

CLASSIC ENDURANCE RACING 1

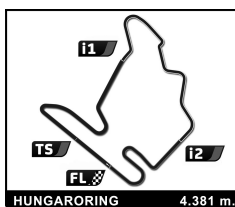
HUNGARORING CLASSIC

PRIVATE PRACTICE

Sector Analysis

■ Personal Best
 ■ Session Best
 ■ Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
7 LOLA T70 Mk III 1968 1.Toni SEILER P+2L															
1	1	6:40.399	4:56.110	1:00.831	43.458		6:40.399	3	1	2:34.373	53.390	58.857	42.126	199.1	8:59.468
2	1	2:33.192	52.195	58.596	42.401	187.8	9:13.591	4	1	3:03.480	B 56.355	1:10.112	57.013	199.9	12:02.948
3	1	3:02.835	B 54.195	1:04.300	1:04.340	217.9	12:16.426	5	1	6:45.939	5:06.880	57.873	41.186		18:48.887
4	1	6:24.403	4:47.623	56.809	39.971		18:40.829	6	1	2:26.652	50.908	55.542	40.202	199.5	21:15.539
5	1	2:25.811	48.971	56.342	40.498	232.8	21:06.640	7	1	2:27.820	49.724	55.816	42.280	202.5	23:43.359
6	1	2:25.224	48.616	56.776	39.832	230.3	23:31.864	8	1	2:35.927	B 50.445	56.591	48.891	197.3	26:19.286
7	1	2:24.281	48.504	56.229	39.548	231.8	25:56.145								
8	1	2:24.535	48.649	56.059	39.827	234.8	28:20.680								
9	1	2:39.576	49.740	1:02.178	47.658	231.8	31:00.256								
10	1	2:57.942	B 59.181	1:06.148	52.613	139.2	33:58.198								
12 PORSCHE 917 1969 1.Claudio RODDARO P+2L															
1	1	3:26.877	1:39.187	1:03.021	44.669		3:26.877								
2	1	2:43.592	57.374	1:03.974	42.244	141.6	6:10.469								
3	1	2:35.965	54.358	59.967	41.640	162.8	8:46.434								
4	1	2:54.278	54.507	1:09.194	50.577	150.4	11:40.712								
5	1	3:09.394	1:11.668	1:07.652	50.074	97.9	14:50.106								
6	1	2:40.374	1:04.767	55.679	39.928	105.0	17:30.480								
7	1	2:22.003	47.569	55.133	39.301	223.7	19:52.483								
8	1	2:22.109	48.002	54.527	39.580	232.8	22:14.592								
9	1	2:20.934	47.268	54.930	38.736	236.3	24:35.526								
10	1	2:19.907	47.346	53.985	38.576	233.3	26:55.433								
11	1	2:20.795	46.976	54.646	39.173	233.3	29:16.228								
12	1	3:18.166	50.608	1:22.706	1:04.852	232.3	32:34.394								
13	1	3:05.308	1:30.073	55.425	39.810	77.7	35:39.702								
14	1	3:10.731	1:09.835	1:10.027	50.869	190.1	38:50.433								
15	1	3:17.134	1:16.155	1:09.346	51.633	79.9	42:07.567								
16	1	2:49.170	1:14.865	56.510	37.795	84.4	44:56.737								
17	1	2:15.992	46.047	52.892	37.053	237.9	47:12.729								
14 LOLA T 212 1971 1.Mauro POPONCINI P-2L															
1	1	2:58.508	1:07.686	1:03.236	47.586		2:58.508								
2	1	2:46.698	59.719	1:01.511	45.468	171.2	5:45.206								
3	1	2:39.376	54.268	58.997	46.111	192.8	8:24.582								
4	1	2:45.302	56.769	1:01.315	47.218	169.6	11:09.884								
5	1	2:51.273	59.392	1:05.005	46.876	164.2	14:01.157								
6	1	2:58.267	1:01.258	1:09.529	47.480	125.5	16:59.424								
7	1	2:38.215	54.435	59.179	44.601	184.0	19:37.639								
8	1	2:41.203	55.126	1:01.409	44.668	184.6	22:18.842								
9	1	2:42.746	54.387	1:00.863	47.496	184.6	25:01.588								
10	1	2:41.356	55.950	1:00.141	45.265	170.7	27:42.944								
11	1	2:50.741	57.502	1:05.708	47.531	169.3	30:33.685								
