

# SIXTIES' ENDURANCE ESTORIL CLASSICS PRIVATE PRACTICE

## Sector Analysis

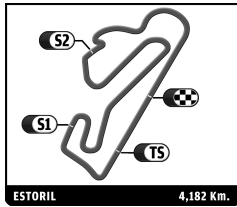
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
<b>3</b> JAGUAR Type E 3.8L 1963															
1.Armand MILLE GT4															
2.Yves SCEMAMA															
1	1	3:32.390	1:49.126	1:03.124	40.140		3:32.390	2	1	2:16.998	28.717	1:06.222	42.059	167.7	4:56.806
2	1	2:14.386	27.719	1:05.440	41.227	171.9	5:46.776	3	1	2:12.448	27.556	1:04.381	40.511	179.4	7:09.254
3	1	2:08.953	28.353	1:01.688	38.912	159.3	7:55.729	4	1	2:13.627	27.510	1:05.618	40.499	184.5	9:22.881
4	1	2:07.959	26.820	1:01.738	39.401	175.7	10:03.688	5	1	2:12.619	27.396	1:04.984	40.239	180.0	11:35.500
5	1	<b>2:05.791</b>	<b>26.351</b>	<b>1:00.558</b>	<b>38.882</b>	186.1	12:09.479	6	1	2:12.759	27.837	1:04.691	40.231	185.1	13:48.259
6	1	2:38.035 <b>B</b>	32.461	1:10.971	54.603	176.3	14:47.514	7	1	2:12.561	27.782	1:05.035	39.744	172.7	16:00.820
7	1	21:08.681	...	1:05.609	42.645		35:56.195	8	1	2:59.199 <b>B</b>	30.458	1:15.923	1:12.818	153.7	19:00.019
8	1	2:13.233	30.048	1:03.120	40.065	146.4	38:09.428	9	1	15:58.800	...	1:02.906	42.107		34:58.819
9	1	2:09.209	27.667	1:02.307	39.235	160.9	40:18.637	10	1	2:06.076	26.568	<b>1:00.245</b>	39.263	189.9	37:04.895
<b>8</b> SHELBY Cobra Daytona 1964															
1.Xavier GALANT GT5															
2.Olivier GALANT															
1	1	3:45.457	2:03.302	1:03.153	39.002		3:45.457	11	1	<b>2:02.051</b>	25.508	<b>58.816</b>	<b>37.632</b>	188.6	39:52.650
2	1	2:13.912	26.764	1:04.584	42.564	173.2	5:59.369	12	1	<b>2:04.561</b>	<b>25.332</b>	1:00.984	<b>38.245</b>	197.4	41:16.234
3	1	2:10.363	27.249	1:00.805	42.309	176.5	8:09.732								
4	1	2:06.340	26.139	1:01.357	38.844	183.3	10:16.072								
5	1	2:05.873	26.784	1:00.014	39.075	170.6	12:21.945								
6	1	3:03.679	26.128	1:56.230	41.321	222.8	15:25.624								
7	1	2:53.706 <b>B</b>	28.725	1:16.129	1:08.852	176.5	18:19.330								
8	1	17:25.401	...	1:09.762	41.434		35:44.731								
9	1	2:04.103	26.980	59.122	38.001	169.0	37:48.834								
10	1	2:03.816	<b>25.498</b>	<b>1:00.686</b>	<b>37.632</b>	188.6	39:52.650								
11	1	<b>2:02.051</b>	25.508	<b>58.816</b>	37.727	190.6	41:54.701								
<b>11</b> MORGAN +4 Super Sport 1962															
1.Gonzague RUCHAUD GT3															
2.Stanislas GURDJIAN															
1	1	5:01.171	3:05.870	1:12.733	42.568		5:01.171								
2	1	2:20.670	<b>29.566</b>	1:07.788	43.316	166.7	7:21.841								
3	1	2:29.323 <b>B</b>	29.605	1:08.754	50.964	170.8	9:51.164								
4	1	5:00.471	3:09.373	1:07.739	43.359		14:51.635								
5	1	<b>2:16.958</b>	30.010	<b>1:05.229</b>	<b>41.719</b>	148.0	17:08.593								
6	1	2:54.912 <b>B</b>	37.609	1:14.346	1:02.957	97.1	20:03.505								
7	1	18:15.627	...	1:32.881	1:02.299		38:19.132								
8	1	2:41.950	39.724	1:15.802	46.424	116.7	41:01.082								
<b>16</b> SHELBY Cobra 289 1964															
1.Damien KOHLER GT5															
2.Christophe VAN RIET															
1	1	2:19.674	33.802	1:05.879	39.993		2:19.674								
2	1	2:07.861	25.897	1:01.577	40.387	199.5	4:27.535								
3	1	2:02.064	25.221	58.833	38.010	200.2	6:29.599								
4	1	<b>2:01.725</b>	24.943	58.779	38.003	208.1	8:31.324								
5	1	2:07.261	28.125	1:01.015	38.121	185.4	10:38.585								
