



CLASSIC ENDURANCE RACING 1

ESPÍRITU DE MONTJUÏC

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	142 C.MONTEVERDE	32.362	142 C.MONTEVERDE	43.909	26 A.FURIANI	34.907	1	142 FERRARI 512 M 1970	P+2L	1:51.679	1:51.679	(1)	
2	134 D.HART	33.008	26 A.FURIANI	44.158	134 D.HART	34.919	2	134 LOLA T70 Mk III B 1969	P+2L	1:52.344	1:53.393	(4)	
3	67 M.BIANCO	33.348	134 D.HART	44.417	16 S.KRIKNOFF	35.151	3	26 CHEVRON B 19 1971	P-2L	1:52.729	1:52.729	(2)	
4	16 S.KRIKNOFF	33.513	67 M.BIANCO	44.638	67 M.BIANCO	35.157	4	67 CHEVRON B 19 1971	P-2L	1:53.143	1:53.304	(3)	
5	26 A.FURIANI	33.664	12 C.RODDARO	44.695	8 S.WATSON	35.296	5	16 LOLA T 212 1971	P-2L	1:53.686	1:53.981	(5)	
6	11 M.DEVIS	33.696	16 S.KRIKNOFF	45.022	142 C.MONTEVERDE	35.408	6	11 McLaren M8C DFV 1970	PROTO 1	1:54.726	1:55.409	(7)	
7	7 T.SEILER	33.857	11 M.DEVIS	45.137	56 J.CAMPOS COSTA	35.651	7	12 PORSCHE 917 1969	P+2L	1:54.762	1:54.993	(6)	
8	15 J.EMBERSON	34.077	8 S.WATSON	45.481	15 J.EMBERSON	35.807	8	8 CHEVRON B8 1967	P-2L	1:55.534	1:55.714	(8)	
9	12 C.RODDARO	34.190	15 J.EMBERSON	45.694	72 L.GATHERCOLE	35.841	9	15 CHEVRON B 19 1971	P-2L	1:55.578	1:56.393	(9)	
10	56 J.CAMPOS COSTA	34.241	56 J.CAMPOS COSTA	45.771	12 C.RODDARO	35.877	10	56 CHEVRON B 19 1971	P-2L	1:55.663	1:56.426	(10)	
11	22 R.BELLETESTE	34.258	82 M.LECOURT	46.123	17 M.HALUSA	35.885	11	72 LOLA T 212 1971	P-2L	1:56.675	1:57.830	(12)	
12	69 MR JOHN OF B	34.327	33 C.TAVARES	46.169	11 M.DEVIS	35.893	12	7 LOLA T70 Mk III 1968	P+2L	1:57.002	1:57.432	(11)	
13	72 L.GATHERCOLE	34.498	7 T.SEILER	46.298	34 A.MILLE	36.224	13	82 FORD GT 40 1968	GT1	1:57.409	1:58.061	(15)	
14	33 C.TAVARES	34.573	72 L.GATHERCOLE	46.336	82 M.LECOURT	36.604	14	69 FORD GT 40 1968	GT1	1:57.667	1:58.626	(17)	
15	82 M.LECOURT	34.682	22 R.BELLETESTE	46.474	32 H.GEMPERLE	36.680	15	22 CHEVRON B 21 1971	P-2L	1:57.689	1:58.008	(14)	
16	8 S.WATSON	34.757	34 A.MILLE	46.546	69 MR JOHN OF B	36.790	16	33 LOLA T70 Mk III B 1969	P+2L	1:57.942	1:57.942	(13)	
17	57 C.GADAIS	34.792	32 H.GEMPERLE	46.549	7 T.SEILER	36.847	17	34 LOLA T 212 1970	P-2L	1:58.002	1:58.724	(19)	
18	21 D.VON DER LIECK	34.962	69 MR JOHN OF B	46.550	22 R.BELLETESTE	36.957	18	17 ALFA ROMEO T33/TT3 1972	P+2L	1:58.030	1:58.063	(16)	
19	92 F.JACOB	34.994	21 D.VON DER LIECK	46.567	21 D.VON DER LIECK	37.024	19	57 LOLA T70 Mk III Spyder 1968	P+2L	1:58.516	1:59.066	(21)	
20	34 A.MILLE	35.232	57 C.GADAIS	46.680	57 C.GADAIS	37.044	20	21 DE TOMASO Pantera 1971	GT1	1:58.553	1:58.694	(18)	
21	32 H.GEMPERLE	35.372	17 M.HALUSA	46.698	33 C.TAVARES	37.200	21	32 CHEVRON B8 1969	P-2L	1:58.601	1:58.787	(20)	
22	38 P.DOD	35.410	92 F.JACOB	47.112	102 L.FORT	37.252	22	92 LOLA T 212 1971	P-2L	1:59.499	2:00.242	(22)	
23	48 P.VÖGELE	35.420	48 P.VÖGELE	47.294	92 F.JACOB	37.393	23	102 CROSSLE 9 S 1965	P-2L	2:00.484	2:00.924	(23)	
24	17 M.HALUSA	35.447	102 L.FORT	47.324	38 P.DOD	37.394	24	38 LOLA T70 Mk III B 1969	P+2L	2:00.616	2:01.187	(25)	
25	102 L.FORT	35.908	64 D.PERFETTI	47.570	66 D.DENAT	37.592	25	48 PORSCHE 908-3 1969	PROTO 1	2:00.669	2:01.153	(24)	
26	179 E.BRIGAND	36.250	38 P.DOD	47.812	64 D.PERFETTI	37.629	26	64 PORSCHE 911 RSR 3,0l 1974	GT1	2:01.494	2:01.494	(26)	
27	30 A.SCHRAUWEN	36.270	66 D.DENAT	47.879	48 P.VÖGELE	37.955	27	66 PORSCHE 911 RSR 3,0l 1974	GT1	2:01.896	2:02.309	(27)	
28	45 P.AVIRON-VIOLET	36.274	40 D.ALLEMANG	47.996	40 D.ALLEMANG	37.991	28	40 DE TOMASO Pantera 1974	GT1	2:02.434	2:02.434	(28)	
29	64 D.PERFETTI	36.295	45 P.AVIRON-VIOLET	48.030	179 E.BRIGAND	38.113	29	179 PORSCHE 911 RSR 3,0l 1974	GT1	2:02.451	2:02.451	(29)	
30	89 O.GALANT	36.344	80 D.VANANTY	48.075	58 U.BECK	38.185	30	80 PORSCHE 911 RSR 3,0l 1975	GT1	2:03.201	2:03.604	(30)	
31	66 D.DENAT	36.425	179 E.BRIGAND	48.088	80 D.VANANTY	38.368	31	45 CHEVRON B8 1969	P-2L	2:03.430	2:04.583	(33)	
32	40 D.ALLEMANG	36.447	58 U.BECK	48.488	89 O.GALANT	38.424	32	89 FORD GT 40 1966	GT1	2:03.483	2:04.442	(32)	
33	80 D.VANANTY	36.758	89 O.GALANT	48.715	42 M.MAURICE	38.615	33	58 PORSCHE 911 RS 3,0l 1974	GT1	2:03.708	2:03.953	(31)	
34	84 A.RÜEDE	36.831	42 M.MAURICE	48.724	100 T.KOK	38.963	34	42 PORSCHE 911 RSR 2,8l 1973	GT1	2:04.471	2:04.986	(34)	
35	58 U.BECK	37.035	84 A.RÜEDE	48.904	84 A.RÜEDE	39.016	35	84 SHELBY Cobra 427 Comp. 1965	GT1	2:04.751	2:05.260	(35)	
36	42 M.MAURICE	37.132	74 C.PATON	49.044	45 P.AVIRON-VIOLET	39.126	36	30 LOTUS 30 1964	P+2L	2:05.513	2:05.999	(36)	
37	93 D.PETERS	37.164	93 D.PETERS	49.527	65 A.PERFETTI	39.183	37	100 CHEVRON B8 BMW 1968	P-2L	2:06.067	2:06.458	(37)	
38	100 T.KOK	37.255	30 A.SCHRAUWEN	49.600	74 C.PATON	39.196	38	93 LOLA T 210 FVC 1970	P-2L	2:06.384	2:07.374	(40)	
39	65 A.PERFETTI	37.575	100 T.KOK	49.849	30 A.SCHRAUWEN	39.643	39	74 PORSCHE 911 RSR 3,0l 1974	GT1	2:06.474	2:07.211	(39)	
40	31 M.DONCIEUX	37.647	65 A.PERFETTI	49.978	93 D.PETERS	39.693	40	65 PORSCHE 911 RSR 3,0l 1974	GT1	2:06.736	2:06.736	(38)	
41	77 A.MOSER	37.683	31 M.DONCIEUX	50.118	78 J.BARTH	40.150	41	77 LOLA T70 Mk II Spyder 1966	P+2L	2:08.094	2:09.271	(42)	
42	121 J.DOE	37.929	77 A.MOSER	50.137	77 A.MOSER	40.274	42	31 FORD GT 40 1966	GT1	2:08.690	2:09.138	(41)	
43	74 C.PATON	38.234	14 M.POPONCINI	50.753	121 J.DOE	40.824	43	78 PORSCHE 911 RSR 3,0l 1974	GT1	2:09.777	2:10.960	(44)	
44	78 J.BARTH	38.435	121 J.DOE	51.036	31 M.DONCIEUX	40.925	44	121 FORD GT 40 (C) 1965	GT1	2:09.789	2:10.642	(43)	
45	14 M.POPONCINI	38.544	78 J.BARTH	51.192	52 F.SA CARNEIRO	41.315	45	14 LOLA T 212 1971	P-2L	2:11.081	2:13.328	(46)	
46	52 F.SA CARNEIRO	38.565	52 F.SA CARNEIRO	52.127	14 M.POPONCINI	41.784	46	52 CHEVRON B 16 1970	P-2L	2:12.007	2:13.312	(45)	
47	3 G.RIVOALLON	41.992	3 G.RIVOALLON	57.240	3 G.RIVOALLON	44.418	47	3 CHEVROLET Corvette C3 1971	GT1	2:23.650	2:24.988	(47)	