12	1	3:20.313	B 1:07.844	1:11.568	1:00.901	97.9	33:53.998								
13	1	3:57.563	2:06.308	1:02.975	48.280		37:51.561								
14	1	2:46.926	58.277	1:01.698	46.951	162.3	40:38.487								
15	1	2:47.449	56.691	1:03.070	47.688	170.4	43:25.936								
16	1	2:37.615	56.364	57.710	43.541	172.6	46:03.551								
15 CHEVRON B 19 1971 1.John EMBERSON 2.Bill WYKEHAM P-2L															
1	1	3:49.247	1:59.301	1:03.820	46.126		3:49.247								
2	1	2:35.848	54.600	58.783	42.465	183.0	6:25.095								
16 LOLA T 212 1971 1.Serge KRIKNOFF P-2L															
1	1	30:50.129	...	1:14.900	50.201		30:50.129								
2	1	2:54.239	1:03.473	1:04.962	45.804	113.7	33:44.368								
3	1	2:41.118	56.453	1:01.073	43.592	158.5	36:25.486								
4	1	2:51.372	55.509	1:08.470	47.393	165.5	39:16.858								
5	1	3:26.950	1:10.966	1:18.529	57.455	95.9	42:43.808								
6	1	3:01.947	1:17.986	1:01.357	42.604	80.5	45:45.755								
21 DE TOMASO Pantera 1971 1.Detlef VON DER LIECK 2.Ralf KELLENNERS GT1															
1	1	2:44.824	1:09.215	56.249	39.360		2:44.824								
2	1	2:24.011	49.830	55.261	38.920	197.7	5:08.835								
3	1	2:33.200	B 50.530	55.039	47.631	198.4	7:42.035								
4	1	6:11.632	4:14.910	1:08.581	48.141		13:53.667								
5	1	3:03.021	1:06.754	1:10.346	45.921	112.0	16:56.688								
6	1	2:49.521	B 54.523	59.054	55.944	179.4	19:46.209								
7	1	4:46.879	3:05.859	58.561	42.459		24:33.088								
8	1	2:36.427	54.475	1:00.401	41.551	180.9	27:09.515								
9	1	2:57.830	B 58.217	1:02.627	56.986	166.5	30:07.345								
10	1	8:59.995	6:50.858	1:12.934	56.203		39:07.340								
11	1	3:30.852	1:15.263	1:15.889	59.700	94.5	42:38.192								
12	1	2:57.550	1:18.329	57.783	41.438	73.2	45:35.742								
26 CHEVRON B 19 1971 1.Alexander FURIANI P-2L															
1	1	3:50.183	2:08.646	59.273	42.264		3:50.183								
2	1	2:27.225	51.777	56.136	39.312	169.9	6:17.408								
3	1	2:23.286	49.145	55.452	38.689	194.8	8:40.694								
4	1	7:16.306	B 47.618	1:01.489	5:27.199	206.7	15:57.000								
5	1	4:17.704	2:44.673	54.630	38.401		20:14.704								
6	1	2:18.995	48.221	52.322	38.452	205.9	22:33.699								
7	1	2:25.824	47.929	56.140	41.755	207.1	24:59.523								
8	1	2:17.955	47.309	52.606	38.040	206.3	27:17.478								
32 CHEVRON B8 1969 1.Henrique GEMPERLE 2.Marc de SIEBENTHAL P-2L															
1	1	3:06.673	1:26.868	58.355	41.450		3:06.673								
2	1	2:34.103	53.063	1:00.262	40.778	157.1	5:40.776								
3	1	2:25.582	50.702	55.012	39.868	165.2	8:06.358								
4	1	2:48.539	B 51.200	57.110	1:00.229	168.0	10:54.897								
5	1	8:08.010	6:22.841	1:02.125	43.044		19:02.907								
6	1	2:31.434	53.516	57.017	40.901	170.1	21:34.341								
7	1	2:29.049	50.622	57.365	41.062	193.5	24:03.390								
8	1	2:30.241	50.798	58.575	40.868	193.5	26:33.631								
9	1	2:34.816	51.495	1:00.484	42.837	193.5	29:08.447								
33 LOLA T70 Mk III B 1969 1.Carlos TAVARES P+2L															
1	1	3:50.845	1:58.066	1:04.693	48.086		3:50.845								