6	1	2:07.115	25.408	1:01.246	40.461	185.7	12:45.700								
7	1	2:05.590	25.641	1:01.084	38.865	212.9	14:51.290								
8	1	2:05.115	26.647	59.941	38.527	215.9	16:56.405								
9	1	2:53.183 <b>B</b>	28.221	1:22.262	1:02.700	217.6	19:49.588								
10	1	15:06.536	...	1:01.067	40.615		34:56.124								
11	1	2:02.245	25.704	58.752	<b>37.789</b>	189.6	36:58.369								
12	1	2:02.773	25.119	59.538	38.116	193.2	39:01.142								
13	1	2:01.819	<b>24.847</b>	<b>58.411</b>	38.561	205.8	41:02.961								
<b>20</b> FORD Shelby GT 350 1965															
1.Christian DUMOLIN GT5															
2.Pierre-Alain THIBAUT															
1	1	2:39.808	45.315	1:12.661	41.832		2:39.808								
<b>22</b> LOTUS Elan 26R 1966															
1.Carlos BARBOT GT2															
2.Diogo MATOS															
1	1	3:40.206	1:55.883	1:03.695	40.628		3:40.206								
2	1	2:13.220	26.889	1:05.769	40.562	181.8	5:53.426								
3	1	2:06.685	25.600	1:00.532	40.553	200.9	8:00.111								
4	1	2:05.595	26.848	1:00.260	38.487	194.6	10:05.706								
5	1	2:15.395 <b>B</b>	25.991	1:00.483	48.921	193.6	12:21.101								
6	1	7:19.026 <b>B</b>	4:47.724	1:20.594	1:10.708		19:40.127								
7	1	14:52.346	...	<b>59.987</b>	39.222		34:32.473								
8	1	2:08.125	27.977	1:01.314	38.834	167.2	36:40.598								
9	1	<b>2:04.234</b>	25.642	1:00.353	<b>38.239</b>	189.9	38:44.832								
10	1	2:18.100 <b>B</b>	<b>25.101</b>	1:00.975	52.024	199.1	41:02.932								
<b>28</b> SHELBY Cobra 289 1965															
1.Sébastien DEMOLE GT5															
1	1	3:41.397	1:42.354	1:15.408	43.635		3:41.397								
2	1	2:19.172	28.452	1:06.301	44.419	171.9	6:00.569								
3	1	2:11.728	28.681	1:02.872	40.175	175.2	8:12.297								
4	1	2:24.952 <b>B</b>	27.804	1:05.186	51.962	192.5	10:37.249								
5	1	3:14.738	1:31.053	1:03.738	39.947		13:51.987								
6	1	2:11.011	26.277	1:03.560	41.174	202.4	16:02.998								
7	1	2:55.780 <b>B</b>	28.939	1:13.309	1:13.532	188.3	18:58.778								
8	1	15:32.665	...	1:04.899	40.892		34:31.443								
9	1	2:10.169	27.829	1:02.222	40.118	166.9	36:41.612								
10	1	<b>2:06.459</b>	26.609	<b>1:00.829</b>	<b>39.021</b>	188.3	38:48.071								
11	1	2:27.564 <b>B</b>	<b>26.196</b>	1:03.401	57.967	189.9	41:15.635								
<b>31</b> SHELBY Cobra 289 1964															
1.Charles FIRMENICH GT5															
1	1	2:38.729	43.759	1:13.119	41.851		2:38.729								
2	1	2:15.919	28.595	1:06.472	40.852	171.1	4:54.648								
3	1	2:12.145	27.900	1:03.997	40.248	167.7	7:06.793								
4	1	2:23.691 <b>B</b>	26.466	1:03.823	53.402	196.3	9:30.484								
5	1	4:04.942	2:21.220	1:03.913	39.809		13:35.426								
6	1	2:08.384	25.937	1:02.621	39.826	202.0	15:43.810								
7	1	2:44.838 <b>B</b>	32.206	1:04.926	1:07.706	180.9	18:28.648								
8	1	16:01.656	...	1:05.820	40.273		34:30.304								
9	1	2:12.517	29.631	1:02.734	40.152	148.0	36:42.821								
10	1	<b>2:07.338</b>	27.152	<b>1:01.216</b>	<b>38.970</b>	177.7	38:50.159								
11	1	2:09.491	<b>25.846</b>	1:02.247	41.398	203.5	40:59.650								
<b>33</b> SHELBY Cobra Daytona 1964															
1.Michel LECOURT GT5															
2.Raymond NARAC															
1	1	2:24.860 <b>B</b>	35.371	1:02.917	46.572		2:24.860								
2	1	3:20.700	1:26.917	1:10.290	43.493		5:45.560								



