

# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### QUALIFYING

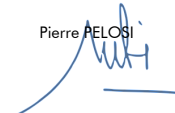
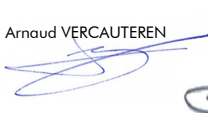
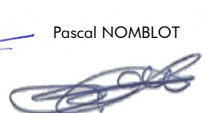
### Final Classification

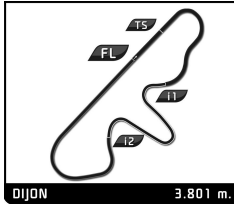
| No Drivers                  | Car                           | Class | Time     | Lap Total | Gap     | Kph   |
|-----------------------------|-------------------------------|-------|----------|-----------|---------|-------|
| 1 10 Will NUTHALL           | Cooper T53 1960               | 7b    | 1:40.207 | 10 10     | -       | 136.6 |
| 2 63 Michel KUIPER          | Brabham BT4 1963              | 12    | 1:44.143 | 11 11     | +3.936  | 131.4 |
| 3 99 Mark SHAW              | Lotus 21 1961                 | 10a   | 1:45.718 | 10 11     | +5.511  | 129.4 |
| 4 18 Clinton MCCARTHY       | Lotus 18 372 1960             | 7b    | 1:46.680 | 7 10      | +6.473  | 128.3 |
| 5 76 Tim CHILD              | Brabham BT3/4 1962            | 12    | 1:46.789 | 9 11      | +6.582  | 128.1 |
| 6 31 Guillermo FIERRO ELETA | Maserati 250F 2501/2523 1954  | 6     | 1:47.476 | 10 10     | +7.269  | 127.3 |
| 7 53 Justin MAEERS          | Cooper T53 1960               | 12    | 1:48.050 | 11 11     | +7.843  | 126.6 |
| 8 7 Max BLEES               | Brabham BT7A 1963             | 12    | 1:48.397 | 10 10     | +8.190  | 126.2 |
| 9 34 John SPIERS            | Maserati 250F 2516 1955       | 6     | 1:49.102 | 8 10      | +8.895  | 125.4 |
| 10 2 Rod JOLLEY             | Lister Jaguar Monza GP 1958   | 8     | 1:49.187 | 9 11      | +8.980  | 125.3 |
| 11 248 Klaus LEHR           | Maserati 250F CM5 1957        | 6     | 1:50.953 | 10 10     | +10.746 | 123.3 |
| 12 19 Paul GRANT            | Cooper Bristol Mk 2 1953      | 5     | 1:51.363 | 10 11     | +11.156 | 122.9 |
| 13 69 MR. JOHN OF B         | Maserati 250F 1957            | 6     | 1:54.133 | 6 6       | +13.926 | 119.9 |
| 14 23 Andrea STORTONI       | Lotus 18 917 1961             | 10a   | 1:54.207 | 6 8       | +14.000 | 119.8 |
| 15 122 Peter HORSMAN        | Lotus 18/21 P1 1961           | 12    | 1:54.449 | 7 10      | +14.242 | 119.6 |
| 16 22 Elliott HANN          | Maserati 250F CM7 1958        | 6     | 1:54.949 | 9 9       | +14.742 | 119.0 |
| 17 71 Nick TOPLISS          | Cooper T53 Low Line 1961      | 12    | 1:55.198 | 10 11     | +14.991 | 118.8 |
| 18 21 Ian NUTHALL           | Cooper Bristol MkII 1953      | 5     | 1:55.465 | 8 9       | +15.258 | 118.5 |
| 19 55 Nick TAYLOR           | Lotus 18 914 1961             | 10a   | 1:55.731 | 8 9       | +15.524 | 118.2 |
| 20 3 Barry CANNELL          | Cooper T51 1959               | 9     | 1:56.687 | 10 10     | +16.480 | 117.3 |
| 21 87 Tony LEES             | Cooper T53 1960               | 7b    | 1:58.091 | 2 3       | +17.884 | 115.9 |
| 22 47 Brian JOLLIFFE        | Cooper T45/51 1958            | 9     | 1:58.590 | 9 10      | +18.383 | 115.4 |
| 23 100 Jean DE MESTRAL      | Brabham BT11A 1964            | 12    | 1:58.701 | 10 10     | +18.494 | 115.3 |
| 24 70 John CHISHOLM         | Lotus 18 370 1960             | 7c    | 1:59.157 | 9 10      | +18.950 | 114.8 |
| 25 44 Klaus BERGS           | Lotus 18 908 1961             | 10a   | 2:00.312 | 10 10     | +20.105 | 113.7 |
| 26 36 Erik STAES            | Cooper Bristol T23 Mk II 1953 | 5     | 2:00.572 | 9 10      | +20.365 | 113.5 |
| 27 5 Tony SMITH             | Ferrari 246 Dino 1960         | 7a    | 2:00.663 | 9 9       | +20.456 | 113.4 |
| 28 37 Eddy PERK             | Heron F1 1960                 | 10a   | 2:00.858 | 8 10      | +20.651 | 113.2 |
| 29 33 Chris PHILLIPS        | Cooper Bristol Mk II 1953     | 5     | 2:02.366 | 9 9       | +22.159 | 111.8 |
| 30 92 Stephen BANHAM        | Cooper T45 1958               | 7c    | 2:04.013 | 2 10      | +23.806 | 110.3 |
| 31 8 Jakob RETTENMAIER      | Alfa F2 1952                  | 5     | 2:04.552 | 2 9       | +24.345 | 109.9 |
| 32 90 Olivier HUEZ          | Cooper T51 1959               | 7b    | 2:10.556 | 7 8       | +30.349 | 104.8 |
| 33 6 Stephan RETTENMAIER    | Maserati 6 CM 1937            | 3     | 2:12.285 | 8 8       | +32.078 | 103.4 |
| 34 4 Rebeca RETTENMAIER     | Maserati 250F 2508 1954       | 6     | 2:18.573 | 2 8       | +38.366 | 98.7  |
| 35 118 Markus NEISIUS       | Maserati 6CM 1938             | 3     | 2:21.238 | 2 2       | +41.031 | 96.9  |
| 36 43 Stuart TIZZARD        | Cooper T43 1957               | T43   |          |           |         |       |
| 37 75 Alex MORTON           | Lotus 21 939/952 1961         | 10a   |          | 1         |         |       |

