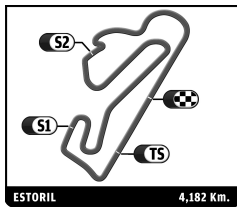


CLASSIC ENDURANCE RACING 1  
ESTORIL CLASSICS  
QUALIFYING

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	
<b>6</b>		CHEVRON B16 1970 1. Jean LEGRAS P-2L														
1	1	2:44.382	57.412	1:06.574	40.396		2:44.382	1	1	2:34.772	51.010	1:04.862	38.900		2:34.772	
2	1	2:07.265	25.386	1:00.930	40.949	169.8	4:51.647	2	1	2:07.538	26.239	1:02.896	38.403	180.6	4:42.310	
3	1	1:59.813	25.105	58.278	36.430	182.1	6:51.460	3	1	2:05.760	25.406	1:01.494	38.860	206.2	6:48.070	
4	1	2:02.801	24.615	1:01.194	36.992	218.0	8:54.261	4	1	2:03.759	25.082	1:00.966	37.711	197.4	8:51.829	
5	1	<b>1:55.722</b>	<b>23.099</b>	<b>56.852</b>	<b>35.771</b>	215.9	10:49.983	5	1	2:05.332	24.455	1:01.439	39.438	215.0	10:57.161	
6	1	2:19.617 <b>B</b>	23.107	1:01.787	54.723	218.9	13:09.600	6	1	2:17.173 <b>B</b>	24.520	1:01.715	50.938	198.1	13:14.334	
7	1	4:11.194	2:28.916	1:02.412	39.866		17:20.794	7	1	5:45.080	4:04.904	1:02.083	38.093		18:59.414	
8	1	2:02.085	24.198	59.675	38.212	188.3	19:22.879	8	1	2:02.365	24.283	1:00.378	37.704	217.6	21:01.779	
9	1	2:17.301 <b>B</b>	24.499	1:00.824	51.978	189.2	21:40.180	9	1	<b>2:01.944</b>	24.062	1:00.317	37.565	207.7	23:03.723	
<b>7</b>		LOLA T70 Mk III B 1969 1. Toni SEILER P+2L														
1	1	3:13.156	1:33.512	1:02.977	36.667		3:13.156	1	1	3:24.219	1:35.758	1:07.078	41.383		3:24.219	
2	1	1:53.520	23.080	55.853	34.587	197.4	5:06.676	2	1	1:56.915	24.328	57.134	35.453	183.6	5:21.134	
3	1	1:48.271	21.188	53.361	33.722	235.1	6:54.947	3	1	1:54.927	22.723	57.438	34.766	202.8	7:16.061	
4	1	1:47.660	21.172	53.250	<b>33.238</b>	233.2	8:42.607	4	1	1:51.605	23.167	53.958	34.480	217.1	9:07.666	
5	1	1:50.163	21.113	53.757	35.293	231.7	10:32.770	5	1	1:53.486	22.512	56.490	34.484	251.2	11:01.152	
6	1	1:48.934	21.455	52.951	34.528	230.7	12:21.704	6	1	1:52.088	22.120	54.182	35.786	238.7	12:53.240	
7	1	2:06.139 <b>B</b>	22.654	57.603	45.882	209.7	14:27.843	7	1	1:52.517	22.102	55.062	35.353	247.8	14:45.757	
8	1	17:34.856	...	1:03.320	35.933		32:02.699	8	1	1:52.168	22.989	54.926	34.253	209.7	16:37.925	
9	1	<b>1:47.589</b>	<b>20.913</b>	<b>52.752</b>	33.924	244.0	33:50.288	9	1	2:00.527 <b>B</b>	22.765	54.240	43.522	215.4	18:38.452	
10	1	2:10.837 <b>B</b>	23.558	58.192	49.087	202.4	36:01.125	10	1	5:30.723	3:51.947	1:03.509	35.267		24:09.175	
<b>11</b>		MCLAREN M8C 1970 1. Marc DEVIS P+2L 2. Martin O'CONNELL														
1	1	13:01.681	...	59.653	36.233		13:01.681	1	1	1:54.955	23.669	54.700	36.586	212.1	26:04.130	
2	1	1:53.345	22.727	55.906	34.712	195.3	14:55.026	2	1	2:42.719 <b>B</b>	30.835	1:07.203	1:04.681	156.1	28:46.849	
3	1	1:52.248	22.358	54.695	35.195	221.5	16:47.274	3	1	3:56.178	2:25.525	56.106	34.547		32:43.027	
4	1	1:49.393	22.092	53.530	33.771	221.0	18:36.667	4	1	1:49.635	22.039	53.757	33.839	247.2	34:32.662	
5	1	2:04.990 <b>B</b>	22.305	55.992	46.693	230.7	20:41.657	5	1	1:58.657	21.654	1:02.425	34.578	250.6	36:31.319	
6	2	8:25.428 <b>B</b>	3:55.977	52.993	3:36.458		29:07.085	6	1	1:49.018	21.652	52.959	34.407	240.3	38:20.337	
7	2	2:27.495	54.198	58.693	34.604		31:34.580	7	1	<b>1:48.034</b>	<b>21.481</b>	<b>52.851</b>	<b>33.702</b>	253.5	40:08.371	
8	2	1:46.205	<b>20.691</b>	52.196	33.318	253.5	33:20.785	8	1	2:29.063 <b>B</b>	21.821	1:07.037	1:00.205	245.6	42:37.434	
9	2	<b>1:45.538</b>	20.965	<b>51.781</b>	<b>32.792</b>	238.2	35:06.323	9	1	2:09.277 <b>B</b>	23.748	1:01.516	44.023	199.9	4:46.790	
10	2	2:18.120 <b>B</b>	22.379	1:02.656	53.085	214.2	37:24.443	10	2	4:35.091	3:00.583	59.356	<b>35.152</b>		9:21.881	
<b>16</b>		LOLA T212 1971 1. Serge KRINKOFF P-2L														
1	1	3:20.909	1:27.771	1:11.457	41.681		3:20.909	1	2	2:37.503	58.645	1:02.070	36.788		2:37.503	
2	1	1:59.459	26.003	58.031	35.425	165.0	5:20.368	2	2	2:09.287 <b>B</b>	23.748	1:01.516	44.023	199.9	4:46.790	
3	1	1:52.998	22.380	56.043	34.575	213.8	7:13.366	3	2	4:35.091	3:00.583	59.356	<b>35.152</b>		9:21.881	