# SIXTIES' ENDURANCE ESTORIL CLASSICS PRIVATE PRACTICE

## Sector Analysis

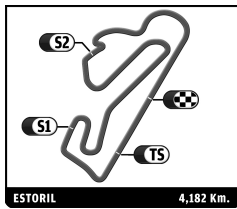
							<span style="color: green;">■</span> Personal Best <span style="color: purple;">■</span> Session Best <span style="color: blue;">■</span> Crossing the finish line in pit lane									
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	
3	1	2:03.387	26.178	59.733	37.476	181.2	7:48.947	6	1	2:06.204	25.545	1:01.430	39.229	187.3	14:48.582	
4	1	2:00.858	25.612	58.171	37.075	190.2	9:49.805	7	1	2:08.515	28.983	1:01.271	38.261	168.0	16:57.097	
5	1	1:59.604	24.552	57.766	37.286	215.0	11:49.409	8	1	2:54.484	B	28.650	1:21.710	1:04.124	167.7	19:51.581
6	1	2:00.791	24.664	58.495	37.632	202.8	13:50.200	9	1	14:50.199	...	1:05.716	41.086	...	34:41.780	
7	1	2:15.500	B	26.700	1:01.822	46.978	182.7	16:05.700	10	1	2:13.738	28.723	1:04.647	40.368	160.6	36:55.518
8	1	18:18.803	...	1:04.051	39.720	...	34:24.503	11	1	2:27.561	B	31.284	1:06.182	50.095	146.2	39:23.079
9	1	2:07.511	28.880	1:00.641	37.990	156.8	36:32.014	12	2	2:36.037	56.563	1:00.592	38.882	...	41:59.116	
10	1	2:17.159	B	26.429	59.546	51.184	178.8	38:49.173								
11	1	2:40.042	1:02.785	59.742	37.515	...	41:29.215									
12	2	2:03.376	29.592	1:07.633	43.151	166.2	40:33.075									
13	2	2:09.709	27.262	1:02.250	40.197	189.6	41:54.982									
14	2	2:05.317	26.730	1:00.466	38.121	181.8	37:27.126									
15	2	2:05.401	27.069	59.566	38.766	167.2	39:32.527									
16	2	2:03.055	25.552	59.365	38.138	185.1	41:35.582									
17	2	2:05.580	27.971	1:00.473	38.136	179.7	4:40.210									
18	2	2:15.016	B	26.000	1:00.246	48.770	181.5	6:55.226								
19	2	3:41.994	2:03.650	1:00.097	38.247	...	10:37.220									
20	2	2:05.158	25.965	1:00.420	38.773	183.6	12:42.378									
21	2	2:05.317	26.730	1:00.466	38.121	181.8	37:27.126									
22	2	2:05.401	27.069	59.566	38.766	167.2	39:32.527									
23	2	2:03.055	25.552	59.365	38.138	185.1	41:35.582									
24	2	2:05.580	27.971	1:00.473	38.136	179.7	4:40.210									
25	2	2:15.016	B	26.000	1:00.246	48.770	181.5	6:55.226								
26	2	3:41.994	2:03.650	1:00.097	38.247	...	10:37.220									
27	2	2:05.158	25.965	1:00.420	38.773	183.6	12:42.378									
28	2	2:05.317	26.730	1:00.466	38.121	181.8	37:27.126									
29	2	2:05.401	27.069	59.566	38.766	167.2	39:32.527									
30	2	2:03.055	25.552	59.365	38.138	185.1	41:35.582									
31	2	2:05.580	27.971	1:00.473	38.136	179.7	4:40.210									
32	2	2:15.016	B	26.000	1:00.246	48.770	181.5	6:55.226								
33	2	3:41.994	2:03.650	1:00.097	38.247	...	10:37.220									
34	2	2:05.158	25.965	1:00.420	38.773	183.6	12:42.378									
35	2	2:05.317	26.730	1:00.466	38.121	181.8	37:27.126									
36	2	2:05.401	27.069	59.566	38.766	167.2	39:32.527									
37	2	2:03.055	25.552	59.365	38.138	185.1	41:35.582									
38	2	2:05.580	27.971	1:00.473	38.136	179.7	4:40.210									
39	2	2:15.016	B	26.000	1:00.246	48.770	181.5	6:55.226								
40	2	3:41.994	2:03.650	1:00.097	38.247	...	10:37.220									
41	2	2:05.158	25.965	1:00.420	38.773	183.6	12:42.378									
42	2	2:05.317	26.730	1:00.466	38.121	181.8	37:27.126									
43	2	2:05.401	27.069	59.566	38.766	167.2	39:32.527									
44	2	2:03.055	25.552	59.365	38.138	185.1	41:35.582									
45	2	2:05.580	27.971	1:00.473	38.136	179.7	4:40.210									