|             |        |              |          |           |
|-------------|--------|--------------|----------|-----------|
| Fastest Lap | Lap 10 | Will NUTHALL | 1:40.207 | 136.6 Kph |
|-------------|--------|--------------|----------|-----------|

Published at: .....

Track Temp: 20,60 °C Air Temp: 21,28 °C Track Status: **WET**

|                                                                                     |                                                                                     |                                                                                     |                |                                                                                       |               |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------|---------------------------------------------------------------------------------------|---------------|
| Stewards:                                                                           | Pierre PELOSI                                                                       | Arnaud VERCAUTEREN                                                                  | Pascal NOMBLOT | Timekeeper:                                                                           | Xavier LOZANO |
|  |  |  |                |  |               |



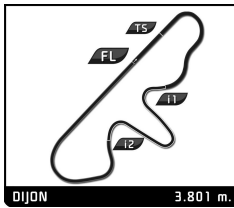
# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### QUALIFYING

#### Sector Analysis

| Lap under Red Flag |   |                                                  |          |          |          |        |           |     |   |            |          |          |          |        |           | Invalidated Lap                     | Personal Best                           | Session Best | B Crossing the 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                  |   | Lister Jaguar Monza GP 1958<br>1.Rod JOLLEY      |          |          |          |        |           | 8   |   |            |          |          |          |        |           |                                     |                                         |              |                         |
| 1                  | 1 | 2:37.796                                         | 1:01.889 | 49.885   | 46.022   | 98.5   | 2:37.796  | 1   | 1 | 3:59.242   | 2:24.894 | 48.023   | 46.325   | 90.4   | 3:59.242  |                                     |                                         |              |                         |
| 2                  | 1 | 2:07.118                                         | 35.941   | 45.923   | 45.254   | 126.8  | 4:44.914  | 2   | 1 | 2:21.785   | 41.253   | 51.246   | 49.286   | 107.8  | 6:21.027  |                                     |                                         |              |                         |
| 3                  | 1 | 2:03.259                                         | 37.665   | 44.944   | 40.650   | 122.9  | 6:48.173  | 3   | 1 | 10:38.952B | 43.561   | 53.540   | 9:01.851 | 109.2  | 16:59.979 |                                     |                                         |              |                         |
| 4                  | 1 | 9:19.663B                                        | 42.856   | 53.437   | 7:43.370 | 97.4   | 16:07.836 | 4   | 1 | 2:29.964   | 51.471   | 50.870   | 47.623   | 75.5   | 19:29.943 |                                     |                                         |              |                         |
| 5                  | 1 | 2:10.507                                         | 43.680   | 46.193   | 40.634   | 108.1  | 18:18.343 | 5   | 1 | 2:17.928   | 40.072   | 50.268   | 47.588   | 124.4  | 21:47.871 |                                     |                                         |              |                         |
| 6                  | 1 | 1:59.982                                         | 36.608   | 43.133   | 40.241   | 132.5  | 20:18.325 | 6   | 1 | 2:17.737   | 40.379   | 49.526   | 47.832   | 122.0  | 24:05.608 |                                     |                                         |              |                         |
| 7                  | 1 | 1:51.895                                         | 33.266   | 40.341   | 38.288   | 141.0  | 22:10.220 | 7   | 1 | 2:14.292   | 39.876   | 48.291   | 46.125   | 117.5  | 26:19.900 |                                     |                                         |              |                         |
| 8                  | 1 | 1:56.188                                         | 33.371   | 41.942   | 40.875   | 142.1  | 24:06.408 | 8   | 1 | 2:12.285   | 39.050   | 47.767   | 45.468   | 128.7  | 28:32.185 |                                     |                                         |              |                         |
| 9                  | 1 | 1:49.187                                         | 32.004   | 39.515   | 37.668   | 142.7  | 25:55.595 |     |   |            |          |          |          |        |           | 7                                   |                                         |              |                         |