4	1	1:49.137	21.971	53.539	33.627	223.3	9:02.503	4	2	<b>1:52.829</b>	<b>22.508</b>	<b>55.078</b>	35.243	217.6	11:14.710	
5	1	2:26.561 <b>B</b>	25.720	1:06.661	54.180	202.8	11:29.064	5	2	2:10.866 <b>B</b>	24.122	1:00.618	46.126	207.4	13:25.576	
6	1	6:09.640	4:20.894	1:09.436	39.310		17:38.704	6	1	4:48.623 <b>B</b>	3:00.032	1:01.391	47.200		18:14.199	
7	1	1:49.621	22.182	53.832	33.607	215.9	19:28.325	7	2	4:21.208	2:39.775	1:02.509	38.924		22:35.407	
8	1	1:49.213	21.960	53.587	33.666	220.6	21:17.538	8	2	2:14.069 <b>B</b>	25.263	1:01.987	46.819	187.0	24:49.476	
9	1	<b>1:48.653</b>	21.935	<b>53.354</b>	<b>33.364</b>	226.9	23:06.191	9	2	12:43.585	...	1:02.494	38.053		37:33.061	
10	1	2:27.302 <b>B</b>	25.780	1:04.579	56.943	188.3	25:33.493	10	2	2:19.181 <b>B</b>	26.649	1:02.028	50.504	188.6	39:52.242	
11	1	10:49.223	9:10.935	1:02.706	35.582		36:22.716	11	2	3:00.504 <b>B</b>	43.250	1:16.223	1:01.031		42:52.746	
12	1	1:49.314	21.979	53.651	33.684	220.6	38:12.030	12	2	2:59.265	1:14.846	1:05.255	39.164		2:59.265	
13	1	1:48.826	21.563	53.521	33.742	236.2	40:00.856	13	2	2:07.961	25.542	1:03.959	38.460	184.5	5:07.226	
14	1	2:15.643 <b>B</b>	<b>21.383</b>	55.567	58.693	231.7	42:16.499	14	2	2:07.961	25.542	1:03.959	38.460	184.5	5:07.226	
<b>18</b>		CHEVRON B8 1969 1. Roger WHITESIDE P-2L														
1	1	2:34.772	51.010	1:04.862	38.900		2:34.772	1	1	2:34.772	51.010	1:04.862	38.900		2:34.772	
2	1	2:07.538	26.239	1:02.896	38.403	180.6	4:42.310	2	1	2:07.538	26.239	1:02.896	38.403	180.6	4:42.310	
3	1	2:05.760	25.406	1:01.494	38.860	206.2	6:48.070	3	1	2:05.760	25.406	1:01.494	38.860	206.2	6:48.070	
4	1	2:03.759	25.082	1:00.966	37.711	197.4	8:51.829	4	1	2:03.759	25.082	1:00.966	37.711	197.4	8:51.829	
5	1	2:05.332	24.455	1:01.439	39.438	215.0	10:57.161	5	1	2:05.332	24.455	1:01.439	39.438	215.0	10:57.161	
6	1	2:17.173 <b>B</b>	24.520	1:01.715	50.938	198.1	13:14.334	6	1	2:17.173 <b>B</b>	24.520	1:01.715	50.938	198.1	13:14.334	
7	1	5:45.080	4:04.904	1:02.083	38.093		18:59.414	7	1	5:45.080	4:04.904	1:02.083	38.093		18:59.414	
8	1	2:02.365	24.283	1:00.378	37.704	217.6	21:01.779	8	1	2:02.365	24.283	1:00.378	37.704	217.6	21:01.779	
9	1	<b>2:01.944</b>	24.062	1:00.317	37.565	207.7	23:03.723	9	1	<b>2:01.944</b>	24.062	1:00.317	37.565	207.7	23:03.723	
10	1	2:16.272 <b>B</b>	24.906	<b>59.996</b>	51.370	210.9	25:19.995	10	1	2:16.272 <b>B</b>	24.906	<b>59.996</b>	51.370	210.9	25:19.995	
11	1	10:50.942	9:00.223	1:08.916	41.803		36:10.937	11	1	10:50.942	9:00.223	1:08.916	41.803		36:10.937	
12	1	2:12.125	26.963	1:05.938	39.224	174.0	38:23.062	12	1	2:12.125	26.963	1:05.938	39.224	174.0	38:23.062	
13	1	2:02.048	<b>23.840</b>	1:00.670	<b>37.538</b>	213.4	40:25.110	13	1	2:02.048	<b>23.840</b>	1:00.670	<b>37.538</b>	213.4	40:25.110	
14	1	3:08.900 <b>B</b>	25.037	1:29.766	1:14.097	200.9	43:34.010	14	1	3:08.900 <b>B</b>	25.037	1:29.766	1:14.097	200.9	43:34.010	
<b>19</b>		CHEVRON B19 1971 1. Rolf SIGRIST P-2L														
1	1	3:24.219	1:35.758	1:07.078	41.383		3:24.219	1	1	3:24.219	1:35.758	1:07.078	41.383		3:24.219	
2	1	1:56.915	24.328	57.134	35.453	183.6	5:21.134	2	1	1:56.915	24.328	57.134	35.453	183.6	5:21.134	
3	1	1:54.927	22.723	57.438	34.766	202.8	7:16.061	3	1	1:54.927	22.723	57.438	34.766	202.8	7:16.061	
4	1	1:51.605	23.167	53.958	34.480	217.1	9:07.666	4	1	1:51.605	23.167	53.958	34.480	217.1	9:07.666	
5	1	1:53.486	22.512	56.490	34.484	251.2	11:01.152	5	1	1:53.486	22.512	56.490	34.484	251.2	11:01.152	
6	1	1:52.088	22.120	54.182	35.786	238.7	12:53.240	6	1	1:52.088	22.120	54.182	35.786	238.7	12:53.240	
7	1	1:52.517	22.102	55.062	35.353	247.8	14:45.757	7	1	1:52.517	22.102	55.062	35.353	247.8	14:45.757	
8	1	1:52.168	22.989	54.926	34.253	209.7	16:37.925	8	1	1:52.168	22.989	54.926	34.253	209.7	16:37.925	
9	1	2:00.527 <b>B</b>	22.765	54.240	43.522	215.4	18:38.452	9	1	2:00.527 <b>B</b>	22.765	54.240	43.522	215.4	18:38.452	
10	1	5														



