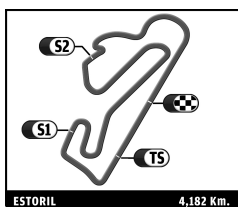


FIFTIES LEGENDS  
ESTORIL CLASSICS  
PRIVATE PRACTICE

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								
<b>7</b> TVR Grantura MK III 1963 1. Eugène DELEPLANQUE GT2																							
1	1	9:19.332	7:34.012	1:05.132	40.188		9:19.332	1	1	2:49.348	46.643	1:16.197	46.508		2:49.348								
2	1	2:10.769	25.949	1:04.420	40.400	189.6	11:30.101	2	1	2:24.018	29.868	1:09.906	44.244	164.2	5:13.366								
3	1	2:10.320	25.844	1:03.501	40.975	191.2	13:40.421	3	1	2:21.522	29.501	1:08.704	43.317	159.9	7:34.888								
4	1	2:09.719	25.596	1:03.391	40.732	189.2	15:50.140	4	1	2:20.638	28.398	1:09.003	43.237	176.3	9:55.526								
5	1	2:08.935	25.384	1:03.205	40.346	192.2	17:59.075	5	1	2:18.534	28.168	1:07.709	42.657	172.1	12:14.060								
6	1	2:09.597	25.754	1:03.404	40.439	185.7	20:08.672	6	1	2:17.847	27.743	1:07.226	42.878	176.3	14:31.907								
7	1	2:09.775	25.321	1:03.683	40.771	194.6	22:18.447	7	1	2:18.253	28.057	1:07.505	42.691	182.1	16:50.160								
8	1	2:09.833	25.388	1:03.867	40.578	190.6	24:28.280	8	1	2:26.019 B	27.666	1:06.855	51.498	179.4	19:16.179								
9	1	2:30.001 B	26.302	1:09.688	54.011	189.2	26:58.281	9	1	4:41.679	2:51.763	1:07.154	42.762		23:57.858								
<b>21</b> Austin Mini Cooper S 1275 1965 1. Simon NOBILI GT1																							
1	1	2:47.695	40.428	1:21.171	46.096		2:47.695	10	1	2:15.324	27.907	1:05.317	42.100	178.3	26:13.182								
2	1	2:17.358	28.015	1:07.004	42.339	177.4	5:05.053	11	1	2:16.258	27.463	1:06.111	42.684	185.4	28:29.440								
3	1	2:15.660	26.912	1:06.455	42.293	183.3	7:20.713	12	1	2:14.837	27.606	1:05.173	42.058	174.6	30:44.277								
4	1	2:15.082	27.337	1:05.852	41.893	177.4	9:35.795	<b>40</b> Lotus Elite 1961 1. Edouard DEGUEMP GT1 2. Marc JULLY															
5	1	2:16.996	28.257	1:06.265	42.474	179.4	11:52.791	1	1	3:06.065 B	51.298	1:18.045	56.722		3:06.065								
6	1	2:15.074	27.183	1:05.989	41.902	179.7	14:07.865	2	1	3:08.779	1:10.424	1:13.098	45.257		6:14.844								
7	1	2:13.655	26.903	1:05.328	41.424	183.6	16:21.520	3	1	2:26.037	29.018	1:12.011	45.008	174.6	8:40.881								
8	1	2:14.024	27.290	1:05.310	41.424	185.7	18:35.544	4	1	2:26.238	29.506	1:12.278	44.454	179.1	11:07.119								
9	1	2:16.021	27.868	1:06.402	41.751	186.1	20:51.565	5	1	2:26.039	30.049	1:11.808	44.182	163.2	13:33.158								
10	1	2:13.809	27.044	1:05.216	41.549	183.0	23:05.374	6	1	2:25.221	29.505	1:11.478	44.238	168.2	15:58.379								
11	1	2:24.144 B	27.144	1:05.124	51.876	184.8	25:29.518	7	1	2:28.362	29.474	1:14.085	44.803	177.4	18:26.741								
