



CLASSIC ENDURANCE RACING 1

ESPIRITU DE MONTJUÏC

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	Cl	Ideal Lap	Best Lap		
1	69 MR JOHN OF B	38.698	11 M.DEVIS	51.679	11 M.DEVIS	41.401	1	69 FORD GT 40 1968	GT1	2:12.838	2:13.624 (2)		
2	67 M.BIANCO	39.118	69 MR JOHN OF B	52.738	69 MR JOHN OF B	41.402	2	11 McLaren M8C DFV 1970	PROTO 1	2:13.012	2:13.527 (1)		
3	12 C.RODDARO	39.161	67 M.BIANCO	52.747	67 M.BIANCO	41.734	3	67 CHEVRON B 19 1971	P-2L	2:13.599	2:14.031 (3)		
4	92 F.JACOB	39.820	12 C.RODDARO	53.273	21 D.VON DER LIECK	41.978	4	12 PORSCHE 917 1969	P+2L	2:14.801	2:15.785 (4)		
5	11 M.DEVIS	39.932	21 D.VON DER LIECK	53.719	12 C.RODDARO	42.367	5	21 DE TOMASO Pantera 1971	GT1	2:16.549	2:16.704 (5)		
6	7 T.SEILER	40.162	64 D.PERFETTI	53.920	66 D.DENAT	42.731	6	66 PORSCHE 911 RSR 3,0l 1974	GT1	2:17.749	2:18.454 (6)		
7	56 J.CAMPOS COSTA	40.182	66 D.DENAT	54.447	17 M.HALUSA	43.353	7	64 PORSCHE 911 RSR 3,0l 1974	GT1	2:18.573	2:21.079 (11)		
8	66 D.DENAT	40.571	102 L.FORT	54.453	102 L.FORT	43.512	8	102 CROSSLE 9 S 1965	P-2L	2:18.804	2:19.050 (7)		
9	64 D.PERFETTI	40.753	7 T.SEILER	54.674	58 U.BECK	43.528	9	179 PORSCHE 911 RSR 3,0l 1974	GT1	2:19.538	2:21.114 (12)		
10	102 L.FORT	40.839	58 U.BECK	54.829	179 E.BRIGAND	43.604	10	92 LOLA T 212 1971	P-2L	2:19.550	2:20.435 (8)		
11	21 D.VON DER LIECK	40.852	92 F.JACOB	54.957	42 M.MAURICE	43.897	11	58 PORSCHE 911 RS 3,0l 1974	GT1	2:19.704	2:20.580 (9)		
12	179 E.BRIGAND	40.870	179 E.BRIGAND	55.064	64 D.PERFETTI	43.900	12	56 CHEVRON B 19 1971	P-2L	2:19.785	2:20.855 (10)		
13	26 A.FURIANI	40.963	56 J.CAMPOS COSTA	55.227	8 S.WATSON	44.269	13	7 LOLA T70 Mk III 1968	P+2L	2:20.714	2:21.286 (14)		
14	42 M.MAURICE	41.336	42 M.MAURICE	55.524	56 J.CAMPOS COSTA	44.376	14	42 PORSCHE 911 RSR 2,8l 1973	GT1	2:20.757	2:21.236 (13)		
15	58 U.BECK	41.347	26 A.FURIANI	55.572	92 F.JACOB	44.773	15	26 CHEVRON B 19 1971	P-2L	2:21.744	2:22.137 (15)		
16	8 S.WATSON	41.812	8 S.WATSON	55.893	134 D.HART	44.787	16	8 CHEVRON B8 1967	P-2L	2:21.974	2:23.124 (17)		
17	93 D.PETERS	41.845	65 A.PERFETTI	55.893	74 C.PATON	44.833	17	17 ALFA ROMEO T33/TT3 1972	P+2L	2:22.775	2:22.775 (16)		
18	134 D.HART	42.088	74 C.PATON	55.963	93 D.PETERS	45.204	18	93 LOLA T 210 FVC 1970	P-2L	2:23.779	2:25.031 (20)		
19	65 A.PERFETTI	42.404	93 D.PETERS	56.730	26 A.FURIANI	45.209	19	74 PORSCHE 911 RSR 3,0l 1974	GT1	2:23.813	2:24.235 (19)		
20	17 M.HALUSA	42.569	17 M.HALUSA	56.853	34 A.MILLE	45.245	20	65 PORSCHE 911 RSR 3,0l 1974	GT1	2:24.056	2:24.143 (18)		