CLASSIC ENDURANCE RACING 1

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PRIVATE PRACTICE

Sector Analysis

■ Personal Best ■ Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
2	1	2:47.905	58.838	1:03.132	45.935	147.9	6:38.750	14	1	2:55.957	1:01.616	1:05.649	48.692	130.7	39:14.513
3	1	2:44.897	57.402	1:02.023	45.472	177.6	9:23.647	15	1	3:27.035	1:12.071	1:17.177	57.787	84.1	42:41.548
4	1	3:00.696	1:02.325	1:09.888	48.483	178.2	12:24.343	16	1	2:59.121	1:18.688	58.988	41.445	76.6	45:40.669
5	1	2:54.571	1:03.427	1:05.611	45.533	126.3	15:18.914								
6	1	2:45.239	56.123	1:03.964	45.152	168.6	18:04.153								
7	1	2:39.446	56.084	1:00.627	42.735	184.0	20:43.599								
8	1	2:38.471	53.600	1:02.157	42.714	192.8	23:22.070								
9	1	2:33.620	52.568	58.922	42.130	205.1	25:55.690								
10	1	2:34.111	52.738	59.469	41.904	209.1	28:29.801								
11	1	2:41.026	52.204	1:04.540	44.282	212.8	31:10.827								
12	1	2:45.811	55.952	1:02.521	47.338	150.6	33:56.638								
13	1	2:40.974	55.622	1:00.755	44.597	149.3	36:37.612								
14	1	2:42.284	56.006	1:02.178	44.100	149.3	39:19.896								
15	1	3:25.309	1:08.915	1:18.438	57.956	96.9	42:45.205								
16	1	2:55.073	1:14.363	59.397	41.313	67.2	45:40.278								

34		Lolat 212 1970		P-2L			
		1.Armand MILLE					
1	1	3:41.886	1:51.005	1:05.565	45.316	3:41.886	
2	1	2:36.438	53.414	59.277	43.747	197.3	6:18.324
3	1	2:32.587	51.879	59.469	41.239	202.8	8:50.911
4	1	2:57.171 B	50.703	1:11.831	54.637	204.4	11:48.082
5	1	6:15.977	4:38.253	56.925	40.799		18:04.059
6	1	2:25.838	50.020	55.589	40.229	203.2	20:29.897
7	1	2:27.400	50.359	56.567	40.474	205.9	22:57.297
8	1	2:24.044	49.270	55.796	38.978	209.1	25:21.341
9	1	2:21.434	48.281	53.718	39.435	205.1	27:42.775
10	1	2:31.827 B	48.248	55.244	48.335	205.5	30:14.602

36		Porsche 910 1967		P-2L			
		1. UWE BRUSCHNIK					
1	1	3:00.231	1:18.046	59.561	42.624	3:00.231	
2	1	2:34.438	57.355	56.022	41.061	144.2	5:34.669
3	1	2:28.632	51.690	56.396	40.546	191.1	8:03.301
4	1	2:34.543	50.927	57.127	46.489	193.5	10:37.844
5	1	3:18.777 B	1:05.425	1:14.236	59.116	138.1	13:56.621
6	1	4:24.898	2:47.988	56.480	40.430		18:21.519
7	1	2:27.851	51.351	56.628	39.872	192.8	20:49.370
8	1	2:27.657	51.191	56.262	40.204	193.1	23:17.027
9	1	2:25.400	50.802	54.995	39.603	191.7	25:42.427
10	1	2:43.766 B	54.663	57.192	51.911	193.8	28:26.193

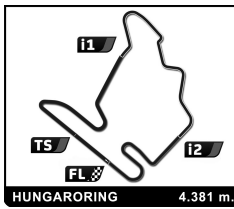
42		Porsche 911 RSR 2.8i 1973		GT1			
		1.Maxence MAURICE					
1	1	3:03.419	1:20.192	1:01.530	41.697	3:03.419	
2	1	2:32.036	54.875	56.807	40.354	181.8	5:35.455
3	1	2:29.245	51.708	56.531	41.006	184.3	8:04.700
4	1	2:48.613 B	52.082	56.713	59.818	173.4	10:53.313
5	1	4:44.805	2:47.270	1:10.371	47.164		15:38.118
6	1	2:28.445	51.459	56.479	40.507	187.1	18:06.563
7	1	2:28.240	52.282	55.386	40.572	193.8	20:34.803
8	1	2:25.492	50.100	55.196	40.196	195.5	23:00.295
9	1	2:25.748	50.016	54.812	40.920	196.2	25:26.043
10	1	2:26.456	50.158	56.027	40.271	192.8	27:52.499
11	1	2:39.557	50.081	1:02.305	47.171	193.8	30:32.056
12	1	3:04.070	1:07.830	1:08.248	47.992	108.6	33:36.126
13	1	2:42.430	58.677	56.481	47.272	129.0	36:18.556