46	2	2:15.016	B	26.000	1:00.246	48.770	181.5	6:55.226								
47	2	3:41.994	2:03.650	1:00.097	38.247	...	10:37.220									
48	2	2:05.158	25.965	1:00.420	38.773	183.6	12:42.378									
49	2	2:05.317	26.730	1:00.466	38.121	181.8	37:27.126									
50	2	2:05.401	27.069	59.566	38.766	167.2	39:32.527									
51	2	2:03.055	25.552	59.365	38.138	185.1	41:35.582									
52	2	2:05.580	27.971	1:00.473	38.136	179.7	4:40.210									
53	2	2:15.016	B	26.000	1:00.246	48.770	181.5	6:55.226								
54	2	3:41.994	2:03.650	1:00.097	38.247	...	10:37.220									
55	2	2:05.158	25.965	1:00.420	38.773	183.6	12:42.378									
56	2	2:05.317	26.730	1:00.466	38.121	181.8	37:27.126									
57	2	2:05.401	27.069	59.566	38.766	167.2	39:32.527									
58	2	2:03.055	25.552	59.365	38.138	185.1	41:35.582									
59	2	2:05.580	27.971	1:00.473	38.136	179.7	4:40.210									
60	2	2:15.016	B	26.000	1:00.246	48.770	181.5	6:55.226								
61	2	3:41.994	2:03.650	1:00.097	38.247	...	10:37.220									
62	2	2:05.158	25.965	1:00.420	38.773	183.6	12:42.378									
63	2	2:05.317	26.730	1:00.466	38.121	181.8	37:27.126									
64	2	2:05.401	27.069	59.566	38.766	167.2	39:32.527									
65	2	2:03.055	25.552	59.365	38.138	185.1	41:35.582									
66	2	2:05.580	27.971	1:00.473	38.136	179.7	4:40.210									
67	2	2:15.016	B	26.000	1:00.246	48.770	181.5	6:55.226								
68	2	3:41.994	2:03.650	1:00.097	38.247	...	10:37.220									
69	2	2:05.158	25.965	1:00.420	38.773	183.6	12:42.378									
70	2	2:05.317	26.730	1:00.466	38.121	181.8	37:27.126									
71	2	2:05.401	27.069	59.566	38.766	167.2	39:32.527									
72	2	2:03.055	25.552	59.365	38.138	185.1	41:35.582									
73	2	2:05.580	27.971	1:00.473	38.136	179.7	4:40.210									
74	2	2:15.016	B	26.000	1:00.246	48.770	181.5	6:55.226								
75	2	3:41.994	2:03.650	1:00.097	38.247	...	10:37.220									
76	2	2:05.158	25.965	1:00.420	38.773	183.6	12:42.378									
77	2	2:05.317	26.730	1:00.466	38.121	181.8	37:27.126									
78	2	2:05.401	27.069	59.566	38.766	167.2	39:32.527									
79	2	2:03.055	25.552	59.365	38.138	185.1	41:35.582									
80	2	2:05.580	27.971	1:00.473	38.136	179.7	4:40.210									
81	2	2:15.016	B	26.000	1:00.246	48.770	181.5	6:55.226								
82	2	3:41.994	2:03.650	1:00.097	38.247	...	10:37.220									
83	2	2:05.158	25.965	1:00.420	38.773	183.6	12:42.378									
84	2	2:05.317	26.730	1:00.466	38.121	181.8	37:27.126									
85	2	2:05.401	27.069	59.566	38.766	167.2	39:32.527									
86	2	2:03.055	25.552	59.365	38.138	185.1	41:35.582									
87	2	2:05.580	27.971	1:00.473	38.136	179.7	4:40.210									
88	2	2:15.016	B	26.000	1:00.246	48.770	181.5	6:55.226								
89	2	3:41.994	2:03.650	1:00.097	38.247	...	10:37.220									
90	2	2:05.158	25.965	1:00.420	38.773	183.6	12:42.378									
91	2	2:05.317	26.730	1:00.466	38.121	181.8	37:27.126									
92	2	2:05.401	27.069	59.566	38.766	167.2	39:32.527									
93	2	2:03.055	25.552	59.365	38.138	185.1	41:35.582									
94	2	2:05.580	27.971	1:00.473	38.136	179.7	4:40.210									
95	2	2:15.016	B	26.000	1:00.246	48.770	181.5									



# SIXTIES' ENDURANCE ESTORIL CLASSICS PRIVATE PRACTICE

## Sector Analysis

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>109</b> SHELBY Cobra Daytona (C) 1965 GT5															
1.Olivier BREITMAYER															