12	1	2:59.939	1:12.815	1:05.279	41.845		28:29.457	8	1	2:25.132	29.429	1:11.442	44.261	174.6	20:51.873								
13	1	2:13.026	26.596	1:05.095	41.335	187.0	30:42.483	9	1	2:25.214	28.853	1:11.711	44.650	178.0	23:17.087								
<b>25</b> Austin Mini Cooper S 1275 1965 1. David BARRERE GT1																							
1	1	2:35.371	43.451	1:10.031	41.889		2:35.371	10	1	2:25.598	28.787	1:12.475	44.336	176.3	25:42.685								
2	1	2:13.834	26.843	1:05.073	41.918	185.4	4:49.205	11	1	2:23.864	28.618	1:11.153	44.093	178.0	28:06.549								
3	1	2:13.647	26.659	1:05.253	41.735	187.3	7:02.852	12	1	2:25.017	29.145	1:10.299	45.573	178.0	30:31.566								
4	1	2:13.339	26.341	1:05.323	41.675	185.4	9:16.191	<b>46</b> Austin Mini Cooper S 1275 1965 1. Philippe QUIRIERE GT1 2. Charles de VILLAUCCOURT															
5	1	2:15.383	26.695	1:06.425	42.263	188.6	11:31.574	1	1	2:47.157	39.795	1:19.976	47.386		2:47.157								
6	1	2:12.513	26.547	1:04.282	41.684	189.2	13:44.087	2	1	2:25.204	30.260	1:10.855	44.089	148.0	5:12.361								
7	1	2:23.819 B	26.946	1:06.884	49.989	173.2	16:07.906	3	1	2:22.048	29.145	1:09.314	43.589	161.3	7:34.409								
8	1	3:24.458	1:37.021	1:05.524	41.913		19:32.364	4	1	2:26.041	29.505	1:12.263	44.273	152.4	10:00.450								
9	1	2:13.469	26.706	1:04.999	41.764	188.3	21:45.833	5	1	2:22.807	29.717	1:09.102	43.988	154.1	12:23.257								
10	1	2:12.211	26.296	1:04.354	41.561	188.3	23:58.044	6	1	2:22.579	29.366	1:09.145	44.068	159.7	14:45.836								
11	1	2:18.692 B	26.301	1:04.238	48.153	191.5	26:16.736	7	1	2:32.050 B	29.305	1:08.282	54.463	156.8	17:17.886								
<b>29</b> Jaguar D-Type 1955 1. Pierre-Antoine de SELANC GT4 2. Jean-Marc RIVET FUSIL																							
1	1	3:49.365	1:25.298	1:30.485	53.582		3:49.365	8	1	3:48.404	1:58.901	1:07.925	41.578		21:06.290								
2	1	2:38.818	33.685	1:16.890	48.243	132.7	6:28.183	9	1	2:16.243	28.231	1:05.959	42.053	178.5	23:22.533								
3	1	2:42.815	32.621	1:23.332	46.862	143.2	9:10.998	10	1	2:14.000	27.088	1:05.440	41.472	186.7	25:36.533								
4	1	2:33.711	30.544	1:15.725	47.442	159.5	11:44.709	11	1	2:12.543	26.668	1:04.665	41.210	190.2	27:49.076								
5	1	2:36.923	31.553	1:17.862	47.508	169.0	14:21.632	12	1	2:13.086	26.558	1:05.417	41.111	185.1	30:02.162								
6	1	2:34.994	31.249	1:15.547	48.198	166.4	16:56.626	<b>51</b> Lotus Elite 1960 1. Fabrice PERRUCHOT GT1															
7	1	2:33.338	30.633	1:15.028	47.677	175.7	19:29.964	1	1	3:20.713	1:06.893	1:23.797	50.023		3:20.713								
8	1	2:31.024	31.238	1:14.491	45.295	167.2	22:00.988	2	1	2:35.828	32.772	1:17.252	45.804	145.4	5:56.541								
