



CLASSIC ENDURANCE RACING 1

IMOLA CLASSIC

QUALIFYING

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	185 G.LOPEZ	23.423	185 G.LOPEZ	36.775	185 G.LOPEZ	50.279	1	185 LOLA T70 Mk III B 1969	P+2L	1:50.477	1:50.766	(1)	
2	31 M.DEVIS	23.937	31 M.DEVIS	36.966	31 M.DEVIS	50.891	2	31 LOLA T70 Mk III B 1969	P+2L	1:51.794	1:52.645	(2)	
3	67 M.BIANCO	24.007	7 T.SEILER	37.530	71 C.VAN RIET	51.473	3	71 LOLA T70 Mk III 1970	P+2L	1:53.294	1:53.294	(3)	
4	71 C.VAN RIET	24.175	67 M.BIANCO	37.532	7 T.SEILER	51.713	4	67 CHEVRON B19 FVC 1971	P-2L	1:53.364	1:53.773	(4)	
5	35 G.RATTAZZI	24.292	15 J.EMBERSON	37.547	67 M.BIANCO	51.825	5	7 LOLA T70 Mk III 1968	P+2L	1:53.562	1:54.251	(5)	
6	7 T.SEILER	24.319	71 C.VAN RIET	37.646	15 J.EMBERSON	52.914	6	15 CHEVRON B19 FVC 1971	P-2L	1:54.892	1:54.892	(6)	
7	15 J.EMBERSON	24.431	35 G.RATTAZZI	38.095	35 G.RATTAZZI	53.139	7	35 ALFA ROMEO T33/3 1969	P+2L	1:55.526	1:55.636	(7)	
8	28 N.PINK	24.795	1 P.BRUEHWILER	38.430	12 C.RODDARO	53.335	8	28 LOLA T210 FVC 1971	P-2L	1:56.953	1:57.501	(8)	
9	69 MR JOHN OF B	24.961	28 N.PINK	38.724	28 N.PINK	53.434	9	69 FORD GT 40 1968	GT1	1:57.625	1:58.241	(10)	
10	22 R.BELLETESTE	25.070	69 MR JOHN OF B	38.865	69 MR JOHN OF B	53.799	10	22 CHEVRON B21 FVC 1971	P-2L	1:57.849	1:58.234	(9)	
11	21 D.VON DER LIECK	25.161	58 U.BECK	38.878	22 R.BELLETESTE	53.856	11	12 PORSCHE 917 1969	P+2L	1:58.285	1:58.820	(11)	
12	121 E.BENEDINI	25.371	34 A.MILLE	38.891	121 E.BENEDINI	54.667	12	1 CHEVRON B19 FVC 1971	P-2L	1:58.910	2:03.362	(26)	
13	57 C.GADAIS	25.376	121 E.BENEDINI	38.919	77 M.WACHTER	54.885	13	121 CHEVRON B16 FVC 1970	P-2L	1:58.957	1:58.957	(12)	
14	32 H.GEMPERLE	25.381	22 R.BELLETESTE	38.923	21 D.VON DER LIECK	55.004	14	58 PORSCHE 911 RSR 3,0l 1974	GT1	1:59.455	2:00.107	(14)	
15	58 U.BECK	25.421	12 C.RODDARO	39.175	1 P.BRUEHWILER	55.038	15	34 LOLA T212 1970	P-2L	1:59.649	2:01.207	(17)	
16	34 A.MILLE	25.421	32 H.GEMPERLE	39.427	57 C.GADAIS	55.101	16	21 DE TOMASO Pantera 1971	GT1	1:59.958	1:59.958	(13)	
17	92 F.JACOB	25.436	64 D.PERFETTI	39.593	92 F.JACOB	55.109	17	92 LOLA T212 FVC 1971	P-2L	2:00.212	2:01.248	(19)	
18	1 P.BRUEHWILER	25.442	92 F.JACOB	39.667	58 U.BECK	55.156	18	57 LOLA T70 Mk III Spyder 1968	P+2L	2:00.229	2:01.444	(20)	
19	82 M.LECOURT	25.519	82 M.LECOURT	39.696	61 T.STUDER	55.292	19	32 CHEVRON B8 BMW 1969	P-2L	2:00.507	2:00.728	(15)	
20	77 M.WACHTER	25.583	57 C.GADAIS	39.752	34 A.MILLE	55.337	20	77 LOLA T70 MkII Spyder 1966	P+2L	2:00.702	2:01.167	(16)	
21	64 D.PERFETTI	25.671	21 D.VON DER LIECK	39.793	64 D.PERFETTI	55.603	21	64 PORSCHE 911 RSR 3,0l 1974	GT1	2:00.867	2:01.217	(18)	
22	6 O.MATHAI	25.717	61 T.STUDER	40.017	66 D.DENAT	55.653	22	82 PORSCHE 911 RSR 3,0l 1974	GT1	2:01.406	2:01.694	(21)	
