10.136	55.450	1:25.178	49.508	174.2	8:14.956	8	1	3:16.601	52.685	1:32.413	51.503	166.2	40:42.182	
3	1	3:05.833	53.119	1:24.166	48.548	175.9	11:20.789	9	1	3:31.854	52.163	1:32.657	1:07.034	176.8	44:14.036	
4	1	3:00.295	51.743	1:21.417	47.135	184.3	14:21.084	99 CHEVRON B8 1968 1.Frazer GIBNEY P-2L								
5	1	3:01.730	52.309	1:22.048	47.373	176.5	17:22.814	1	1	4:07.912	1:48.302	1:28.887	50.723	142.5	4:07.912	
6	1	9:03.353	6:22.193	1:46.862	54.298	169.5	26:26.167	2	1	3:02.339	52.769	1:21.371	48.199	172.8	7:10.251	
7	1	3:17.006	54.872	1:31.088	51.046	181.5	29:43.173	3	1	2:58.629	52.457	1:20.548	45.624	172.8	10:08.880	
8	1	3:17.573	52.991	1:31.858	52.724	191.5	33:00.746	4	1	2:54.946	50.256	1:18.720	45.970	179.7	13:03.826	
9	1	3:07.255	52.724	1:23.878	50.653	173.1	36:08.001	5	1	4:25.690	2:20.536	1:19.791	45.363	167.2	17:29.516	
10	1	3:03.202	52.030	1:23.123	48.049	194.2	39:11.203	6	1	2:53.061	49.352	1:18.707	45.002	176.8	20:22.577	
11	1	3:30.329	1:13.422	1:27.579	49.328	188.2	42:41.532	7	1	2:54.864	49.611	1:19.698	45.555	175.3	23:17.441	
81 PORSCHE 911 RSR 3,0i 1974 1.Jean-Marie BELLETESTE 2.Eric JAMAR GT1								8	1	2:57.147	49.627	1:21.525	45.995	177.3	26:14.588	
1	1	4:39.001	2:03.623	1:39.940	55.438	109.4	4:39.001	9	1	2:52.933	48.972	1:17.817	46.144	178.2	29:07.521	
2	1	3:19.501	56.461	1:32.593	50.447	163.1	7:58.502	10	1	2:51.857	48.894	1:17.966	44.997	206.5	31:59.378	
3	1	3:15.010	51.373	1:26.461	57.176	189.1	11:13.512	11	1	2:52.945	48.903	1:19.424	44.618	201.5	34:52.323	
4	1	6:23.931	4:14.115	1:23.443	46.373	166.2	17:37.443	12	1	2:51.814	48.695	1:18.093	45.026	187.2	37:44.137	
5	1	2:50.177	48.503	1:16.444	45.230	197.1	20:27.620	100 CHEVRON B8 BMW 1968 1.Tina Marianne KOK P-2L								
6	1	2:46.463	47.767	1:14.969	43.727	219.5	23:14.083	1	1	4:11.460	1:50.575	1:29.700	51.185	135.3	4:11.460	
7	1	3:04.796	47.180	1:24.510	53.106	201.9	26:18.879	2	1	3:11.414	52.546	1:27.935	50.933	159.8	7:22.874	
8	1	10:50.969	8:48.683	1:17.710	44.576	200.7	37:09.848	3	1	3:05.095	50.889	1:24.710	49.496	195.3	10:27.969	
9	1	3:02.378	48.156	1:24.334	49.888	194.9	40:12.226	4	1	3:15.130	56.796	1:28.102	50.232	158.4	13:43.099	
82 PORSCHE 911 RSR 3,0i 1974 1.Michel LECOURT 2.Raymond NARAC GT1								5	1	3:01.073	50.266	1:23.582	47.225	195.7	16:44.172	
1	1	4:37.662	2:10.177	1:34.554	52.931	144.6	4:37.662	6	1	3:04.494	52.950	1:23.782	47.762	188.2	19:48.666	
2	1	2:55.355	50.496	1:19.288	45.571	216.4	7:33.017	7	1	3:05.420	50.795	1:22.934	51.691	177.0	22:54.086	
3	1	2:57.799	50.770	1:19.542	47.487	210.5	10:30.816	8	1	2:58.547	49.546	1:22.269	46.732	204.2	25:52.633	
4	1	9:42.671	7:39.861	1:18.363	44.447	206.9	20:13.487	9	1	2:58.188	49.657	1:21.912	46.619	187.2	28:50.821	
5	1	2:50.192	48.214	1:17.505	44.473	220.4	23:03.679	10	1	2:59.447	50.072	1:21.318	48.057	193.2	31:50.268	