9	1	2:29.289	30.787	1:14.056	44.446	151.6	24:30.277	3	1	2:34.372	30.988	1:17.889	45.495	157.7	8:30.913								
10	1	2:29.638	30.237	1:12.942	46.459	168.0	26:59.915	4	1	2:32.944	30.481	1:16.007	46.456	148.5	11:03.857								
11	1	2:27.889	29.873	1:12.409	45.607	172.7	29:27.804	5	1	2:44.786	30.975	1:13.708	1:00.103	149.4	13:48.643								
12	1	3:08.650 B	30.588	1:22.586	1:15.476	158.8	32:36.454	6	1	2:27.540	30.293	1:11.555	45.692	154.6	16:16.183								
								7	1	2:29.396	30.732	1:12.733	45.931	158.6	18:45.579								
								8	1	2:28.675	30.344	1:13.090	45.241	158.8	21:14.254								
								9	1	3:19.520 B	30.334	1:24.575	1:24.611	158.3	24:33.774								



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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>56</b>		Lotus Elite 1960					GT1	11	1	2:14.437	26.726	1:05.891	41.820	185.4	25:36.419	
		1. Patrick HELLO						12	1	2:14.179	27.227	1:05.107	41.845	174.9	27:50.598	
		1	3:51.249	1:19.752	1:33.437	58.060	3:51.249	13	1	<b>2:12.512</b>	26.670	<b>1:04.663</b>	<b>41.179</b>	180.9	30:03.110	
		2	2:39.760	34.848	1:16.520	48.392	127.5	6:31.009								
		3	2:37.908	32.603	1:17.656	47.649	139.2	9:08.917								
		4	2:40.187	33.302	1:19.567	47.318	150.4	11:49.104								
		5	<b>2:35.329</b>	32.605	1:15.719	<b>47.005</b>	159.9	14:24.433								
		6	2:47.074 <b>B</b>	<b>31.500</b>	<b>1:14.925</b>	1:00.649	151.2	17:11.507								
		7	5:20.954	3:11.362	1:20.047	49.545	22:32.461									
		8	2:42.246	32.690	1:19.753	49.803	155.2	25:14.707								
		9	2:41.781	31.701	1:19.392	50.688	155.4	27:56.488								
		10	2:39.861	32.412	1:19.255	48.194	159.9	30:36.349								
<b>60</b>		MG B 1964					GT2	1	1	4:23.379	2:31.776	1:09.414	42.189		4:23.379	
		1. Jérôme CATTELIN						2	1	2:14.010	27.667	<b>1:05.511</b>	40.832	153.5	6:37.389	
		1	2:39.595	43.874	1:11.769	43.952	2:39.595	3	1	2:15.007	<b>26.800</b>	1:07.296	40.911	175.2	8:52.396	
		2	2:18.907	27.973	1:07.769	43.165	178.0	4:58.502	4	1	2:17.595	27.352	1:09.144	41.099	182.7	11:09.991
		3	2:18.722	27.910	1:06.574	44.238	186.4	7:17.224	5	1	2:13.326	27.232	1:05.587	<b>40.507</b>	170.8	13:23.317
		4	2:17.570	27.556	1:06.864	43.150	180.3	9:34.794	6	1	<b>2:13.188</b>	26.814	1:05.778	40.596	176.3	15:36.505
		5	2:17.252	28.473	1:06.637	42.142	176.8	11:52.046	7	1	2:29.932 <b>B</b>	26.802	1:05.874	57.256	174.6	18:06.437
		6	2:16.854	27.637	1:07.040	42.177	173.5	14:08.900	8	1	4:18.687	2:30.995	1:06.136	41.556		22:25.124
		7	2:15.958	27.520	1:06.170	42.268	190.2	16:24.858	9	1	2:24.966 <b>B</b>	27.943	1:07.343	49.680	167.5	24:50.090
		8	2:27.475	28.330	1:16.652	42.493	186.4	18:52.333								