CLASSIC ENDURANCE RACING 1  
ESTORIL CLASSICS  
QUALIFYING

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
3	2	2:06.389	25.142	1:02.273	38.974	193.6	7:13.615	2	2	2:07.929	25.621	1:04.107	38.201	168.2	5:57.756
4	2	2:14.322B	25.312	1:01.370	47.640	188.9	9:27.937	3	2	2:00.025	24.311	1:00.575	35.139	184.5	7:57.781
5	2	3:52.174	2:12.459	1:01.305	38.410		13:20.111	4	2	1:58.633	23.196	59.062	36.375	198.8	9:56.414
6	2	2:03.735	24.489	1:00.360	38.886	210.9	15:23.846	5	2	1:58.711	22.979	57.312	38.420	207.4	11:55.125
7	2	2:01.679	23.830	59.945	37.904	211.3	17:25.525	6	2	1:57.582	23.709	58.725	35.148	188.3	13:52.707
8	2	2:00.864	23.586	59.845	37.433	213.4	19:26.389	7	2	1:54.801	22.844	56.218	35.739	205.4	15:47.508
9	2	2:01.668	23.798	1:00.359	37.511	216.7	21:28.057	8	2	1:53.320	22.617	56.192	34.511	211.7	17:40.828
10	2	2:00.216	23.719	59.054	37.443	205.8	23:28.273	9	2	1:53.827	22.383	56.191	35.253	218.4	19:34.655
11	2	5:45.336B	23.317	1:05.058	4:16.961	220.6	29:13.609	10	2	1:52.829	22.478	56.031	34.320	213.8	21:27.484

**23** CHEVRON B21 1972  
1. Romain BELLETESTE P-2L

1	1	3:20.056	1:34.891	1:06.327	38.838		3:20.056
2	1	1:55.102	23.675	56.701	34.726	194.9	5:15.158
3	1	1:53.077	21.911	55.876	35.290	236.7	7:08.235
4	1	1:52.973	22.167	55.618	35.188	226.0	9:01.208
5	1	1:52.670	21.915	55.549	35.206	231.7	10:53.878
6	1	1:52.762	22.122	55.916	34.724	223.7	12:46.640
7	1	1:53.554	22.187	55.813	35.554	225.1	14:40.194
8	1	1:52.511	22.258	56.088	34.165	210.9	16:32.705
9	1	1:51.426	22.057	54.874	34.495	224.6	18:24.131
10	1	1:52.539	22.550	55.702	34.287	205.0	20:16.670
11	1	1:51.747	22.186	55.078	34.483	218.4	22:08.417
12	1	1:52.220	22.280	55.749	34.191	230.7	24:00.637
13	1	1:52.098	22.073	54.811	35.214	229.3	25:52.735
14	1	2:47.236B	29.550	1:15.655	1:02.031	147.4	28:39.971
15	1	4:13.399	2:40.338	57.884	35.177		32:53.370
16	1	1:52.576	22.189	55.290	35.097	221.0	34:45.946
17	1	1:54.277	23.765	55.536	34.976	190.6	36:40.223
18	1	1:54.258	22.671	57.079	34.508	205.0	38:34.481
19	1	1:51.319	22.031	55.301	33.987	228.3	40:25.800
20	1	2:54.413B	23.209	1:26.013	1:05.191	210.9	43:20.213

