



CLASSIC ENDURANCE RACING 1

IMOLA CLASSIC

PRIVATE PRACTICE

Best Sector Times

SECTOR 1			SECTOR 2			SECTOR 3			Pos	Car	Cl	Ideal Lap	Best Lap
Pos	Driver	Time	Driver	Time	Driver	Time	Pos	Car					
1	70 P.FRANCE	24.452	31 M.DEVIS	37.209	70 P.FRANCE	52.811	1	31 LOLA T70 Mk III B 1969	P+2L	1:55.821	1:56.061	(1)	
2	67 M.BIANCO	24.519	70 P.FRANCE	38.588	67 M.BIANCO	53.053	2	70 LOLA T70 Mk III B 1969	P+2L	1:55.851	1:56.279	(2)	
3	28 N.PINK	24.910	67 M.BIANCO	38.741	31 M.DEVIS	53.521	3	67 CHEVRON B19 FVC 1971	P-2L	1:56.313	1:57.150	(3)	
4	31 M.DEVIS	25.091	35 G.RATTAZZI	38.766	71 C.VAN RIET	53.929	4	28 LOLA T210 FVC 1971	P-2L	1:58.105	1:59.361	(5)	
5	35 G.RATTAZZI	25.173	28 N.PINK	38.890	35 G.RATTAZZI	54.289	5	35 ALFA ROMEO T33/3 1969	P+2L	1:58.228	1:58.228	(4)	
6	58 U.BECK	25.592	58 U.BECK	39.061	28 N.PINK	54.305	6	71 LOLA T70 Mk III 1970	P+2L	1:59.409	2:00.072	(6)	
7	22 R.BELLETESTE	25.660	121 E.BENEDINI	39.715	22 R.BELLETESTE	54.325	7	15 CHEVRON B19 FVC 1971	P-2L	2:00.695	2:00.828	(7)	
8	71 C.VAN RIET	25.664	71 C.VAN RIET	39.816	15 J.EMBERSON	54.401	8	121 CHEVRON B16 FVC 1970	P-2L	2:00.801	2:01.871	(11)	
9	34 A.MILLE	25.770	15 J.EMBERSON	39.946	12 C.RODDARO	54.466	9	22 CHEVRON B21 FVC 1971	P-2L	2:00.812	2:00.915	(9)	
10	121 E.BENEDINI	25.835	12 C.RODDARO	39.948	1 P.BRUEHWILER	54.721	10	58 PORSCHE 911 RSR 3,0l 1974	GT1	2:00.824	2:00.873	(8)	
11	82 M.LECOURT	25.860	61 T.STUDER	40.003	121 E.BENEDINI	55.251	11	12 PORSCHE 917 1969	P+2L	2:00.963	2:01.532	(10)	
12	32 H.GEMPERLE	25.898	82 M.LECOURT	40.047	77 M.WACHTER	55.372	12	1 CHEVRON B19 FVC 1971	P-2L	2:01.608	2:03.117	(17)	
13	64 D.PERFETTI	25.971	64 D.PERFETTI	40.069	32 H.GEMPERLE	55.375	13	32 CHEVRON B8 BMW 1969	P-2L	2:01.774	2:02.326	(14)	
14	92 F.JACOB	25.977	1 P.BRUEHWILER	40.114	185 G.LOPEZ	55.432	14	185 LOLA T70 Mk III B 1969	P+2L	2:02.179	2:02.179	(12)	
15	185 G.LOPEZ	26.091	34 A.MILLE	40.237	61 T.STUDER	55.466	15	64 PORSCHE 911 RSR 3,0l 1974	GT1	2:02.221	2:02.459	(15)	
16	15 J.EMBERSON	26.348	6 O.MATHAI	40.398	69 MR JOHN OF B	55.643	16	34 LOLA T212 1970	P-2L	2:02.221	2:03.751	(19)	
17	89 X.GALANT	26.446	66 D.DENAT	40.476	93 D.PETERS	55.986	17	61 McLaren M6 GT 1969	P+2L	2:02.241	2:02.241	(13)	
18	66 D.DENAT	26.468	32 H.GEMPERLE	40.501	6 O.MATHAI	56.065	18	82 PORSCHE 911 RSR 3,0l 1974	GT1	2:02.364	2:03.122	(18)	
19	102 L.FORT	26.502	185 G.LOPEZ	40.656	58 U.BECK	56.171	19	6 LOTUS 47 1967	P-2L	2:02.978	2:03.002	(16)	
20	6 O.MATHAI	26.515	77 M.WACHTER	40.782	64 D.PERFETTI	56.181	20	66 PORSCHE 911 RSR 3,0l 1974	GT1	2:03.192	2:04.369	(22)	
21	12 C.RODDARO	26.549	22 R.BELLETESTE	40.827	34 A.MILLE	56.214	21	92 LOLA T212 FVC 1971	P-2L	2:03.385	2:03.972	(21)	