		9	2:16.958	28.000	1:06.862	42.096	188.9	21:09.291								
		10	2:14.305	26.711	1:06.114	41.480	179.4	23:23.596								
		11	2:14.662	26.613	1:05.849	42.200	183.6	25:38.258								
		12	2:13.134	<b>26.511</b>	1:04.968	41.655	195.6	27:51.392								
		13	<b>2:12.956</b>	26.546	<b>1:04.945</b>	<b>41.465</b>	180.6	30:04.348								
<b>66</b>		Lotus Elite 1961					GT1	1	1	6:28.937	4:30.957	1:12.892	45.088		6:28.937	
		1. Jean LAURENT-BELLUE						2	1	2:30.863	31.012	1:15.070	44.781	149.1	8:59.800	
		1	3:04.757	59.461	1:17.714	47.582	3:04.757	3	1	2:26.840	29.722	1:12.872	44.246	161.3	11:26.640	
		2	2:33.343	31.931	1:15.254	46.158	145.0	5:38.100	4	1	2:22.293	29.152	1:09.803	43.338	167.5	13:48.933
		3	2:35.492	31.019	1:17.440	47.033	165.4	8:13.592	5	1	2:21.671	<b>28.289</b>	<b>1:09.287</b>	44.095	174.6	16:10.604
		4	2:34.748	32.557	1:16.238	45.953	146.0	10:48.340	6	1	<b>2:21.403</b>	28.621	1:09.868	<b>42.914</b>	154.8	18:32.007
		5	2:34.161	31.355	1:16.088	46.718	157.0	13:22.501	7	1	2:58.253 <b>B</b>	33.204	1:23.975	1:01.074	147.4	21:30.260
		6	2:34.046	32.006	1:14.320	47.720	140.4	15:56.547								
		7	2:34.477	30.476	1:16.793	47.208	173.0	18:31.024								
		8	2:31.766	31.272	1:14.488	46.006	157.0	21:02.790								
		9	2:30.873	30.453	1:14.625	45.795	172.4	23:33.663								
		10	2:31.521	30.392	1:14.386	46.743	161.3	26:05.184								
		11	2:28.858	31.078	1:13.066	<b>44.714</b>	157.7	28:34.042								
		12	<b>2:26.599</b>	<b>29.946</b>	<b>1:11.317</b>	45.336	172.1	31:00.641								
<b>86</b>		Morris Mini Cooper S 1275 1964					GT1	1	1	3:02.981	1:02.980	1:14.777	45.224		3:02.981	
		1. Fabrice QUESNEL						2	1	2:21.478	29.579	1:08.925	42.974	156.1	5:24.459	
		1	2:46.816	42.878	1:17.898	46.040	2:46.816	3	1	2:16.201	27.519	1:07.588	41.094	166.9	7:40.660	
		2	2:17.113	27.680	1:06.754	42.679	179.7	5:03.929	4	1	2:14.917	26.767	1:07.385	40.765	185.1	9:55.577
		3	2:16.087	26.900	1:07.202	41.985	185.4	7:20.016	5	1	2:13.646	26.593	1:05.648	41.405	189.6	12:09.223
		4	2:15.230	27.198	1:06.063	41.969	183.6	9:35.246	6	1	2:14.400	26.972	1:06.402	41.026	178.3	14:23.623
		5	2:22.855	29.592	1:11.491	41.772	177.4	11:58.101	7	1	2:29.124 <b>B</b>	27.571	1:07.764	53.789	168.0	16:52.747
		6	2:14.793	26.764	1:06.142	41.887	186.1	14:12.894	8	2	3:54.473	2:07.150	1:06.044	41.279		20:47.220
		7	2:14.067	<b>26.539</b>	1:05.627	41.901	188.3	16:26.961	9	2	2:13.296	26.598	1:05.751	40.947	192.2	23:00.516
		8	2:25.265	28.648	1:13.832	42.785	180.6	18:52.226	10	2	2:13.050	26.716	1:05.267	41.067	187.0	25:13.566
		9	2:14.656	27.124	1:06.125	41.407	183.6	21:06.882	11	2	2:12.771	<b>26.282</b>	1:05.603	40.886	191.2	27:26.337