**25** CHEVRON B19 1971  
1. John EMBERSON P-2L

1	1	2:16.579	41.810	58.656	36.113		2:16.579
2	1	1:52.159	23.956	53.841	34.362	183.3	4:08.738
3	1	1:53.769	22.591	55.899	35.279	198.8	6:02.507
4	1	1:51.457	22.254	54.184	35.019	222.4	7:53.964
5	1	1:50.582	21.966	53.952	34.664	220.2	9:44.546
6	1	2:02.469B	22.294	55.372	44.803	216.7	11:47.015
7	1	4:21.193	2:49.932	56.153	35.108		16:08.208
8	1	1:53.086	22.400	55.814	34.872	215.9	18:01.294
9	1	1:49.884	21.457	53.784	34.643	241.8	19:51.178
10	1	1:50.179	21.654	54.002	34.523	230.2	21:41.357
11	1	1:50.115	22.299	53.413	34.403	198.1	23:31.472
12	1	2:03.659B	21.890	53.815	47.954	222.8	25:35.131
13	1	6:47.527	5:15.903	56.625	34.999		32:22.658
14	1	1:50.930	23.071	53.507	34.352	231.2	34:13.588
15	1	1:49.921	21.881	53.845	34.195	227.4	36:03.509
16	1	1:48.699	21.582	53.077	34.040	228.8	37:52.208
17	1	1:49.252	21.628	54.115	33.509	233.7	39:41.460
18	1	2:28.676B	21.534	58.581	1:08.561	221.9	42:10.136

**26** CHEVRON B19 1971  
1. Regis DEVIS  
2. Mathias DEVIS P-2L

1	2	3:49.827	1:56.335	1:14.035	39.457		3:49.827
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**32** CHEVRON B8 1968  
1. Henrique GEMPERLE P-2L  
2. Marc de SIEBENTHAL

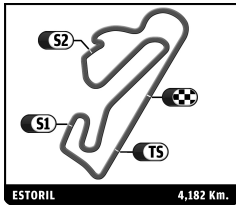
1	2	2:19.064	39.095	1:03.179	36.790		2:19.064
2	2	1:55.841	23.672	56.525	35.644	207.0	4:14.905
3	2	1:53.509	22.480	55.917	35.112	230.2	6:08.414
4	2	1:54.056	22.294	56.256	35.506	232.2	8:02.470
5	2	2:15.117B	23.417	1:02.504	49.196	216.3	10:17.587
6	1	4:20.121	2:42.692	1:00.248	37.181		14:37.708
7	1	1:58.158	23.496	58.625	36.037	217.6	16:35.866
8	1	1:57.176	23.557	57.272	36.347	227.9	18:33.042
9	1	2:22.101B	25.477	1:05.596	51.028	197.0	20:55.143

**35** LOLA T212 1970  
1. Armand MILLE P-2L

1	1	2:28.667	44.339	1:06.002	38.326		2:28.667
2	1	2:00.091	25.121	58.759	36.211	163.0	4:28.758
3	1	1:55.859	23.320	57.213	35.326	175.4	6:24.617
4	1	1:56.162	23.234	57.457	35.471	172.4	8:20.779
5	1	1:50.463	22.581	54.173	33.709	185.1	10:11.242
6	1	1:49.389	21.485	54.241	33.663	238.2	12:00.631
7	1	1:50.095	21.270	54.876	33.949	245.1	13:50.726
8	1	1:59.094B	21.503	54.725	42.866	241.8	15:49.820
9	1	3:39.780	2:10.340	55.733	33.707		19:29.600
10	1	1:48.801	21.521	53.802	33.478	236.2	21:18.401
11	1	1:48.377	21.511	53.429	33.437	240.8	23:06.778
12	1	1:50.551	21.717	53.370	35.464	220.2	24:57.329
13	1	2:31.607B	21.379	1:00.353	1:09.875	235.7	27:28.936
14	1	4:12.780	2:37.071	1:01.115	34.594		31:41.716
15	1	1:49.215	21.211	54.397	33.607	241.8	33:30.931
16	1	1:47.487	21.173	52.809	33.505	245.6	35:18.418
17	1	1:47.688	21.064	53.452	33.172	240.3	37:06.106
18	1	2:14.477B	23.597	1:03.271	47.609	215.9	39:20.583

**42** LOLA T212 1971  
1. Christophe BEAUDON P-2L  
2. Franck JULIEN

1	2	2:29.248	52.684	1:00.975	35.589		2:29.248
2	2	1:54.280	23.213	55.890	35.177	192.9	4:23.528
3	2	1:51.167	22.233	54.665	34.269	217.1	6:14.695
4	2	1:53.991	23.260	56.147	34.584	215.0	8:08.686
5	2	1:50.755	21.952	54.380	34.423	217.6	9:59.441