2.Emile BREITMAYER															
1	1	3:08.288	1:11.312	1:13.855	43.121		3:08.288	1	1	3:05.914	1:05.678	1:14.636	45.600		3:05.914
2	1	2:21.533	31.217	1:08.324	41.992	160.4	5:29.821	2	1	2:19.058	31.305	1:06.260	41.493	152.7	5:24.972
3	1	2:16.997	28.917	1:06.372	41.708	192.9	7:46.818	3	1	2:12.339	28.068	1:03.608	40.663	173.0	7:37.311
4	1	<b>2:16.054</b>	29.095	<b>1:06.114</b>	<b>40.845</b>	192.2	10:02.872	4	1	2:11.725	27.527	1:04.060	40.138	184.2	9:49.036
5	1	2:18.785	<b>28.100</b>	1:06.847	43.838	208.1	12:21.657	5	1	2:30.642 <b>B</b>	<b>27.402</b>	1:03.354	59.886	186.7	12:19.678
6	1	2:18.480	29.023	1:08.300	41.157	181.2	14:40.137	6	1	4:37.299	2:44.446	1:07.715	45.138		16:56.977
<b>111</b> JAGUAR Type E 3.8L 1961 GT4															
1.Gonzague RUCHAUD															
2.Hugo PAYEN															
1	1	7:36.405	5:45.724	1:08.002	42.679		7:36.405	7	1	2:58.388 <b>B</b>	32.049	1:20.021	1:06.318	158.1	19:55.365
2	1	2:18.465	30.814	1:06.225	41.426	173.2	9:54.870	8	1	14:51.473	...	1:06.722	41.016		34:46.838
3	1	<b>2:13.898</b>	<b>29.182</b>	<b>1:04.035</b>	<b>40.681</b>	173.2	12:08.768	9	1	2:10.678	28.606	1:02.441	39.631	164.5	36:57.516
4	1	3:11.417 <b>B</b>	52.763	1:06.266	1:12.388	179.4	15:20.185	10	1	<b>2:08.778</b>	27.929	<b>1:01.441</b>	<b>39.408</b>	151.0	39:06.294
5	1	20:20.962 <b>B</b>	...	1:15.221	1:05.202		35:41.147	11	1	2:09.939	27.647	1:02.520	39.772	171.1	41:16.233
<b>115</b> MARCOS 1800 GT 1965 GT2															
1.Mathieu PERSONNAZ															
2.Jean PERSONNAZ															
1	1	3:22.344	1:22.228	1:15.049	45.067		3:22.344	1	1	3:28.623	1:27.560	1:14.996	46.067		3:28.623
2	1	2:25.200	30.424	1:12.153	<b>42.623</b>	149.8	5:47.544	2	1	2:28.851	29.751	1:15.329	43.771	164.5	5:57.474
3	1	<b>2:22.187</b>	29.462	1:08.353	44.372	160.9	8:09.731	3	1	2:16.863	29.846	1:06.265	<b>40.752</b>	167.5	8:14.337
4	1	2:34.624 <b>B</b>	<b>29.360</b>	<b>1:07.364</b>	57.900	175.2	10:44.355	4	1	2:16.673	28.226	<b>1:05.687</b>	42.760	166.9	10:31.010
5	1	4:14.733	2:11.632	1:11.119	51.982		14:59.088	5	1	2:17.178	28.956	1:06.457	41.765	157.0	12:48.188
6	1	2:34.766 <b>B</b>	30.140	1:08.477	56.149	157.9	17:33.854	6	1	2:24.194	28.750	1:11.376	44.068	171.3	15:12.382
7	1	18:21.418	...	1:20.420	50.450		35:55.272	7	1	2:45.804 <b>B</b>	31.068	1:12.627	1:02.109	163.0	17:58.186
8	1	2:35.673	33.317	1:14.001	48.355	155.0	38:30.945	8	1	17:23.626	...	1:11.858	44.902		35:21.812
9	1	2:33.096	32.635	1:13.504	46.957	142.2	41:04.041	9	1	2:24.473	30.099	1:12.661	41.713	150.8	37:46.285
<b>126</b> LOTUS Elan 26R 1965 GT2															
1.Pascal DUHAMEL															
1	1	3:12.532	1:22.342	1:06.174	44.016		3:12.532	10	1	2:17.286	30.188	1:05.257	41.841	168.5	37:20.109
2	1	2:21.212	30.008	1:07.942	43.262	156.1	5:33.744	11	1	2:18.592	30.430	1:05.881	42.281	160.2	39:38.701
3	1	2:20.322	30.260	1:08.422	41.640	163.0	7:54.066	12	1	<b>2:16.969</b>	<b>29.495</b>	1:05.886	<b>41.588</b>	165.0	41:55.670
4	1	2:20.880	29.983	1:07.361	43.536	161.3	10:14.946								
5	1	2:19.244	29.717	1:06.580	42.947	169.8	12:34.190								
6	1	2:21.362	30.386	1:07.280	43.696	158.6	14:55.552								
7	1	2:18.247	30.365	<b>1:04.965</b>	42.917	163.5	17:13.799								
8	1	3:40.113 <b>B</b>	46.006	1:38.380	1:15.727	97.5	20:53.912								
9	1	14:08.911	...	1:07.425	42.081		35:02.823								