21	77 A.MOSER	42.724	72 L.GATHERCOLE	58.075	65 A.PERFETTI	45.759	21	134 LOLA T70 Mk III B 1969	P+2L	2:25.180	2:25.852 (21)		
22	74 C.PATON	43.017	89 O.GALANT	58.164	7 T.SEILER	45.878	22	89 FORD GT 40 1966	GT1	2:27.194	2:27.732 (22)		
23	89 O.GALANT	43.093	78 J.BARTH	58.213	89 O.GALANT	45.937	23	34 LOLA T 212 1970	P-2L	2:27.657	2:29.189 (23)		
24	34 A.MILLE	43.171	134 D.HART	58.305	100 T.KOK	46.293	24	100 CHEVRON B8 BMW 1968	P-2L	2:28.450	2:30.068 (25)		
25	121 J.DOE	43.212	100 T.KOK	58.435	78 J.BARTH	46.491	25	77 LOLA T70 Mk II Spyder 1966	P+2L	2:28.541	2:31.222 (26)		
26	100 T.KOK	43.722	33 C.TAVARES	58.933	77 A.MOSER	46.622	26	78 PORSCHE 911 RSR 3,0l 1974	GT1	2:28.702	2:29.213 (24)		
27	78 J.BARTH	43.998	77 A.MOSER	59.195	80 D.VANANTY	47.082	27	72 LOLA T 212 1971	P-2L	2:31.119	2:31.910 (27)		
28	72 L.GATHERCOLE	44.441	34 A.MILLE	59.241	121 J.DOE	48.029	28	33 LOLA T70 Mk III B 1969	P+2L	2:31.948	2:32.265 (28)		
29	33 C.TAVARES	44.538	48 P.VÖGELE	1:00.028	33 C.TAVARES	48.477	29	121 FORD GT 40 (C) 1965	GT1	2:31.982	2:33.007 (29)		
30	48 P.VÖGELE	44.614	121 J.DOE	1:00.741	72 L.GATHERCOLE	48.603	30	80 PORSCHE 911 RSR 3,0l 1975	GT1	2:32.697	2:34.079 (31)		
31	80 D.VANANTY	44.668	80 D.VANANTY	1:00.947	38 P.DOD	48.628	31	48 PORSCHE 908-3 1969	PROTO 1	2:33.757	2:34.028 (30)		
32	38 P.DOD	45.566	14 M.POPONCINI	1:02.021	45 P.AVIRON-VIOLET	48.876	32	38 LOLA T70 Mk III B 1969	P+2L	2:36.567	2:39.207 (32)		
33	31 M.DONCIEUX	45.783	38 P.DOD	1:02.373	48 P.VÖGELE	49.115	33	31 FORD GT 40 1966	GT1	2:37.745	2:39.813 (34)		
34	84 A.RÜEDE	46.871	31 M.DONCIEUX	1:02.389	31 M.DONCIEUX	49.573	34	45 CHEVRON B8 1969	P-2L	2:39.508	2:39.538 (33)		
35	45 P.AVIRON-VIOLET	47.503	52 F.SA CARNEIRO	1:02.778	14 M.POPONCINI	49.820	35	14 LOLA T 212 1971	P-2L	2:39.772	2:40.672 (35)		
36	52 F.SA CARNEIRO	47.594	45 P.AVIRON-VIOLET	1:03.129	40 D.ALLEMANG	50.333	36	52 CHEVRON B 16 1970	P-2L	2:41.326	2:43.210 (36)		
37	14 M.POPONCINI	47.931	3 G.RIVOALLON	1:04.095	84 A.RÜEDE	50.468	37	84 SHELBY Cobra 427 Comp. 1965	GT1	2:42.933	2:49.725 (39)		
38	40 D.ALLEMANG	48.806	40 D.ALLEMANG	1:04.583	3 G.RIVOALLON	50.702	38	40 DE TOMASO Pantera 1974	GT1	2:43.722	2:44.611 (37)		
39	3 G.RIVOALLON	49.566	84 A.RÜEDE	1:05.594	52 F.SA CARNEIRO	50.954	39	3 CHEVROLET Corvette C3 1971	GT1	2:44.363	2:46.897 (38)		
40	30 A.SCHRAUWEN	50.355	57 C.GADAIS	1:07.335	30 A.SCHRAUWEN	54.064	40	30 LOTUS 30 1964	P+2L	2:52.496	2:52.496 (40)		
41	57 C.GADAIS	53.033	30 A.SCHRAUWEN	1:08.077	57 C.GADAIS	55.277	41	57 LOLA T70 Mk III Spyder 1968	P+2L	2:55.645	2:56.980 (41)		