CLASSIC ENDURANCE RACING 1  
ESTORIL CLASSICS  
QUALIFYING

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
6	2	1:54.006	22.291	55.391	36.324	212.5	11:53.447	3	1	2:09.418	24.792	1:05.564	39.062	201.7	7:21.479
7	2	1:52.163	22.458	54.908	34.797	219.7	13:45.610	4	1	2:06.143	24.828	1:03.295	38.020	208.5	9:27.622
8	2	<b>1:50.341</b>	22.027	<b>54.086</b>	<b>34.228</b>	210.9	15:35.951	5	1	2:06.337	24.601	1:02.737	38.999	203.9	11:33.959
9	2	2:05.378B	22.826	57.624	44.928	204.3	17:41.329	6	1	2:06.407	24.776	1:03.149	38.482	206.2	13:40.366
10	1	4:28.419	2:51.129	1:00.777	36.513		22:09.748	7	1	2:08.159	25.638	1:03.722	38.799	208.1	15:48.525
11	1	1:56.649	22.551	56.979	37.119	230.7	24:06.397	8	1	2:06.517	25.212	1:02.732	38.573	200.9	17:55.042
12	1	1:53.747	22.298	55.110	36.339	233.2	26:00.144	9	1	2:07.571	25.717	1:03.492	38.362	212.1	20:02.613
13	1	2:44.413B	30.461	1:10.112	1:03.840	152.9	28:44.557	10	1	2:06.203	24.702	1:02.143	39.358	207.4	22:08.816
14	1	3:19.493	1:47.291	56.513	35.689		32:04.050	11	1	2:06.604	25.217	1:02.891	38.496	210.5	24:15.420
15	1	1:52.142	21.953	55.095	35.094	234.6	33:56.192	12	1	2:25.825B	24.918	1:02.083	58.824	205.4	26:41.245
16	1	1:53.993	22.555	55.034	36.404	227.4	35:50.185	13	1	6:32.784	4:46.800	1:06.523	39.461		33:14.029
17	1	1:53.120	21.981	55.828	35.311	233.7	37:43.305	14	1	2:04.249	25.096	<b>1:01.466</b>	<b>37.687</b>	198.4	35:18.278
18	1	1:54.278	22.687	56.073	35.518	216.3	39:37.583	15	1	<b>2:03.199</b>	<b>23.801</b>	1:01.656	37.742	212.1	37:21.477
19	1	2:30.348B	<b>21.589</b>	1:00.547	1:08.212	239.2	42:07.931	16	1	2:05.266	24.556	1:02.967	37.743	207.4	39:26.743
								17	1	2:37.779B	24.942	1:07.332	1:05.505	205.0	42:04.522

**43** LOLA T70 Mk III 1967  
1. Patrick JACK P+2L  
2. Roderick JACK

1	2	2:46.349	1:09.056	1:00.207	37.086		2:46.349
2	2	2:00.819	24.482	1:00.415	35.922	189.6	4:47.168
3	2	1:53.003	22.508	55.725	34.770	220.2	6:40.171
4	2	1:51.267	21.998	55.025	34.244	238.2	8:31.438
5	2	2:15.135B	27.808	56.314	51.013	233.7	10:46.573
6	2	4:35.071	3:01.905	57.049	36.117		15:21.644
7	2	1:51.285	22.018	54.631	34.636	231.7	17:12.929
8	2	1:51.100	22.213	54.532	34.355	221.0	19:04.029
9	2	1:50.989	21.936	54.386	34.667	230.2	20:55.018
10	2	1:51.550	22.360	54.387	34.803	215.4	22:46.568
11	2	1:52.965	22.287	55.061	35.617	214.6	24:39.533
12	2	1:13.150B	21.604	55.109	56.437	233.2	26:52.683
13	2	5:25.556	3:56.536	54.633	34.387		32:18.239
14	2	<b>1:49.406</b>	<b>21.372</b>	<b>53.962</b>	<b>34.072</b>	250.0	34:07.645
15	2	2:31.766	21.791	1:30.847	39.128	231.2	36:39.411
16	2	2:01.058	22.563	1:02.738	35.757	220.2	38:40.469
17	2	1:50.184	21.596	54.449	34.139	237.7	40:30.653
18	2	3:07.430B	24.144	1:31.204	1:12.082	232.2	43:38.083

**44** CHEVRON B8 1968  
1. Rory JACK P+2L

1	1	2:59.591	1:15.220	1:06.359	38.012		2:59.591
2	1	1:59.164	25.174	57.860	36.130	190.2	4:58.755
3	1	2:02.886	24.038	59.208	39.640	218.0	7:01.641
4	1	1:55.998	23.338	57.311	35.349	212.5	8:57.639
5	1	1:56.705	22.876	57.546	36.283	203.2	10:54.344
6	1	1:59.094	23.148	59.195	36.751	218.0	12:53.438
7	1	<b>1:53.872</b>	22.597	56.434	<b>34.841</b>	227.4	14:47.310
8	1	2:09.813B	23.295	59.683	46.835	227.9	16:57.123
9	1	3:31.680	1:54.228	59.194	38.258		20:28.803
10	1	2:01.143	23.692	1:00.063	37.388	226.9	22:29.946
11	1	1:56.790	22.575	57.123	37.092	226.0	24:26.736
12	1	2:17.350B	22.529	<b>56.393</b>	58.428	224.2	26:44.086
13	1	6:52.855	5:15.109	1:01.424	36.322		33:36.941
14	1	2:54.460B	<b>22.519</b>	1:37.114	54.827	222.4	36:31.401