<b>140</b> MG A 1959 GT2															
1.Simon NOBILI															
2.Regis MASSON															
1	1	3:29.260	1:21.255	1:20.477	47.528		3:29.260								
2	1	2:31.735	32.059	1:14.324	45.352	168.7	6:00.995								
3	1	2:28.195	31.400	<b>1:10.988</b>	45.807	186.1	8:29.190								
4	1	2:28.516	31.117	1:11.334	46.065	174.9	10:57.706								
5	1	2:28.556	31.280	1:11.947	45.329	184.2	13:26.262								
6	1	2:27.989	<b>30.554</b>	1:12.058	45.377	182.1	15:54.251								
7	1	3:08.078 <b>B</b>	31.930	1:22.946	1:13.202	182.1	19:02.329								
8	1	16:53.855	...	1:17.429	53.489		35:56.184								
9	1	2:34.245	33.143	1:13.692	47.410	141.7	38:30.429								
10	1	<b>2:27.423</b>	31.550	1:11.238	<b>44.635</b>	153.1	40:57.852								
<b>143</b> LOTUS Elan 26R 1966 GT2															
1.Damien SIONNEAU															
2.Charles Edouard ROUSSE															
1	1	3:05.914	1:05.678	1:14.636	45.600		3:05.914								
2	1	2:19.058	31.305	1:06.260	41.493	152.7	5:24.972								
3	1	2:12.339	28.068	1:03.608	40.663	173.0	7:37.311								
4	1	2:11.725	27.527	1:04.060	40.138	184.2	9:49.036								
5	1	2:30.642 <b>B</b>	<b>27.402</b>	1:03.354	59.886	186.7	12:19.678								
6	1	4:37.299	2:44.446	1:07.715	45.138		16:56.977								
7	1	2:58.388 <b>B</b>	32.049	1:20.021	1:06.318	158.1	19:55.365								
8	1	14:51.473	...	1:06.722	41.016		34:46.838								
9	1	2:10.678	28.606	1:02.441	39.631	164.5	36:57.516								
10	1	<b>2:08.778</b>	27.929	<b>1:01.441</b>	<b>39.408</b>	151.0	39:06.294								
11	1	2:09.939	27.647	1:02.520	39.772	171.1	41:16.233								
<b>161</b> AUSTIN HEALEY 3000 Mk 2 1962 GT3															
1.Serge LIBENS															
2.Anthony SCHRAUWEN															
1	1	3:28.623	1:27.560	1:14.996	46.067		3:28.623								
2	1	2:28.851	29.751	1:15.329	43.771	164.5	5:57.474								
3	1	2:16.863	29.846	1:06.265	<b>40.752</b>	167.5	8:14.337								
4	1	2:16.673	28.226	<b>1:05.687</b>	42.760	166.9	10:31.010								
5	1	2:17.178	28.956	1:06.457	41.765	157.0	12:48.188								
6	1	2:24.194	28.750	1:11.376	44.068	171.3	15:12.382								
7	1	2:45.804 <b>B</b>	31.068	1:12.627	1:02.109	163.0	17:58.186								
8	1	17:23.626	...	1:11.858	44.902		35:21.812								
9	1	2:24.473	30.099	1:12.661	41.713	150.8	37:46.285								
10	1	<b>2:16.292</b>	<b>28.039</b>	1:06.373	41.880	174.0	40:02.577								
<b>169</b> AUSTIN HEALEY 3000 Mk 2 1961 GT3															
1.Jean-Marc AVEZOU															
1	1	3:29.693	1:28.891	1:14.359	46.443		3:29.693								
2	1	2:35.553 <b>B</b>	29.236	1:12.941	53.376	177.4	6:05.246								
3	1	3:36.836	1:45.763	1:07.505	43.568		9:42.082								
4	1	2:19.668	28.319	1:08.223	43.126	180.3	12:01.750								
5	1	2:18.699	28.449	1:07.491	42.759	182.7	14:20.449								
6	1	2:22.854	29.586	1:08.517	44.751	183.0	16:43.303								
7	1	2:59.041 <b>B</b>	32.013	1:22.000	1:05.028	176.8	19:42.344								
8	1	15:48.452	...	1:08.941	43.054		35:30.796								
9	1	2:18.653	28.988	1:07.080	42.585	169.5	37:49.449								
10	1	<b>2:16.477</b>	<b>28.175</b>	<b>1:06.027</b>	<b>42.275</b>	182.7	40:05.926								
<b>227</b> JAGUAR Type E 3.8L 1961 GT4															
1.Laurent SAGLIO															
2.Stanislas GURDJIAN															
1	1	3:35.578	1:36.796	1:13.906											