48		Porsche 908/3 1969		P+2L			
		1.Peter VÖGELE					
1	1	6:33.112	4:45.760	1:02.607	44.745	6:33.112	
2	1	2:44.497	52.435	1:05.738	46.324	201.0	9:17.609
3	1	3:07.151 B	59.244	1:07.403	1:00.504	201.3	12:24.760
4	1	4:18.738	2:27.759	1:07.433	43.546		16:43.498
5	1	2:48.448 B	53.074	1:01.218	54.156	203.2	19:31.946
6	1	4:15.802	2:30.414	1:00.987	44.401		23:47.748
7	1	2:34.985	52.592	59.161	43.232	195.2	26:22.733
8	1	2:32.809	50.957	58.262	43.590	202.8	28:55.542
9	1	3:38.542 B	54.682	1:30.343	1:13.517	203.6	32:34.084
10	1	5:18.175 B	3:02.020	1:15.706	1:00.449		37:52.259

51		Chevron B 16 1970		P-2L			
		1. NELSON					
1	1	4:07.428	2:21.555	1:03.135	42.738	4:07.428	
2	1	2:31.778	52.698	57.665	41.415	187.8	6:39.206
3	1	2:28.638	51.378	56.991	40.269	195.9	9:07.844
4	1	2:57.464 B	51.942	1:08.091	57.431	192.1	12:05.308
5	1	4:46.197	3:02.984	1:02.103	41.110		16:51.505
6	1	2:23.989	49.330	55.351	39.308	193.8	19:15.494
7	1	2:22.272	49.064	53.849	39.359	199.5	21:37.766
8	1	2:55.543 B	48.783	1:15.697	51.063	196.6	24:33.309
9	1	8:31.839	6:23.596	1:14.547	53.696		33:05.148
10	1	3:01.155	1:14.243	1:00.354	46.558	78.4	36:06.303
11	1	3:07.369	1:01.900	1:10.805	54.664	136.9	39:13.672
12	1	3:26.944	1:11.974	1:16.002	58.968	80.9	42:40.616
13	1	2:57.719	1:17.817	58.333	41.569	75.5	45:38.335

52		Chevron B 16 1970		P-2L			
		1.Francisco SA CARNEIRO 2.Joao CANNAS					
1	1	4:07.940	2:15.770	1:06.138	46.032	4:07.940	
2	1	3:25.495	1:22.411	1:12.985	50.099	143.8	7:33.435
3	1	2:59.649	1:01.107	1:07.940	50.602	164.7	10:33.084
4	1	3:15.696	1:08.139	1:14.660	52.897	127.6	13:48.780
5	1	3:12.934 B	1:08.208	1:11.801	52.925	128.8	17:01.714
6	1	4:37.875 B	2:36.123	1:09.113	52.639		21:39.589
7	1	6:22.159	4:23.327	1:09.594	49.238		28:01.748
8	1	2:55.653	58.257	1:09.781	47.615	180.6	30:57.401
9	1	2:49.337	59.116	1:05.358	44.863	159.4	33:46.738

64		Porsche 911 RSR 3.0i 1974		GT1			
		1.Daniele PERFETTI					
1	1	2:37.575	1:01.035	56.480	40.060	2:37.575	
2	1	2:25.294	50.532	55.477	39.285	187.1	5:02.869
3	1	2:30.644 B	48.794	54.585	47.265	192.8	7:33.513
4	1	7:20.032	5:22.880	1:07.757	49.395		14:53.545
5	1	2:38.904	1:04.258	55.794	38.852	93.3	17:32.449
6	1	2:22.080	48.637	54.392	39.051	196.6	19:54.529
7	1	2:23.169	48.513	54.570	40.086	199.5	22:17.698
8	1	2:21.876	48.513	54.028	39.335	197.0	24:39.574
9	1	2:22.175	48.802	54.685	38.688	200.2	27:01.749
10	1	2:19.347	47.998	52.896	38.453	198.8	29:21.096



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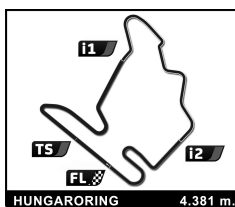
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Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
65		Porsche 911 RSR 3,0i 1974													
		1. Ambrogio PERFETTI GT1													
		2. Oscar ROVELLI													
1	1	2:42.256	1:04.243	57.076	40.937		2:42.256	5	1	7:58.978	6:16.054	1:03.537	39.387		18:49.978
2	1	2:30.307	52.146	57.295	40.866	192.1	5:12.563	6	1	2:34.611	50.349	58.142	46.120	208.3	21:24.589
3	1	2:38.640	B 52.644	58.469	47.527	194.8	7:51.203	7	1	2:17.712	47.242	52.098	38.372	210.3	23:42.301
4	1	9:15.799	7:32.983	1:00.909	41.907		17:07.002	8	1	2:19.242	47.314	53.123	38.805	206.7	26:01.543
5	1	2:32.654	54.080	57.289	41.285	160.1	19:39.656	9	1	2:42.940	B 51.577	57.981	53.382	207.5	28:44.483
6	1	2:37.108	B 54.173	56.687	46.248	160.8	22:16.764	10	1	5:11.212	3:18.675	1:05.399	47.138		33:55.695
66		Porsche 911 RSR 3,0i 1974													
		1. Didier DENAT GT1													
1	1	2:38.447	1:02.000	56.033	40.414		2:38.447	11	1	2:44.695	57.054	1:02.412	45.229	154.7	36:40.390
2	1	2:25.334	50.774	55.012	39.548	185.8	5:03.781	12	1	2:43.651	57.226	1:01.376	45.049	162.3	39:24.041
3	1	2:23.070	48.754	54.606	39.710	193.8	7:26.851	13	1	3:30.353	B 1:08.178	1:17.493	1:04.682	103.3	42:54.394
4	1	2:23.904	48.854	54.868	40.182	194.5	9:50.755								
5	1	3:40.200	B 1:14.999	1:20.078	1:05.123	181.8	13:30.955								
6	1	13:04.651	...	53.943	38.937		26:35.606								
7	1	2:22.521	48.935	53.944	39.642	194.1	28:58.127								
8	1	3:35.350	55.206	1:28.335	1:11.809	194.5	32:33.477								
9	1	3:01.606	1:28.254	54.098	39.254	78.7	35:35.083								
10	1	3:14.561	1:12.426	1:10.494	51.641	138.1	38:49.644								
11	1	3:17.154	1:15.251	1:09.627	52.276	84.9	42:06.798								
12	1	2:47.005	1:13.959	54.717	38.329	86.2	44:53.803								
13	1	2:18.561	47.944	52.689	37.928	193.5	47:12.364								
67		Chevron B 19 1971													
		1. Maurizio BIANCO P+2L													
1	1	3:46.444	2:05.599	59.473	41.372		3:46.444								
2	1	2:26.804	49.788	55.859	41.157	203.2	6:13.248								
3	1	2:23.979	50.625	54.262	39.092	198.0	8:37.227								
4	1	2:50.376	B 48.883	1:02.232	59.261	205.5	11:27.603								
5	1	20:59.961	...	1:35.451	1:09.429		32:27.564								
6	1	3:13.479	1:33.553	57.978	41.948	71.7	35:41.043								
7	1	3:25.003	1:15.862	1:12.886	56.255	116.5	39:06.046								
8	1	3:31.131	1:14.862	1:16.549	59.720	88.6	42:37.177								
9	1	2:55.090	1:16.943	57.773	40.374	75.0	45:32.267								
70		LOLA T70 Mk III B 1969													
		1. Pierre-Alain FRANCE P+2L													
1	1	3:18.492	1:31.665	1:02.205	44.622		3:18.492								
2	1	2:33.616	53.610	58.602	41.404	186.8	5:52.108								
3	1	2:32.482	51.967	57.333	43.182	200.6	8:24.590								
4	1	2:53.851	B 51.022	1:02.827	1:00.002	213.2	11:18.441								
5	1	8:43.848	7:08.785	55.446	39.617		20:02.289								
6	1	2:23.199	48.469	54.663	40.067	219.6	22:25.488								
7	1	2:35.348	B 49.618	55.470	50.260	217.9	25:00.836								
8	1	8:03.008	5:54.120	1:14.619	54.269		33:03.844								
9	1	3:17.359	B 1:14.216	1:01.306	1:01.837	81.4	36:21.203								
72		LOLA T 212 1971													
		1. Lorraine GATHERCOLE P+2L													
		2. David GATHERCOLE													
1	1	3:11.439	1:31.546	59.997	39.896		3:11.439								
2	1	2:28.084	49.701	58.804	39.579	183.6	5:39.523								
3	1	2:25.499	48.889	56.292	40.318	205.9	8:05.022								
4	1	2:45.978	B 49.690	57.278	59.010	207.1	10:51.000								
73		LOLA T70 Mk III 1967													
		1. Nick SLEEP P+2L													
		2. Alex MONTGOMERY													
1	1	3:14.245	1:26.520	1:04.580	43.145		3:14.245								
2	1	2:40.698	B 52.248	58.868	49.582	179.4	5:54.943								
3	1	5:06.889	B 3:18.844	59.247	48.798		11:01.832								
4	1	3:57.270	1:58.899	1:06.950	51.421		14:59.102								
5	1	2:50.937	1:10.804	58.945	41.188	68.5	17:50.039								
6	1	2:30.054	50.430	58.789	40.835	201.7	20:20.093								
7	1	2:25.702	48.918	56.308	40.476	221.0	22:45.795								
8	1	2:30.691	B 48.391	56.229	46.071	222.8	25:16.486								
9	1	7:48.510	5:39.996	1:14.139	54.375		33:04.996								
10	1	2:55.511	1:12.481	56.438	46.592	77.8	36:00.507								
11	1	3:12.105	1:06.849	1:10.891	54.365	109.3	39:12.612								
12	1	3:27.224	1:11.986	1:16.066	59.172	81.6	42:39.836								
13	1	2:53.090	1:14.981	57.489	40.620	70.8	45:32.926								
77		LOLA T70 Mk II Spyder 1966													
		1. Alfred MOSER P+2L													
1	1	3:21.731	1:26.193	1:08.472	47.066		3:21.731								
2	1	2:51.449	1:00.367	1:07.234	43.848	128.1	6:13.180								
3	1	2:40.546	55.759	1:01.625	43.162	163.5	8:53.726								
4	1	2:50.248	53.329	1:09.019	47.900	174.2	11:43.974								
5	1	3:07.629	1:09.717	1:08.509	49.403	105.7	14:51.603								
6	1	2:48.550	1:06.837	59.840	41.873	102.9	17:40.153								
7	1	2:30.445	51.461	57.931	41.053	195.2	20:10.598								
8	1	2:53.723	B 53.143	1:01.020	59.560	186.2	23:04.321								
9	1	5:30.654	3:51.334	58.713	40.607		28:34.975								
10	1	2:45.930	52.034	1:08.151	45.745	189.4	31:20.905								
11	1	2:45.490	59.072	1:03.557	42.861	137.1	34:06.395								
12	1	2:35.566	50.861	1:00.159	44.546	193.1	36:41.961								
13	1	2:43.874	57.524	1:01.828	44.522	164.0	39:25.835								
14	1	3:21.116	1:08.286	1:18.215	54.615	97.7	42:46.951								
15	1	2:54.017	1:15.577	58.294	40.146	61.9	45:40.968								
78		Porsche 911 RSR 3,0i 1974													
		1. Michel SPEYER GT1													
1	1	4:12.121	2:20.443	1:06.326	45.352		4:12.121								
2	1	2:39.534	56.275	59.626	43.633	189.1	6:51.655								
3	1	2:32.639	52.720	57.058	42.861	182.1	9:24.294								
4	1	3:13.690	B 1:00.682	1:06.596	1:06.412	174.2	12:37.984								
5	1	4:30.415	2:45.621	1:02.428	42.366		17:08.399								
6	1	2:34.521	53.261	58.539	42.721	161.8	19:42.920								
7	1	2:31.376	51.618	59.888	39.870	193.8	22:14.296								
8	1	2:50.541	51.149	57.180	1:02.212	198.8	25:04.837								
9	1	2:26.825	50.541	55.131	41.153	192.4	27:31.662								
10	1	2:31.075	50.598	56.440	44.037	201.0	30:02.737								
11	1	3:08.975	1:08.502	1:07.694	52.779	108.3	33:11.712								



CLASSIC ENDURANCE RACING 1

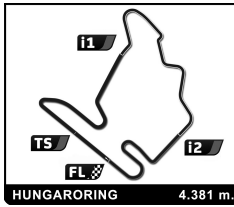
HUNGARORING CLASSIC

PRIVATE PRACTICE

Sector Analysis

■ Personal Best ■ Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	
80		Porsche 911 RSR 3,0i 1975 1. Dominique VANANTY GT1														
1	1	3:25.965	1:38.133	1:02.926	44.906		3:25.965									
2	1	2:43.913	57.516	1:04.016	42.381	150.4	6:09.878									
3	1	2:36.202	54.319	59.697	42.186	173.1	8:46.080									
4	1	2:54.195	54.115	1:08.971	51.109	158.0	11:40.275									
5	1	3:09.541	1:10.778	1:08.085	50.678	95.5	14:49.816									
6	1	2:44.582	1:06.765	57.931	39.886	105.8	17:34.398									
7	1	2:27.513	51.719	55.565	40.229	182.4	20:01.911									
8	1	2:27.613	51.300	56.206	40.107	191.7	22:29.524									
9	1	2:30.777	51.006	55.741	44.030	187.8	25:00.301									
10	1	2:27.558	50.482	56.149	40.927	194.1	27:27.859									
11	1	2:33.537	53.105	56.492	43.940	142.3	30:01.396									
12	1	3:07.917	1:08.375	1:08.250	51.292	111.9	33:09.313									
13	1	3:08.607	B 1:12.186	58.365	58.056	80.3	36:17.920									
82		Ford GT 40 1968 1. Michel LECOURT 2. Raymond NARAC GT1														
1	1	3:10.315	1:29.112	1:02.451	38.752		3:10.315									
2	1	2:22.360	48.916	54.833	38.611	213.2	5:32.675									
3	1	2:19.728	47.721	53.955	38.052	214.9	7:52.403									
4	1	2:26.336	B 47.173	54.404	44.759	217.0	10:18.739									
5	1	7:41.682	5:45.312	1:15.229	41.141		18:00.421									
6	1	2:28.193	51.074	56.879	40.240	192.8	20:28.614									
7	1	2:27.863	51.063	56.659	40.141	204.7	22:56.477									
8	1	2:29.008	51.486	56.563	40.959	201.3	25:25.485									
9	1	2:31.865	B 49.983	56.212	45.670	203.6	27:57.350									
10	1	7:45.288	6:07.756	57.309	40.223		35:42.638									
11	1	3:25.227	1:16.122	1:13.300	55.805	84.5	39:07.865									
12	1	3:31.114	1:15.636	1:15.926	59.552	96.7	42:38.979									
13	1	2:54.890	1:17.879	57.798	39.213	73.8	45:33.869									
86		Porsche 911 RSR 2,8i 1973 1. Sébastien EBERHARD GT1														
1	1	3:20.863	1:28.144	1:07.757	44.962		3:20.863									
2	1	2:34.122	55.220	57.732	41.170	152.5	5:54.985									
3	1	2:32.725	52.899	57.514	42.312	180.6	8:27.710									
4	1	2:43.386	54.269	1:01.185	47.932	176.5	11:11.096									
5	1	3:01.194	B 1:05.946	1:00.430	54.818	158.9	14:12.290									
6	1	5:36.140	3:58.968	56.049	41.123		19:48.430									
7	1	2:30.662	53.366	55.516	41.780	181.5	22:19.092									
8	1	2:27.258	51.990	54.701	40.567	184.9	24:46.350									
9	1	2:42.441	B 52.156	55.570	54.715	184.6	27:28.791									
95		Chevron B 16 1969 1. Caroline GRIFNEE P-2L														
1	1	3:22.364	1:34.154	1:03.063	45.147		3:22.364									
2	1	2:34.078	55.661	56.937	41.480	154.0	5:56.442									
3	1	2:36.028	53.103	57.008	45.917	188.7	8:32.470									
4	1	2:47.984	B 51.584	1:02.358	54.042	193.8	11:20.454									
5	1	7:06.104	5:31.342	54.862	39.900		18:26.558									
6	1	2:23.862	49.472	54.254	40.136	202.1	20:50.420									
7	1	2:27.780	50.436	56.413	40.931	198.0	23:18.200									
8	1	2:25.482	50.517	54.858	40.107	196.2	25:43.682									
9	1	2:24.685	50.689	54.196	39.800	197.3	28:08.367									
10	1	2:42.841	B 50.156	59.710	52.975	195.9	30:51.208									
115		Lola T 210 FVC 1970 1. Wolfgang HENSELER 2. Michael DELANEY P-2L														
1	1	3:00.044	1:16.140	1:00.906	42.998		3:00.044									
2	1	2:50.865	55.695	1:11.398	43.772	161.8	5:50.909									
3	1	2:36.451	55.560	58.067	42.824	175.9	8:27.360									
4	1	2:44.794	55.493	1:02.485	46.816	180.0	11:12.154									
5	1	3:08.297	B 1:05.730	1:03.899	58.668	165.5	14:20.451									
6	1	21:10.891	B ...	1:08.190	57.848		35:31.342									
7	1	5:15.052	B 3:20.219	1:03.272	51.561		40:46.394									
8	1	3:57.473	2:14.420	1:01.089	41.964		44:43.867									
9	1	3:06.304	B 57.711	1:06.579	1:02.014	195.2	47:50.171									
116		Lola T 210 FVC 1970 1. Armin ZUMTOBEL P-2L														
1	1	3:00.323	1:21.244	58.413	40.666		3:00.323									
2	1	2:27.442	50.590	57.265	39.587	186.2	5:27.765									
3	1	2:26.918	50.583	57.364	38.971	191.1	7:54.683									
140		Porsche 910 1967 1. John ROMANO P-2L														
1	1	3:20.984	1:25.646	1:07.803	47.535		3:20.984									
2	1	2:55.620	1:00.677	1:06.290	48.653	147.5	6:16.604									
3	1	2:51.203	1:00.470	1:04.726	46.007	146.3	9:07.807									
4	1	3:05.390	B 57.947	1:04.784	1:02.659	149.5	12:13.197									
5	1	6:02.550	4:14.266	1:03.159	45.125		18:15.747									
6	1	2:48.338	58.046	1:06.038	44.254	153.1	21:04.085									
7	1	2:40.720	56.818	59.622	44.280	158.9	23:44.805									
8	1	2:40.423	57.953	59.693	42.777	151.2	26:25.228									
9	1	2:37.092	55.547	57.579	43.966	163.5	29:02.320									
10	1	3:42.351	B 57.855	1:24.868	1:19.628	152.3	32:44.671									
11	1	6:20.053	4:09.771	1:13.170	57.112		39:04.724									
12	1	3:44.309	B 1:14.721	1:16.420	1:13.168	90.5	42:49.033									
171		Chevron B8 1968 1. Rory JACK 2. Patrick JACK P-2L														
1	1	3:24.441	1:29.278	1:09.234	45.929		3:24.441									
2	1	2:51.277	58.299	1:07.910	45.068	165.0	6:15.718									
3	1	2:38.960	56.095	1:00.168	42.697	193.8	8:54.678									
4	1	2:51.962	55.011	1:07.686	49.265	181.8	11:46.640									
5	1	3:08.603	1:11.796	1:07.391	49.416	103.1	14:55.243									
6	1	2:54.044	1:10.133	1:02.201	41.710	87.1	17:49.287									
7	1	2:33.323	54.117	57.035	42.171	188.7	20:22.610									
8	1	2:31.764	51.290	58.711	41.763	193.5	22:54.374									
9	1	2:31.075	51.150	57.322	42.603	191.4	25:25.449									
10	1	2:33.765	52.571	58.635	42.559	187.4	27:59.214									
11	1	2:49.681	B 51.881	1:05.431	52.369	189.1	30:48.895									
12	1	4:24.514	2:40.724	1:02.239	41.551		35:13.409									
13	1	2:41.013	53.267	1:00.934	46.812	195.5	37:54.422									
14	1	2:48.214	59.574	1:03.156	45.484	136.8	40:42.636									
15	1	2:46.714	56.955	1:01.930	47.829	143.1	43:29.350									
16	1	2:26.453	51.412	55.943	39.098	194.5	45:55.803									
179		Porsche 911 RSR 3,0i 1974 1. Emmanuel BRIGAND 2. Sébastien CRUBILE GT1														
1	1	3:24.011	1:43.851	58.609	41.551		3:24.011									



CLASSIC ENDURANCE RACING 1 HUNGARORING CLASSIC PRIVATE PRACTICE

Sector Analysis

■ Personal Best ■ Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
2	1	2:31.217	54.432	56.780	40.005	163.0	5:55.228								
3	1	2:24.743	50.308	54.722	39.713	188.7	8:19.971								
4	1	2:23.140	49.400	54.222	39.518	189.4	10:43.111								
5	1	3:14.544	B 1:01.192	1:14.102	59.250	190.7	13:57.655								
6	1	5:17.404	3:36.900	58.821	41.683		19:15.059								
7	1	2:26.714	51.455	55.437	39.822	184.3	21:41.773								
8	1	2:26.404	49.427	56.333	40.644	195.2	24:08.177								
9	1	2:30.573	50.685	1:00.231	39.657	194.1	26:38.750								
10	1	2:24.320	49.049	55.242	40.029	197.0	29:03.070								
11	1	3:31.237	52.136	1:27.610	1:11.491	192.4	32:34.307								
12	1	3:04.326	1:28.348	56.603	39.375	76.6	35:38.633								
13	1	3:11.709	1:09.986	1:10.239	51.484	181.8	38:50.342								
14	1	3:17.109	1:15.505	1:09.333	52.271	81.9	42:07.451								
15	1	2:49.209	1:14.153	56.359	38.697	85.6	44:56.660								
16	1	2:22.214	48.264	54.780	39.170	195.2	47:18.874								