



## CLASSIC ENDURANCE RACING 1

### HUNGARORING 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	12 C.RODDARO	46.047	72 L.GATHERCOLE	52.098	12 C.RODDARO	37.053	1	12 PORSCHE 917 1969	P+2L	2:15.992	2:15.992	(1)	
2	26 A.FURIANI	46.487	26 A.FURIANI	52.322	66 D.DENAT	37.928	2	26 CHEVRON B 19 1971	P-2L	2:16.849	2:17.955	(3)	
3	82 M.LECOURT	47.173	66 D.DENAT	52.689	26 A.FURIANI	38.040	3	72 LOLA T 212 1971	P-2L	2:17.712	2:17.712	(2)	
4	72 L.GATHERCOLE	47.242	12 C.RODDARO	52.892	82 M.LECOURT	38.052	4	66 PORSCHE 911 RSR 3,0l 1974	GT1	2:18.561	2:18.561	(4)	
5	66 D.DENAT	47.944	64 D.PERFETTI	52.896	72 L.GATHERCOLE	38.372	5	82 FORD GT 40 1968	GT1	2:19.180	2:19.728	(6)	
6	64 D.PERFETTI	47.998	34 A.MILLE	53.718	64 D.PERFETTI	38.453	6	64 PORSCHE 911 RSR 3,0l 1974	GT1	2:19.347	2:19.347	(5)	
7	34 A.MILLE	48.248	51 NELSON	53.849	179 E.BRIGAND	38.697	7	34 LOLA T 212 1970	P-2L	2:20.944	2:21.434	(7)	
8	179 E.BRIGAND	48.264	82 M.LECOURT	53.955	21 D.VON DER LIECK	38.920	8	179 PORSCHE 911 RSR 3,0l 1974	GT1	2:21.683	2:22.214	(8)	
9	73 N.SLEEP	48.391	95 C.GRIFNEE	54.196	116 A.ZUMTOBEL	38.971	9	51 CHEVRON B 16 1970	P-2L	2:21.940	2:22.272	(9)	
10	70 P.FRANCE	48.469	67 M.BIANCO	54.262	34 A.MILLE	38.978	10	67 CHEVRON B 19 1971	P-2L	2:22.237	2:23.979	(12)	
11	7 T.SEILER	48.504	70 P.FRANCE	54.663	67 M.BIANCO	39.092	11	70 LOLA T70 Mk III B 1969	P+2L	2:22.749	2:23.199	(10)	
12	51 NELSON	48.783	86 S.EBERHARD	54.701	171 R.JACK	39.098	12	95 CHEVRON B 16 1969	P-2L	2:23.468	2:23.862	(11)	
13	67 M.BIANCO	48.883	179 E.BRIGAND	54.722	51 NELSON	39.308	13	21 DE TOMASO Pantera 1971	GT1	2:23.789	2:24.011	(13)	
14	95 C.GRIFNEE	49.472	42 M.MAURICE	54.812	7 T.SEILER	39.548	14	7 LOLA T70 Mk III 1968	P+2L	2:24.111	2:24.281	(14)	
15	15 J.EMBERSON	49.724	78 M.SPEYER	54.980	36 UWE BRUSCHNIK	39.603	15	42 PORSCHE 911 RSR 2,8l 1973	GT1	2:25.024	2:25.492	(16)	
16	116 A.ZUMTOBEL	49.759	36 UWE BRUSCHNIK	54.995	70 P.FRANCE	39.617	16	73 LOLA T70 Mk III 1967	P+2L	2:25.096	2:25.702	(18)	
17	21 D.VON DER LIECK	49.830	32 H.GEMPERLE	55.012	95 C.GRIFNEE	39.800	17	78 PORSCHE 911 RSR 3,0l 1974	GT1	2:25.391	2:26.825	(21)	
18	42 M.MAURICE	50.016	21 D.VON DER LIECK	55.039	32 H.GEMPERLE	39.868	18	36 PORSCHE 910 1967	P-2L	2:25.400	2:25.400	(15)	
19	80 D.VANANTY	50.482	15 J.EMBERSON	55.542	78 M.SPEYER	39.870	19	15 CHEVRON B 19 1971	P-2L	2:25.468	2:26.652	(20)	
20	78 M.SPEYER	50.541	80 D.VANANTY	55.565	80 D.VANANTY	39.886	20	32 CHEVRON B8 1969	P-2L	2:25.502	2:25.582	(17)	
21	32 H.GEMPERLE	50.622	171 R.JACK	55.943	77 A.MOSER	40.146	21	80 PORSCHE 911 RSR 3,0l 1975	GT1	2:25.933	2:27.513	(24)	
22	36 UWE BRUSCHNIK	50.802	7 T.SEILER	56.059	42 M.MAURICE	40.196	22	116 LOLA T 210 FVC 1970	P-2L	2:25.995	2:26.918	(22)	
23	77 A.MOSER	50.861	73 N.SLEEP	56.229	15 J.EMBERSON	40.202	23	171 CHEVRON B8 1968	P-2L	2:26.191	2:26.453	(19)	
24	48 P.VÖGELE	50.957	65 A.PERFETTI	56.687	73 N.SLEEP	40.476	24	86 PORSCHE 911 RSR 2,8l 1973	GT1	2:27.258	2:27.258	(23)	
25	171 R.JACK	51.150	116 A.ZUMTOBEL	57.265	86 S.EBERHARD	40.567	25	77 LOLA T70 Mk II Spyder 1966	P+2L	2:28.938	2:30.445	(26)	
26	86 S.EBERHARD	51.990	140 J.ROMANO	57.579	65 A.PERFETTI	40.866	26	65 PORSCHE 911 RSR 3,0l 1974	GT1	2:29.699	2:30.307	(25)	
27	65 A.PERFETTI	52.146	14 M.POPONCINI	57.710	33 C.TAVARES	41.313	27	33 LOLA T70 Mk III B 1969	P+2L	2:32.439	2:33.620	(28)	
28	33 C.TAVARES	52.204	77 A.MOSER	57.931	115 W.HENSELER	41.964	28	48 PORSCHE 908/3 1969	P+2L	2:32.451	2:32.809	(27)	
29	14 M.POPONCINI	54.268	115 W.HENSELER	58.067	16 S.KRIKNOFF	42.604	29	14 LOLA T 212 1971	P-2L	2:35.519	2:37.615	(31)	
30	115 W.HENSELER	55.493	48 P.VÖGELE	58.262	140 J.ROMANO	42.777	30	115 LOLA T 210 FVC 1970	P-2L	2:35.524	2:36.451	(29)	
31	140 J.ROMANO	55.547	33 C.TAVARES	58.922	48 P.VÖGELE	43.232	31	140 PORSCHE 910 1967	P-2L	2:35.903	2:37.092	(30)	
32	16 S.KRIKNOFF	56.453	16 S.KRIKNOFF	1:01.357	14 M.POPONCINI	43.541	32	16 LOLA T 212 1971	P-2L	2:40.414			
33	52 F.SA CARNEIRO	56.578	52 F.SA CARNEIRO	1:06.138	52 F.SA CARNEIRO	46.032	33	52 CHEVRON B 16 1970	P-2L	2:48.748	3:25.495	(32)	