**45** CHEVRON B8 1969  
1. Pierre AVIRON-VIOLET P+2L

1	1	3:03.501	1:08.645	1:13.433	41.423		3:03.501
2	1	2:08.560	25.663	1:04.337	38.560	186.7	5:12.061

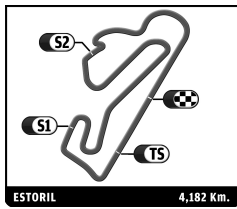
**46** PORSCHE 911 RSR 2.7 1973  
1. Alice BOURIEZ GT1

1	1	2:44.673	53.366	1:09.332	41.975		2:44.673
2	1	2:15.644	27.177	1:06.687	41.780	180.9	5:00.317
3	1	2:13.594	26.194	1:06.266	41.134	201.3	7:13.911
4	1	2:13.655	26.400	1:06.341	40.914	202.4	9:27.566
5	1	2:12.287	25.602	1:05.824	40.861	192.5	11:39.853
6	1	2:12.694	25.594	1:06.230	40.870	204.3	13:52.547
7	1	2:11.706	25.883	1:05.449	40.374	205.0	16:04.253
8	1	2:23.244B	26.239	1:05.537	51.468	194.6	18:27.497
9	1	4:14.350	2:23.770	1:09.524	41.056		22:41.847
10	1	2:10.496	25.667	1:04.435	40.394	201.3	24:52.343
11	1	2:38.651B	25.422	1:09.300	1:03.929	206.2	27:30.994
12	1	4:46.206	2:57.450	1:07.221	41.535		32:17.200
13	1	2:10.495	25.163	1:05.074	40.258	206.6	34:27.695
14	1	2:12.002	25.351	1:05.776	40.875	202.4	36:39.697
15	1	<b>2:09.853</b>	25.547	1:04.172	<b>40.134</b>	200.6	38:49.550
16	1	2:10.061	<b>25.128</b>	<b>1:04.071</b>	40.862	210.1	40:59.611
17	1	3:01.060B	30.748	1:16.373	1:13.939	147.2	44:00.671

**48** PORSCHE 908/03 1969  
1. Peter VÖGELE P+2L

1	1	3:03.441	1:19.202	1:05.596	38.643		3:03.441
2	1	1:58.279	23.813	58.233	36.233	205.4	5:01.720
3	1	1:59.579	24.425	58.058	37.096	196.0	7:01.299
4	1	1:55.599	23.099	57.004	35.496	207.0	8:56.898
5	1	<b>1:54.453</b>	22.829	<b>56.279</b>	35.345	210.9	10:51.351
6	1	2:06.332B	22.995	57.172	46.165	210.9	12:57.683
7	1	3:13.353	1:37.810	58.952	36.591		16:11.036
8	1	1:56.404	22.825	57.458	36.121	207.0	18:07.440
9	1	1:54.887	22.852	57.045	<b>34.990</b>	210.1	20:02.327
10	1	1:55.459	22.765	56.687	36.007	214.2	21:57.786
11	1	1:58.623	23.541	58.424	36.658	216.3	23:56.409
12	1	2:05.569B	22.900	56.829	45.840	213.8	26:01.978
13	1	5:42.293	4:01.835	1:02.743	37.715		31:44.271
14	1	1:55.887	23.266	57.274	35.347	192.2	33:40.158
15	1	1:55.198	<b>22.701</b>	56.717	35.780	216.3	35:35.356
16	1	2:34.607B	28.634		135.4		38:09.963

**49** PORSCHE 911 Carrera RSR 3.0 1974  
1. Christophe FLORIN GT1

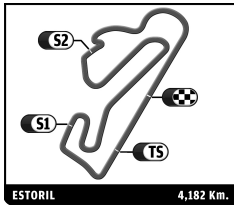


CLASSIC ENDURANCE RACING 1  
ESTORIL CLASSICS  
QUALIFYING

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
1	1	2:59.067	1:06.987	1:10.496	41.584		2:59.067								
2	1	2:16.143	28.708	1:07.033	40.402	173.8	5:15.210								
3	1	2:11.447	26.189	1:04.710	40.548	185.4	7:26.657								
4	1	2:12.064	26.710	1:04.909	40.445	183.9	9:38.721								
5	1	2:11.339	26.118	1:04.896	40.325	190.9	11:50.060								
6	1	2:13.105	26.886	1:05.835	40.384	194.2	14:03.165								
7	1	2:08.972	25.809	1:03.242	39.921	196.7	16:12.137								
8	1	2:09.089	26.012	1:03.575	39.502	183.9	18:21.226								
9	1	2:23.032 B	26.962	1:06.154	49.916	188.9	20:44.258								
10	1	3:25.933	1:38.121	1:05.888	41.924		24:10.191								
11	1	2:12.179	25.660	1:02.716	43.803	192.2	26:22.370								
12	1	3:22.496 B	40.682	1:26.901	1:14.913	88.3	29:44.866								
13	1	2:53.577	1:05.529	1:07.339	40.709		32:38.443								
14	1	2:11.814	26.378	1:05.227	40.209	188.6	34:50.257								
15	1	2:08.637	25.624	1:03.118	39.895	202.0	36:58.894								
16	1	2:11.920	26.002	1:05.427	40.491	191.2	39:10.814								
17	1	2:34.252 B	26.342	1:06.544	1:01.366	189.6	41:45.066								
<b>57</b>		LOLA T70 Mk III 1969 1.Christophe GADAIS P+2L													
1	1	6:11.129	4:13.186	1:15.233	42.710		6:11.129								
2	1	2:11.204	27.972	1:04.307	38.925	169.8	8:22.333								
3	1	2:01.997	25.762	59.257	36.978	181.8	10:24.330								
4	1	2:13.688 B	23.202	59.085	51.401	217.1	12:38.018								
5	1	5:46.401	4:07.403	1:01.582	37.416		18:24.419								
6	1	2:01.128	24.210	1:00.001	36.917	194.9	20:25.547								
7	1	2:01.727	25.988	59.033	36.706	180.9	22:27.274								
8	1	1:59.738	23.585	57.808	38.345	204.7	24:27.012								
9	1	2:20.774 B	24.017	57.473	59.284	200.2	26:47.786								
10	1	8:36.412	6:53.713	1:02.440	40.259		35:24.198								
11	1	1:59.472	23.939	58.286	37.247	191.2	37:23.670								
12	1	2:01.504	24.169	1:00.499	36.836	200.2	39:25.174								
13	1	2:22.315 B	23.695	1:02.857	55.763	193.9	41:47.489								
<b>62</b>		CHEVRON B16 1970 1.Michael BIRCH P-2L 2.Gareth BURNETT													
1	1	2:26.421	42.698	1:07.021	36.702		2:26.421								
2	1	1:53.501	23.008	55.485	35.008	206.6	4:19.922								
3	1	1:53.916	22.552	56.438	34.926	215.4	6:13.838								
4	1	2:22.938 B	27.213	1:06.236	49.489	161.8	8:36.776								
5	1	8:03.744 B	6:08.211	1:03.796	51.737		16:40.520								
6	2	2:56.257	1:12.742	1:04.495	39.020		19:36.777								
7	2	2:01.648	25.034	59.484	37.130	199.1	21:38.425								
8	2	2:42.329 B	29.462	1:13.586	59.281	144.7	24:20.754								
<b>69</b>		FORD GT40 1965 1. Mr JOHN OF B GT1 2.Scheil AYARI													
1	2	4:52.485	3:17.364	58.644	36.477		4:52.485								
2	2	1:54.844	22.940	55.362	36.542	202.4	6:47.329								
3	2	1:51.537	22.436	54.139	34.962	213.8	8:38.866								
4	2	2:08.536 B	22.012	57.227	49.297	211.3	10:47.402								
5	2	9:21.268	7:50.721	55.657	34.890		20:08.670								
6	2	2:04.467 B	21.708	54.664	48.095	226.5	22:13.137								
7	2	4:36.357 B	2:42.534	54.836	58.987		26:49.494								
8	1	7:03.143	5:27.335	59.248	36.560		33:52.637								
9	1	1:56.064	23.084	57.288	35.692	202.4	35:48.701								
10	1	1:54.149	22.156	56.492	35.501	221.5	37:42.850								
<b>72</b>		CHEVRON B16 1970 1.Ted TUPPEN P-2L													
1	1	2:59.972	1:16.699	1:05.958	37.315		2:59.972								
2	1	1:59.319	25.508	58.034	35.777	192.5	4:59.291								
3	1	1:56.100	23.141	57.355	35.604	223.3	6:55.391								
4	1	2:05.966	22.856	1:05.406	37.704	212.9	9:01.357								
5	1	1:54.876	23.095	56.131	35.650	211.3	10:56.233								
6	1	1:55.114	22.310	57.018	35.786	216.3	12:51.347								
7	1	1:54.206	22.219	56.473	35.514	238.2	14:45.553								
8	1	1:54.246	22.419	56.536	35.291	225.6	16:39.799								
9	1	1:53.174	22.451	55.704	35.019	229.3	18:32.973								
10	1	1:53.457	22.321	56.069	35.067	236.7	20:26.430								
11	1	1:54.235	23.014	55.992	35.229	202.0	22:20.665								
12	1	5:48.705 B	22.592	56.271	4:29.842	218.4	28:09.370								
13	1	6:33.245 B	4:38.299	1:03.775	51.171		34:42.615								
14	1	3:00.029	1:22.217	1:01.853	35.959		37:42.644								
15	1	1:58.557	24.754	58.254	35.549	202.0	39:41.201								
<b>77</b>		LOLA T70 Mk II 1966 1.Alfred MOSER P+2L													
1	1	3:25.023	1:28.980	1:13.254	42.789		3:25.023								
2	1	2:13.635	27.871	1:05.647	40.117	161.6	5:38.658								
3	1	2:09.533	27.172	1:03.419	38.942	144.1	7:48.191								
4	1	2:11.312	26.536	1:04.329	40.447	157.0	9:59.503								
5	1	2:26.993 B	26.431	1:04.428	56.134	168.2	12:26.496								
6	1	3:37.089	1:52.780	1:05.385	38.924		16:03.585								
7	1	2:09.024	25.667	1:04.600	38.757	171.6	18:12.609								
8	1	2:09.647	26.619	1:04.173	38.855	165.9	20:22.256								
9	1	2:10.969	26.052	1:06.229	38.688	171.6	22:33.225								
10	1	2:06.787	26.348	1:02.094	38.345	160.6	24:40.012								
11	1	2:45.471 B	26.566	1:06.199	1:12.706	157.7	27:25.483								
12	1	5:12.961	3:30.519	1:04.439	38.003		32:38.444								
13	1	2:06.296	25.547	1:02.810	37.939	182.1	34:44.740								
14	1	2:09.853	27.012	1:04.113	38.728	164.5	36:54.593								
15	1	2:08.595	26.586	1:03.532	38.477	148.3	39:03.188								
16	1	2:39.099 B	26.255	1:06.156	1:06.688	168.7	41:42.287								
<b>87</b>		FORD GT40 1969 1.Christophe DELACHAUX GT1 2.Eric HELARY													
1	1	2:53.044	1:00.939	1:09.492	42.613		2:53.044								
2	1	1:53.722	23.028	55.531	35.163	220.6	4:46.766								
3	1	1:56.381	22.153	58.958	35.270	214.6	6:43.147								
4	1	1:50.713	21.952	54.522	34.239	226.0	8:33.860								
5	1	2:10.582 B	23.631	57.623	49.328	212.1	10:44.442								
6	1	3:58.632	2:19.183	1:03.447	36.002		14:43.074								
7	1	1:54.070	22.662	56.019	35.389	207.7	16:37.144								
8	1	1:57.492	24.735	57.401	35.356	184.8	18:34.636								
9	1	1:58.006	22.634	58.914	36.458	205.0	20:32.642								
10	1	2:13.762 B	23.389	1:01.619	48.754	193.6	22:46.404								
11	1	8:55.714	7:15.797	1:02.592	37.325		31:42.118								
12	1	2:04.492	26.726	59.431	38.335	151.6	33:46.610								
13	1	1:55.987	22.568	56.459	36.960	220.6	35:42.597								
14	1	2:07.633	22.713	1:07.433	37.487	207.0	37:50.230								
15	1	1:56.059	22.407	57.634	36.018	210.1	39:46.289								
16	1	2:27.859 B	22.555	1:00.578	1:04.726	216.3	42:14.148								