## SIXTIES' ENDURANCE ESTORIL CLASSICS PRIVATE PRACTICE

### Sector Analysis

							<span style="color: green;">■</span> Personal Best <span style="color: purple;">■</span> Session Best <span style="color: blue;">■</span> 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	2:18.932	29.722	1:07.648	41.562	154.6	5:36.989	3	1	2:17.793	29.198	1:06.236	42.359	184.8	7:46.356		
3	1	2:14.057	28.274	1:05.197	40.586	180.3	7:51.046	4	1	2:21.760	30.354	1:08.857	42.549	178.0	10:08.116		
4	1	2:13.732	27.729	1:05.245	40.758	195.3	10:04.778	5	1	2:16.619	<span style="color: green;">28.074</span>	1:06.022	42.523	189.9	12:24.735		
5	1	2:16.067	27.731	1:02.454	45.882	180.0	12:20.845	6	1	2:28.627	<span style="color: blue;">B</span>	28.198	1:07.138	53.291	196.7	14:53.362	
6	1	2:14.989	28.645	1:06.052	40.292	189.6	14:35.834	7	1	19:37.771	...	1:06.430	41.928	...	34:31.133		
7	1	2:22.425	<span style="color: blue;">B</span>	29.055	1:04.452	48.918	191.9	16:58.259	8	1	2:17.769	31.092	1:05.164	41.513	157.7	36:48.902	
8	1	17:42.303	...	1:06.100	40.995	...	34:40.562	9	1	<span style="color: green;">2:15.021</span>	28.274	<span style="color: green;">1:04.877</span>	41.870	182.4	39:03.923		
9	1	2:12.576	28.454	1:03.644	40.478	174.3	36:53.138	10	1	2:17.039	29.233	1:06.466	<span style="color: green;">41.340</span>	183.3	41:20.962		
10	1	2:11.229	<span style="color: green;">27.684</span>	1:03.321	40.224	172.4	39:04.367										
11	1	<span style="color: green;">2:10.692</span>	28.437	<span style="color: green;">1:02.325</span>	<span style="color: green;">39.930</span>	174.3	41:15.059										
<b>304</b>	AUSTIN HEALEY 100/4 1955																
	1. José DA ROCHA GT3																
	2. Jérémy DA ROCHA																
1	1	3:14.830	1:02.017	1:25.055	47.758	...	3:14.830	1	1	2:46.581	42.585	1:17.606	46.390	...	2:46.581		
2	1	2:25.195	33.899	1:08.069	43.227	128.2	5:40.025	2	1	2:29.625	31.498	1:12.921	45.206	165.0	5:16.206		
3	1	2:20.501	29.553	1:08.109	42.839	162.3	8:00.526	3	1	<span style="color: green;">2:27.348</span>	31.458	<span style="color: green;">1:10.675</span>	45.215	164.5	7:43.554		
4	1	<span style="color: green;">2:16.630</span>	<span style="color: green;">28.243</span>	1:06.755	<span style="color: green;">41.632</span>	180.0	10:17.156	4	1	2:32.994	31.718	1:15.035	46.241	163.7	10:16.548		
5	1	2:18.576	29.848	1:06.640	42.088	166.4	12:35.732	5	1	2:27.709	32.157	1:11.186	<span style="color: green;">44.366</span>	157.0	12:44.257		
6	1	2:23.340	30.125	1:09.555	43.660	164.0	14:59.072	6	1	2:28.195	<span style="color: green;">30.563</span>	1:12.629	45.003	159.7	15:12.452		
7	1	2:36.089	<span style="color: blue;">B</span>	30.510	1:09.364	56.215	17:35.161	7	1	2:55.052	<span style="color: blue;">B</span>	32.422	1:13.700	1:08.930	148.3	18:07.504	
8	1	17:46.054	...	1:12.159	45.524	...	35:21.215										
9	1	2:28.274	31.272	1:13.432	43.570	147.2	37:49.489										
10	1	2:18.471	29.347	<span style="color: green;">1:06.512</span>	42.612	165.2	40:07.960										
<b>326</b>	JAGUAR Type E 3.8L 1964																
	1. Charles de VILLAUCOURT GT4																
1	1	3:37.895	1:39.595	1:14.625	43.675	...	3:37.895	1	1	7:33.473	5:37.829	1:11.372	44.272	...	7:33.473		
2	1	2:18.649	28.825	1:07.781	42.043	159.7	5:56.544	2	1	2:15.610	27.774	1:06.083	41.753	187.0	9:49.083		