23	12 C.RODDARO	25.775	6 O.MATHAI	40.116	93 D.PETERS	55.688	23	61 McLaren M6 GT 1969	P+2L	2:01.525	2:02.838	(24)	
24	66 D.DENAT	25.951	77 M.WACHTER	40.234	32 H.GEMPERLE	55.699	24	6 LOTUS 47 1967	P-2L	2:01.955	2:02.627	(23)	
25	11 X.MICHERON	26.030	66 D.DENAT	40.387	11 X.MICHERON	55.895	25	66 PORSCHE 911 RSR 3,0l 1974	GT1	2:01.991	2:01.992	(22)	
26	14 M.POPONCINI	26.095	14 M.POPONCINI	40.905	6 O.MATHAI	56.122	26	11 HOWMET TX 1968	P+2L	2:03.013	2:03.013	(25)	
27	61 T.STUDER	26.216	47 J.ZAGO	40.960	82 M.LECOURT	56.191	27	14 LOLA T212 FVC 1971	P-2L	2:03.309	2:04.602	(27)	
28	26 C.PATON	26.464	5 R.BECKER	41.003	14 M.POPONCINI	56.309	28	93 LOLA T210 FVC 1970	P-2L	2:04.231	2:05.384	(31)	
29	47 J.ZAGO	26.474	23 C.RUPP	41.033	84 A.RÜEDE	56.400	29	84 SHELBY Cobra 427 Comp. 1965	GT1	2:04.264	2:05.076	(30)	
30	84 A.RÜEDE	26.569	11 X.MICHERON	41.088	23 C.RUPP	56.713	30	23 CHEVRON B16 BMW 1970	P-2L	2:04.420	2:07.483	(36)	
31	5 R.BECKER	26.586	79 M.SPEYER	41.188	47 J.ZAGO	57.050	31	47 CHEVRON B16 FVC 1970	P-2L	2:04.484	2:04.875	(28)	
32	30 A.SCHRAUWEN	26.656	84 A.RÜEDE	41.295	102 L.FORT	57.290	32	5 PORSCHE 911 RSR 3,0l 1975	GT1	2:05.009	2:05.023	(29)	
33	23 C.RUPP	26.674	89 X.GALANT	41.333	5 R.BECKER	57.420	33	102 CROSSLE 9 S 1965	P-2L	2:05.552	2:06.625	(34)	
34	102 L.FORT	26.786	102 L.FORT	41.476	30 A.SCHRAUWEN	57.571	34	26 PORSCHE 911 RSR 3,0l 1974	GT1	2:05.872	2:06.281	(32)	
35	93 D.PETERS	26.873	93 D.PETERS	41.670	26 C.PATON	57.683	35	79 PORSCHE 911 RSR 3,0l 1974	GT1	2:06.228	2:06.802	(35)	
36	79 M.SPEYER	26.951	26 C.PATON	41.725	79 M.SPEYER	58.089	36	30 LOTUS 30 1964	P+2L	2:06.284	2:06.601	(33)	
37	89 X.GALANT	27.418	36 UWE BRUSCHNIK	41.989	36 UWE BRUSCHNIK	58.219	37	89 FORD GT40 1966	GT1	2:07.777	2:09.942	(38)	
38	98 C.ULRICH	27.923	30 A.SCHRAUWEN	42.057	89 X.GALANT	59.026	38	36 PORSCHE 910 1967	P-2L	2:08.852	2:08.852	(37)	
39	91 D.CAZEAX	28.553	91 D.CAZEAX	43.561	91 D.CAZEAX	1:00.687	39	91 PORSCHE 911 RSR 3,0l 1974	GT1	2:12.801	2:13.013	(39)	
40	81 J.BELLETESTE	28.616	98 C.ULRICH	44.056	98 C.ULRICH	1:01.234	40	98 FORD GT40 1967	GT1	2:13.213	2:14.350	(40)	
41	36 UWE BRUSCHNIK	28.644	96 BLUMAX	44.314	81 J.BELLETESTE	1:02.099	41	96 PORSCHE 911 ST 2.5l 1971	GT1	2:15.114	2:15.177	(41)	
42	96 BLUMAX	28.667	40 J.ROMANO	44.638	96 BLUMAX	1:02.133	42	81 PORSCHE 911 RSR 3,0l 1976	GT1	2:15.531	2:15.950	(42)	
43	40 J.ROMANO	29.579	81 J.BELLETESTE	44.816	45 P.AVIRON-VIOLET	1:02.776	43	40 PORSCHE 910 1967	P+2L	2:17.802	2:18.864	(44)	
44	45 P.AVIRON-VIOLET	29.729	45 P.AVIRON-VIOLET	45.370	40 J.ROMANO	1:03.585	44	45 CHEVRON B8 BMW 1969	P-2L	2:17.875	2:18.491	(43)	
45	3 M.JULLY	29.983	3 M.JULLY	47.159	3 M.JULLY	1:05.069	45	3 CHEVROLET Corvette 1971	GT1	2:22.211	2:23.720	(45)	