6	1	2:50.518	48.306	1:17.515	44.697	210.5	25:54.197	11	1	2:59.731	51.758	1:21.963	46.010	173.1	34:49.999	
7	1	5:39.461	3:28.596	1:25.824	45.041	143.0	31:33.658	12	1	2:57.161	48.923	1:22.106	46.132	196.4	37:47.160	
8	1	2:47.695	47.953	1:16.163	43.579	221.3	34:21.353	13	1	2:56.355	49.073	1:21.429	45.853	188.5	40:43.515	
9	1	2:52.894	46.793	1:17.768	48.333	225.5	37:14.247	14	1	3:15.120	51.654	1:27.598	55.868	174.8	43:58.635	
10	1	2:44.817	46.635	1:14.745	43.437	227.4	39:59.064	142 FERRARI 512 S 1970 1.Carlos MONTEVERDE 2.Gary PEARSON P+2L								
11	1	3:01.571	47.035	1:23.598	50.938	223.6	43:00.635	1	1	3:44.573	1:33.929	1:25.161	45.483	158.6	3:44.573	
12	1	4:08.165	B				47:08.800	2	1	2:37.213	44.307	1:13.539	39.367	206.1	6:21.786	
92 LOLA T212 FVC 1971 1.Frank JACOB P-2L								3	1	2:33.887	41.961	1:10.954	40.972	237.9	8:55.673	
1	1	3:16.468			44.731		3:16.468	4	1	3:15.154	B	48.300	1:22.300	1:04.554	187.5	12:10.827
2	1	26:42.682	...	1:22.319	45.610	197.8	29:59.150	5	1	5:38.835	3:42.254	1:15.169	41.412	224.1	17:49.662	
3	1	2:46.339	47.223	1:15.975	43.141	213.0	32:45.489	6	1	2:38.910	43.189	1:14.851	40.870	217.7	20:28.572	
4	1	2:47.279	46.513	1:15.381	45.385	215.1	35:32.768	7	1	2:38.300	43.024	1:14.438	40.838	235.3	23:06.872	
5	1	2:48.158	47.839	1:16.332	43.987	220.0	38:20.926	8	1	2:38.323	43.192	1:14.213	40.918	218.6	25:45.195	
6	1	2:47.037	46.344	1:17.505	43.188	195.7	41:07.963	9	1	2:39.808	42.979	1:14.196	42.633	228.8	28:25.003	
7	1	3:06.879	46.036	1:14.311	1:06.532	225.5	44:14.842	10	1	2:53.463	42.372	1:13.882	57.209	250.6	31:18.466	
93 LOLA T210 FVC 1970 1.Dirk PETERS P-2L								11	1	12:34.092	B				43:52.558	
1	1	3:42.102			54.795		3:42.102	185 LOLA T70 Mk III B 1969 1.G��rard LOPEZ 2.Richard MEADEN P+2L								
2	1	5:58.317	3:48.128	1:22.692	47.497	179.1	9:40.419	1	1	2:18.744			41.902		2:18.744	
3	1	3:00.655	50.495	1:24.491	45.669	205.7	12:41.074	2	1	4:27.492	2:32.426	1:13.544	41.522	212.6	6:46.236	
4	1	2:52.868	48.456	1:18.739	45.673	198.9	15:33.942	3	1	2:38.306	43.557	1:12.818	41.931	237.4	9:24.542	
5	1	2:49.759	47.359	1:17.479	44.921	226.9	18:23.701	4	1	2:34.526	41.494	1:12.880	40.152	225.5	11:59.068	
6	1	12:44.445	...	1:38.471	54.813	141.2	31:08.146	5	1	8:05.712	6:06.396	1:15.729	43.587	190.5	20:04.780	
7	1	6:17.435	3:47.032	1:36.778	53.625	177.9	37:25.581	6	1	2:47.934	45.710	1:16.631	45.593	186.2	22:52.714	



CLASSIC ENDURANCE RACING 1

SPA CLASSIC

PRIVATE PRACTICE

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
7	1	2:42.640	44.899	1:15.497	42.244	197.1	25:35.354								
8	1	2:43.665	43.954	1:17.360	42.351	202.6	28:19.019								
9	1	3:00.144	44.450	1:23.734	51.960	211.8	31:19.163								
10	1	12:09.077 B					43:28.240								