22	36 UWE BRUSCHNIK	26.570	92 F.JACOB	40.861	66 D.DENAT	56.248	22	77 LOLA T70 MkII Spyder 1966	P+2L	2:03.525	2:03.857	(20)	
23	23 C.RUPP	26.644	69 MR JOHN OF B	41.159	82 M.LECOURT	56.457	23	69 LIGIER JS 3 1971	P+2L	2:03.958	2:04.738	(23)	
24	5 R.BECKER	26.660	102 L.FORT	41.673	92 F.JACOB	56.547	24	93 LOLA T210 FVC 1970	P-2L	2:05.347	2:05.595	(24)	
25	61 T.STUDER	26.772	93 D.PETERS	41.849	11 X.MICHERON	57.230	25	102 CROSSLE 9 S 1965	P-2L	2:05.917	2:05.917	(25)	
26	1 P.BRUEHWILER	26.773	89 X.GALANT	41.922	23 C.RUPP	57.657	26	36 PORSCHE 910 1967	P-2L	2:06.370	2:06.735	(26)	
27	26 C.PATON	27.070	36 UWE BRUSCHNIK	42.058	102 L.FORT	57.742	27	23 CHEVRON B16 BMW 1970	P-2L	2:06.412	2:06.990	(27)	
28	11 X.MICHERON	27.099	23 C.RUPP	42.111	36 UWE BRUSCHNIK	57.742	28	11 HOWMET TX 1968	PROTO 1	2:07.245	2:07.799	(29)	
29	69 MR JOHN OF B	27.156	26 C.PATON	42.288	47 J.ZAGO	58.077	29	89 FORD GT40 1966	GT1	2:07.325	2:08.921	(31)	
30	77 M.WACHTER	27.371	79 M.SPEYER	42.492	26 C.PATON	58.162	30	26 PORSCHE 911 RSR 3,0l 1974	GT1	2:07.520	2:07.709	(28)	
31	47 J.ZAGO	27.483	5 R.BECKER	42.535	5 R.BECKER	58.718	31	5 PORSCHE 911 RSR 3,0l 1975	GT1	2:07.913	2:09.039	(32)	
32	93 D.PETERS	27.512	47 J.ZAGO	42.651	57 C.GADAIS	58.745	32	47 CHEVRON B16 FVC 1970	P-2L	2:08.211	2:08.211	(30)	
33	57 C.GADAIS	27.550	11 X.MICHERON	42.916	30 A.SCHRAUWEN	58.872	33	57 LOLA T70 Mk III Spyder 1968	P+2L	2:09.297	2:11.356	(34)	
34	30 A.SCHRAUWEN	27.781	57 C.GADAIS	43.002	89 X.GALANT	58.957	34	30 LOTUS 30 1964	P+2L	2:09.772	2:10.230	(33)	
35	84 A.RUEDE	27.817	30 A.SCHRAUWEN	43.119	84 A.RUEDE	59.030	35	84 SHELBY Cobra 427 Comp. 1965	GT1	2:10.301	2:12.148	(35)	
36	14 M.POPONCINI	28.042	84 A.RUEDE	43.454	79 M.SPEYER	1:00.636	36	79 PORSCHE 911 RSR 3,0l 1974	GT1	2:11.467	2:13.465	(36)	
37	79 M.SPEYER	28.339	91 D.CAZEUX	44.017	14 M.POPONCINI	1:01.212	37	91 PORSCHE 911 RSR 3,0l 1974	GT1	2:13.812	2:14.385	(37)	
38	91 D.CAZEUX	28.414	14 M.POPONCINI	44.760	81 J.BELLETESTE	1:01.260	38	14 LOLA T212 FVC 1971	P-2L	2:14.014	2:21.890	(42)	
39	40 J.ROMANO	29.122	81 J.BELLETESTE	44.930	91 D.CAZEUX	1:01.381	39	81 PORSCHE 911 RSR 3,0l 1976	GT1	2:15.992	2:17.087	(38)	
40	45 P.AVIRON-VIOLET	29.578	40 J.ROMANO	44.988	45 P.AVIRON-VIOLET	1:01.737	40	45 CHEVRON B8 BMW 1969	P-2L	2:17.137	2:18.601	(39)	
41	98 C.ULRICH	29.666	3 M.JULLY	45.443	3 M.JULLY	1:02.971	41	98 FORD GT40 1967	GT1	2:18.453	2:18.911	(40)	
42	81 J.BELLETESTE	29.802	98 C.ULRICH	45.714	98 C.ULRICH	1:03.073	42	3 CHEVROLET Corvette 1971	GT1	2:18.586	2:19.584	(41)	
43	3 M.JULLY	30.172	45 P.AVIRON-VIOLET	45.822	40 J.ROMANO	1:05.064	43	40 PORSCHE 910 1967	P+2L	2:19.174	2:24.302	(43)	