		10	2:15.100	27.298	1:05.811	41.991	181.2	23:21.982	12	2	<b>2:12.399</b>	26.782	<b>1:05.163</b>	<b>40.454</b>	187.0	29:38.736
<b>99</b>		Lotus XI 1500 1956					SP2	1	1	2:07.631	26.726	1:01.388	<b>39.517</b>	174.6	11:44.220	
		1. Serge KRINKOFF						2	1	<b>2:06.805</b>	<b>25.115</b>	<b>1:01.124</b>	40.566	203.2	13:51.025	
		1	9:36.589	7:47.394	1:08.302	40.893	9:36.589	3	1	2:43.609 <b>B</b>	28.592	1:12.934	1:02.083	174.6	16:34.634	
		2	2:07.631	26.726	1:01.388	<b>39.517</b>	174.6	11:44.220								
		3	<b>2:06.805</b>	<b>25.115</b>	<b>1:01.124</b>	40.566	203.2	13:51.025								
		4	2:43.609 <b>B</b>	28.592	1:12.934	1:02.083	174.6	16:34.634								
<b>101</b>		Austin-Healey 3000 Mk II 1962					GT4	1	1	2:13.326	27.232	1:05.587	<b>40.507</b>	170.8	13:23.317	
		1. Sébastien BERCHON						2	1	2:14.010	27.667	<b>1:05.511</b>	40.832	153.5	6:37.389	
		1	4:23.379	2:31.776	1:09.414	42.189	4:23.379	3	1	2:15.007	<b>26.800</b>	1:07.296	40.911	175.2	8:52.396	
		2	2:14.010	27.667	<b>1:05.511</b>	40.832	153.5	6:37.389	4	1	2:17.595	27.352	1:09.144	41.099	182.7	11:09.991
		3	2:15.007	<b>26.800</b>	1:07.296	40.911	175.2	8:52.396	5	1	2:13.326	27.232	1:05.587	<b>40.507</b>	170.8	13:23.317
		4	2:17.595	27.352	1:09.144	41.099	182.7	11:09.991	6	1	<b>2:13.188</b>	26.814	1:05.778	40.596	176.3	15:36.505
		5	2:13.326	27.232	1:05.587	<b>40.507</b>	170.8	13:23.317	7	1	2:29.932 <b>B</b>	26.802	1:05.874	57.256	174.6	18:06.437
		6	<b>2:13.188</b>	26.814	1:05.778	40.596	176.3	15:36.505	8	1	4:18.687	2:30.995	1:06.136	41.556		22:25.124
		7	2:29.932 <b>B</b>	26.802	1:05.874	57.256	174.6	18:06.437	9	1	2:24.966 <b>B</b>	27.943	1:07.343	49.680	167.5	24:50.090
		8	4:18.687	2:30.995	1:06.136	41.556		22:25.124								
		9	2:24.966 <b>B</b>	27.943	1:07.343	49.680	167.5	24:50.090								
<b>104</b>		Austin-Healey 100-4 1956					GT3	1	1	2:28.937	4:30.957	1:12.892	45.088		6:28.937	
		1. François de CHANTERAC						2	1	2:30.863	31.012	1:15.070	44.781	149.1	8:59.800	
		1	6:28.937	4:30.957	1:12.892	45.088	6:28.937	3	1	2:26.840	29.722	1:12.872	44.246	161.3	11:26.640	
		2	2:30.863	31.012	1:15.070	44.781	149.1	8:59.800	4	1	2:22.293	29.152	1:09.803	43.338	167.5	13:48.933
		3	2:26.840	29.722	1:12.872	44.246	161.3	11:26.640	5	1	2:21.671	<b>28.289</b>	<b>1:09.287</b>	44.095	174.6	16:10.604
		4	2:22.293	29.152	1:09.803	43.338	167.5	13:48.933	6	1	<b>2:21.403</b>	28.621	1:09.868	<b>42.914</b>	154.8	18:32.007
		5	2:21.671	<b>28.289</b>	<b>1:09.287</b>	44.095	174.6	16:10.604	7	1	2:58.253 <b>B</b>	33.204	1:23.975	1:01.074	147.4	21:30.260
		6	<b>2:21.403</b>	28.621	1:09.868	<b>42.914</b>	154.8	18:32.007								