CLASSIC ENDURANCE RACING 1  
ESTORIL CLASSICS  
QUALIFYING

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	
<b>97</b>		CHEVRON B19 1971 1. Emmanuel BRIGAND														P-2L
1	1	2:50.920	1:11.045	1:03.900	35.975		2:50.920									
2	1	1:53.304	21.949	56.273	35.082	236.7	4:44.224									
3	1	1:51.089	21.978	54.766	34.345	231.2	6:35.313									
4	1	1:50.099	21.411	54.462	34.226	239.7	8:25.412									
5	1	1:49.820	21.684	54.050	34.086	241.8	10:15.232									
6	1	1:48.844	21.285	53.751	33.808	247.8	12:04.076									
7	1	<b>1:48.687</b>	21.323	53.716	<b>33.648</b>	244.0	13:52.763									
8	1	1:58.248 <b>B</b>	21.199	53.430	43.619	244.5	15:51.011									
9	1	9:50.874	8:17.142	57.135	36.597		25:41.885									
10	1	2:35.374 <b>B</b>	23.735	1:09.914	1:01.725	242.4	28:17.259									
11	1	3:18.972	1:46.163	58.607	34.202		31:36.231									
12	1	1:48.713	<b>21.045</b>	<b>53.377</b>	34.291	245.6	33:24.944									
13	1	1:48.785	21.441	53.560	33.784	246.7	35:13.729									
14	1	1:50.480	22.197	53.899	34.384	247.2	37:04.209									
15	1	1:49.714	21.320	54.413	33.981	246.7	38:53.923									
16	1	1:49.791	21.288	54.181	34.322	247.8	40:43.714									
17	1	3:13.908 <b>B</b>	27.390	1:33.880	1:12.638	246.1	43:57.622									
<b>911</b>		PORSCHE 911 Carrera RSR 2.8 1973 1. Alain GADAL														GT1
1	1	2:22.068	40.141	1:03.641	38.286		2:22.068									
2	1	2:03.927	24.654	1:01.200	38.073	197.7	4:25.995									
3	1	2:03.732	24.446	1:01.104	38.182	221.9	6:29.727									
4	1	2:01.815	24.382	59.815	<b>37.618</b>	220.2	8:31.542									
5	1	2:04.301	25.051	1:00.452	38.798	212.1	10:35.843									
6	1	2:04.397	24.837	1:00.156	39.404	216.3	12:40.240									
7	1	<b>2:02.700</b>	24.555	<b>59.530</b>	38.615	206.6	14:42.940									
8	1	2:21.258 <b>B</b>	24.409	1:00.521	56.328	209.3	17:04.198									
9	1	4:59.753	3:19.118	1:01.340	39.295		22:03.951									
10	1	2:04.096	<b>24.288</b>	1:00.515	39.293	217.6	24:08.047									
11	1	2:06.001	24.628	1:00.165	41.208	218.0	26:14.048									
12	1	3:27.292 <b>B</b>	39.511	1:33.933	1:13.848	96.4	29:41.340									
13	1	4:12.309 <b>B</b>	1:59.775	1:07.450	1:05.084		33:53.649									