3	1	2:13.792	27.571	1:02.736	43.485	171.3	8:10.336	3	1	2:17.761	28.741	1:07.094	41.926	173.2	12:06.844		
4	1	2:07.947	26.961	1:01.774	39.212	173.2	10:18.283	4	1	2:13.590	27.453	1:04.699	41.438	189.9	14:20.434		
5	1	2:08.178	28.019	<span style="color: green;">1:00.416</span>	39.743	160.2	12:26.461	5	1	2:14.395	26.970	1:05.852	41.573	203.2	16:34.829		
6	1	2:10.649	<span style="color: green;">26.834</span>	1:04.155	39.660	201.3	14:37.110	6	1	2:58.713	<span style="color: blue;">B</span>	32.438	1:17.318	1:08.957	197.7	19:33.542	
7	1	<span style="color: green;">2:07.264</span>	27.019	1:01.313	<span style="color: green;">38.932</span>	182.4	16:44.374	7	1	15:54.967	...	1:06.033	41.748	...	35:28.509		
8	1	2:59.888	<span style="color: blue;">B</span>	32.626	1:25.509	1:01.753	19:44.262	8	1	2:14.882	28.426	1:05.393	41.063	172.7	37:43.391		
9	1	15:39.847	...	1:04.223	42.465	...	35:24.109	9	1	2:13.059	27.435	1:04.769	40.855	194.6	39:56.450		
10	1	2:20.251	28.880	1:10.241	41.130	154.1	37:44.360	10	1	<span style="color: green;">2:09.800</span>	<span style="color: green;">26.842</span>	<span style="color: green;">1:02.898</span>	<span style="color: green;">40.060</span>	200.9	42:06.250		
11	1	2:27.103	<span style="color: blue;">B</span>	28.286	1:06.335	52.482	40:11.463										
<b>376</b>	SHELBY Cobra 289 1963																
	1. David HART SP4																
	2. Nicky PASTORELLI																
1	1	2:22.611	35.265	1:09.191	38.155	...	2:22.611	1	1	2:09.998	25.613	58.650	37.735	195.3	6:27.872		
2	1	2:03.263	25.370	59.807	38.086	186.1	4:25.874	4	1	<span style="color: green;">2:00.432</span>	24.960	58.009	<span style="color: green;">37.463</span>	201.3	8:28.304		
3	1	2:01.998	25.613	58.650	37.735	195.3	6:27.872	5	1	2:00.517	<span style="color: green;">24.913</span>	<span style="color: purple;">57.352</span>	38.252	208.1	10:28.821		
4	1	<span style="color: green;">2:00.432</span>	24.960	58.009	<span style="color: green;">37.463</span>	201.3	8:28.304	6	1	2:18.063	<span style="color: blue;">B</span>	27.502	1:00.658	49.903	203.2	12:46.884	
5	1	2:00.517	<span style="color: green;">24.913</span>	<span style="color: purple;">57.352</span>	38.252	208.1	10:28.821	7	1	3:43.205	2:03.167	1:01.649	38.389	...	16:30.089		
6	1	2:18.063	<span style="color: blue;">B</span>	27.502	1:00.658	49.903	203.2	12:46.884	8	1	2:52.354	<span style="color: blue;">B</span>	27.533	1:13.301	1:11.520	160.2	19:22.443
7	1	3:43.205	2:03.167	1:01.649	38.389	...	16:30.089	9	1	15:04.511	...	1:02.311	38.371	...	34:26.954		
8	1	2:52.354	<span style="color: blue;">B</span>	27.533	1:13.301	1:11.520	160.2	19:22.443	10	1	2:05.736	27.083	1:00.493	38.160	169.0	36:32.690	
9	1	15:04.511	...	1:02.311	38.371	...	34:26.954	11	1	2:04.405	26.286	59.493	38.626	180.3	38:37.095		
10	1	2:05.736	27.083	1:00.493	38.160	169.0	36:32.690	12	1	2:03.383	26.364	59.014	38.005	176.5	40:40.478		
11	1	2:04.405	26.286	59.493	38.626	180.3	38:37.095										
12	1	2:03.383	26.364	59.014	38.005	176.5	40:40.478										
<b>413</b>	Porsche 911 2,0L 1965																
	1. David NOGAREDA ESTIVI GT2																
1	1	3:04.763	1:03.134	1:15.446	46.183	...	3:04.763	1	1	2:17.793	29.198	1:06.236	42.359	184.8	7:46.356		
2	1	2:23.800	30.973	1:09.440	43.387	166.7	5:28.563	4	1	2:21.760	30.354	1:08.857	42.549	178.0	10:08.116		