| 10                 | 1 | 1:50.062                                         | 33.942   | 38.837   | 37.283   | 143.2  | 27:45.657 |     |   |            |          |          |          |        |           | Brabham BT7A 1963<br>1.Max BLEES    |                                         | 12           |                         |
| 11                 | 1 | 1:50.312                                         | 31.652   | 40.647   | 38.013   | 150.2  | 29:35.969 |     |   |            |          |          |          |        |           |                                     |                                         |              |                         |
| 3                  |   | Cooper T51 1959<br>1.Barry CANNELL               |          |          |          |        |           | 9   |   |            |          |          |          |        |           |                                     |                                         |              |                         |
| 1                  | 1 | 2:53.354                                         | 1:21.498 | 48.248   | 43.608   | 102.9  | 2:53.354  | 1   | 1 | 3:45.941   | 2:07.518 | 47.839   | 50.584   | 96.6   | 3:45.941  |                                     |                                         |              |                         |
| 2                  | 1 | 2:03.352                                         | 36.190   | 44.359   | 42.803   | 128.7  | 4:56.706  | 2   | 1 | 2:13.680   | 37.051   | 48.401   | 48.228   | 132.4  | 5:59.621  |                                     |                                         |              |                         |
| 3                  | 1 | 2:11.782                                         | 40.789   | 47.623   | 43.370   | 94.0   | 7:08.488  | 3   | 1 | 10:04.011B | 39.072   | 51.337   | 8:33.602 | 117.3  | 16:03.632 |                                     |                                         |              |                         |
| 4                  | 1 | 9:16.602B                                        | 52.092   | 53.081   | 7:31.429 | 68.2   | 16:25.090 | 4   | 1 | 2:14.079   | 44.409   | 44.835   | 44.835   | 104.5  | 18:17.711 |                                     |                                         |              |                         |
| 5                  | 1 | 2:20.832                                         | 50.173   | 48.294   | 42.365   | 75.3   | 18:45.922 | 5   | 1 | 2:03.752   | 37.721   | 43.832   | 42.199   | 126.8  | 20:21.463 |                                     |                                         |              |                         |
| 6                  | 1 | 2:00.349                                         | 35.444   | 43.208   | 41.697   | 128.6  | 20:46.271 | 6   | 1 | 1:57.970   | 35.903   | 41.233   | 40.834   | 135.3  | 22:19.433 |                                     |                                         |              |                         |
| 7                  | 1 | 1:59.153                                         | 34.879   | 42.755   | 41.519   | 140.3  | 22:45.424 | 7   | 1 | 1:54.559   | 34.070   | 40.362   | 40.127   | 153.2  | 24:13.992 |                                     |                                         |              |                         |
| 8                  | 1 | 2:00.792                                         | 35.243   | 44.388   | 41.161   | 130.0  | 24:46.216 | 8   | 1 | 1:56.542   | 35.512   | 40.889   | 40.141   | 136.4  | 26:10.534 |                                     |                                         |              |                         |
| 9                  | 1 | 1:56.907                                         | 34.705   | 42.771   | 39.431   | 139.4  | 26:43.123 | 9   | 1 | 1:49.581   | 33.111   | 38.586   | 37.884   | 153.0  | 28:00.115 |                                     |                                         |              |                         |
| 10                 | 1 | 1:56.687                                         | 34.096   | 43.313   | 39.278   | 126.5  | 28:39.810 | 10  | 1 | 1:48.397   | 32.192   | 38.519   | 37.686   | 154.9  | 29:48.512 |                                     |                                         |              |                         |
| 4                  |   | Maserati 250F 2508 1954<br>1.Rebecca RETTENMAIER |          |          |          |        |           | 6   |   |            |          |          |          |        |           |                                     |                                         |              |                         |
| 1                  | 1 | 4:08.148                                         | 2:30.834 | 48.876   | 48.438   | 85.5   | 4:08.148  |     |   |            |          |          |          |        |           | 8                                   |                                         |              |                         |
| 2                  | 1 | 2:18.573                                         | 40.229   | 50.387   | 47.957   | 119.7  | 6:26.721  |     |   |            |          |          |          |        |           | Alta F2 1952<br>1.Jakob RETTENMAIER |                                         | 5            |                         |
| 3                  | 1 | 10:28.679B                                       | 42.523   | 53.448   | 8:52.708 | 104.1  | 16:55.400 |     |   |            |          |          |          |        |           |                                     |                                         |              |                         |
| 4                  | 1 | 2:34.025                                         | 52.147   | 51.411   | 50.467   | 78.1   | 19:29.425 | 1   | 1 | 2:56.333   | 1:22.797 | 49.384   | 44.152   | 103.0  | 2:56.333  |                                     |                                         |              |                         |
| 5                  | 1 | 2:21.492                                         | 42.271   | 50.186   | 49.035   | 106.5  | 21:50.917 | 2   | 1 | 2:04.552   | 35.948   | 45.215   | 43.389   | 123.1  | 5:00.885  |                                     |                                         |              |                         |
| 6                  | 1 | 2:22.643                                         | 40.990   | 50.523   | 51.130   | 116.3  | 24:13.560 | 3   | 1 | 2:14.430   | 39.191   | 49.164   | 46.075   | 110.0  | 7:15.315  |                                     |                                         |              |                         |
| 7                  | 1 | 2:21.125                                         | 42.755   | 50.207   | 48.163   | 110.1  | 26:34.685 | 4   | 1 | 9:59.519B  | 47.968   | 53.833   | 8:17.718 | 80.8   | 17:14.834 |                                     |                                         |              |                         |
| 8                  | 1 | 2:22.778                                         | 41.686   | 51.265   | 49.827   | 114.2  | 28:57.463 | 5   | 1 | 2:24.911   | 46.519   | 51.558   | 46.834   | 106.6  | 19:39.745 |                                     |                                         |              |                         |
|                    |   |                                                  |          |          |          |        |           |     |   |            |          |          |          |        |           |                                     | 6                                       |              |                         |
| 1                  | 1 | 4:08.148                                         | 2:30.834 | 48.876   | 48.438   | 85.5   | 4:08.148  | 6   | 1 | 2:14.657   | 39.077   | 49.573   | 46.007   | 115.6  | 21:54.402 |                                     |                                         |              |                         |
| 2                  | 1 | 2:18.573                                         | 40.229   | 50.387   | 47.957   | 119.7  | 6:26.721  | 7   | 1 | 2:17.091   | 41.811   | 48.064   | 47.216   | 110.2  | 24:11.493 |                                     |                                         |              |                         |
| 3                  | 1 | 10:28.679B                                       | 42.523   | 53.448   | 8:52.708 | 104.1  | 16:55.400 | 8   | 1 | 2:14.237   | 39.462   | 49.349   | 45.426   | 117.3  | 26:25.730 |                                     |                                         |              |                         |
| 4                  | 1 | 2:34.025                                         | 52.147   | 51.411   | 50.467   | 78.1   | 19:29.425 | 9   | 1 | 2:07.409   | 37.968   | 46.547   | 42.894   | 121.1  | 28:33.139 |                                     |                                         |              |                         |
| 5                  | 1 | 2:21.492                                         | 42.271   | 50.186   | 49.035   | 106.5  | 21:50.917 |     |   |            |          |          |          |        |           | 10                                  |                                         |              |                         |
| 6                  | 1 | 2:22.643                                         | 40.990   | 50.523   | 51.130   | 116.3  | 24:13.560 |     |   |            |          |          |          |        |           | Cooper T53 1960<br>1.Will NUTHALL   |                                         | 7b           |                         |
| 7                  | 1 | 2:21.125                                         | 42.755   | 50.207   | 48.163   | 110.1  | 26:34.685 |     |   |            |          |          |          |        |           |                                     |                                         |              |                         |
| 8                  | 1 | 2:22.778                                         | 41.686   | 51.265   | 49.827   | 114.2  | 28:57.463 |     |   |            |          |          |          |        |           |                                     |                                         |              |                         |
| 5                  |   | