



# CLASSIC ENDURANCE RACING 1

## IMOLA CLASSIC RACE

### 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	31 M.DEVIS	24.682	31 M.DEVIS	38.509	31 M.DEVIS	55.062	1	31 LOLA T70 Mk III B 1969	P+2L	1:58.253	1:59.192	(1)	
2	71 C.VAN RIET	25.301	67 M.BIANCO	39.319	67 M.BIANCO	55.225	2	67 CHEVRON B19 FVC 1971	P-2L	2:00.062	2:01.142	(2)	
3	67 M.BIANCO	25.518	71 C.VAN RIET	39.904	71 C.VAN RIET	55.957	3	71 LOLA T70 Mk III 1970	P+2L	2:01.162	2:02.028	(3)	
4	1 P.BRUEHWILER	26.260	69 MR JOHN OF B	40.401	1 P.BRUEHWILER	57.258	4	69 FORD GT40 1968	GT1	2:04.707	2:05.690	(4)	
5	69 MR JOHN OF B	26.468	64 D.PERFETTI	41.294	12 C.RODDARO	57.452	5	1 CHEVRON B19 FVC 1971	P-2L	2:04.896	2:06.056	(5)	
6	121 E.BENEDINI	26.917	121 E.BENEDINI	41.357	69 MR JOHN OF B	57.838	6	121 CHEVRON B16 FVC 1970	P-2L	2:06.156	2:06.660	(6)	
7	15 J.EMBERSON	26.939	1 P.BRUEHWILER	41.378	121 E.BENEDINI	57.882	7	12 PORSCHE 917 1969	P+2L	2:06.757	2:07.503	(7)	
8	22 R.BELLETESTE	27.191	12 C.RODDARO	41.572	22 R.BELLETESTE	58.578	8	22 CHEVRON B21 FVC 1971	P-2L	2:08.193	2:08.579	(8)	
9	185 G.LOPEZ	27.320	58 U.BECK	41.766	7 T.SEILER	58.779	9	15 CHEVRON B19 FVC 1971	P-2L	2:08.470	2:08.692	(9)	
10	89 X.GALANT	27.320	82 M.LECOURT	41.795	185 G.LOPEZ	59.056	10	58 PORSCHE 911 RSR 3,0l 1974	GT1	2:08.640	2:09.545	(11)	
11	28 N.PINK	27.397	7 T.SEILER	42.073	15 J.EMBERSON	59.299	11	7 LOLA T70 Mk III 1968	P+2L	2:08.761	2:09.855	(12)	
12	32 H.GEMPERLE	27.461	15 J.EMBERSON	42.232	58 U.BECK	59.344	12	64 PORSCHE 911 RSR 3,0l 1974	GT1	2:09.002	2:09.087	(10)	
13	82 M.LECOURT	27.509	30 A.SCHRAUWEN	42.232	21 D.VON DER LIECK	59.475	13	82 PORSCHE 911 RSR 3,0l 1974	GT1	2:09.684	2:10.626	(13)	
14	58 U.BECK	27.530	21 D.VON DER LIECK	42.392	64 D.PERFETTI	1:00.146	14	21 DE TOMASO Pantera 1971	GT1	2:10.046	2:11.925	(16)	
15	64 D.PERFETTI	27.562	22 R.BELLETESTE	42.424	28 N.PINK	1:00.262	15	28 LOLA T210 FVC 1971	P-2L	2:10.475	2:10.781	(14)	
16	26 C.PATON	27.618	89 X.GALANT	42.455	82 M.LECOURT	1:00.380	16	89 FORD GT40 1966	GT1	2:10.760	2:11.546	(15)	
17	66 D.DENAT	27.653	66 D.DENAT	42.649	36 UWE BRUSCHNIK	1:00.466	17	185 LOLA T70 Mk III B 1969	P+2L	2:11.168	2:12.049	(17)	
18	5 R.BECKER	27.658	28 N.PINK	42.816	92 F.JACOB	1:00.482	18	66 PORSCHE 911 RSR 3,0l 1974	GT1	2:11.514	2:13.763	(23)	
19	12 C.RODDARO	27.733	26 C.PATON	43.247	14 M.POPONCINI	1:00.566	19	30 LOTUS 30 1964	P+2L	2:11.746	2:13.086	(22)	
20	7 T.SEILER	27.909	5 R.BECKER	43.257	23 C.RUPP	1:00.903	20	5 PORSCHE 911 RSR 3,0l 1975	GT1	2:11.941	2:13.034	(21)	
21	92 F.JACOB	28.151	32 H.GEMPERLE	43.834	93 D.PETERS	1:00.926	21	26 PORSCHE 911 RSR 3,0l 1974	GT1	2:12.444	2:12.573	(18)	
22	21 D.VON DER LIECK	28.179	92 F.JACOB	44.037	89 X.GALANT	1:00.985	22	92 LOLA T212 FVC 1971	P-2L	2:12.670	2:12.846	(19)	
23	30 A.SCHRAUWEN	28.387	36 UWE BRUSCHNIK	44.115	5 R.BECKER	1:01.026	23	32 CHEVRON B8 BMW 1969	P-2L	2:12.867	2:14.260	(25)	
24	36 UWE BRUSCHNIK	28.425	23 C.RUPP	44.519	30 A.SCHRAUWEN	1:01.127	24	36 PORSCHE 910 1967	P-2L	2:13.006	2:13.006	(20)	
25	23 C.RUPP	28.492	6 O.MATHAI	44.666	66 D.DENAT	1:01.212	25	23 CHEVRON B16 BMW 1970	P-2L	2:13.914	2:14.138	(24)	
26	14 M.POPONCINI	28.533	185 G.LOPEZ	44.792	77 M.WACHTER	1:01.281	26	14 LOLA T212 FVC 1971	P-2L	2:14.248	2:15.766	(27)	
27	11 X.MICHERON	28.640	35 G.RATTAZZI	44.916	32 H.GEMPERLE	1:01.572	27	93 LOLA T210 FVC 1970	P-2L	2:14.805	2:15.108	(26)	
28	93 D.PETERS	28.865	93 D.PETERS	45.014	35 G.RATTAZZI	1:01.574	28	35 ALFA ROMEO T33/3 1969	P+2L	2:15.561	2:17.524	(29)	
29	6 O.MATHAI	28.946	14 M.POPONCINI	45.149	26 C.PATON	1:01.579	29	77 LOLA T70 MkII Spyder 1966	P+2L	2:16.185	2:17.113	(28)	
30	35 G.RATTAZZI	29.071	77 M.WACHTER	45.738	6 O.MATHAI	1:02.708	30	6 LOTUS 47 1967	P-2L	2:16.320	2:18.052	(30)	
31	77 M.WACHTER	29.166	91 D.CAZEAX	45.887	91 D.CAZEAX	1:03.323	31	91 PORSCHE 911 RSR 3,0l 1974	GT1	2:18.856	2:19.982	(31)	
32	91 D.CAZEAX	29.646	34 A.MILLE	46.689	11 X.MICHERON	1:03.474	32	11 HOWMET TX 1968	P+2L	2:19.980	2:20.622	(32)	
33	57 C.GADAIS	30.099	81 J.BELLETESTE	46.700	57 C.GADAIS	1:03.651	33	57 LOLA T70 Mk III Spyder 1968	P+2L	2:20.480	2:22.068	(33)	
34	34 A.MILLE	30.406	57 C.GADAIS	46.730	81 J.BELLETESTE	1:04.199	34	81 PORSCHE 911 RSR 3,0l 1976	GT1	2:21.647	2:22.148	(34)	
35	96 BLUMAX	30.691	40 J.ROMANO	47.532	34 A.MILLE	1:05.278	35	34 LOLA T212 1970	P-2L	2:22.373	2:23.594	(35)	
36	102 L.FORT	30.731	11 X.MICHERON	47.866	102 L.FORT	1:05.315	36	102 CROSSLE 9 S 1965	P-2L	2:24.255	2:24.634	(36)	
37	81 J.BELLETESTE	30.748	96 BLUMAX	47.937	40 J.ROMANO	1:06.989	37	40 PORSCHE 910 1967	P-2L	2:25.770	2:26.639	(37)	
38	40 J.ROMANO	31.249	102 L.FORT	48.209	96 BLUMAX	1:08.225	38	96 PORSCHE 911 ST 2.5l 1971	GT1	2:26.853	2:30.798	(38)	
39	98 C.ULRICH	33.416	47 J.ZAGO	51.032	45 P.AVIRON-VIOLET	1:10.912	39	45 CHEVRON B8 BMW 1969	P-2L	2:36.285	2:36.790	(39)	
40	45 P.AVIRON-VIOLET	33.523	45 P.AVIRON-VIOLET	51.850	98 C.ULRICH	1:11.075	40	98 FORD GT40 1967	GT1	2:36.477	2:37.796	(40)	
41	47 J.ZAGO	34.459	98 C.ULRICH	51.986	47 J.ZAGO	1:11.111	41	47 CHEVRON B16 FVC 1970	P-2L	2:36.602	2:40.407	(41)	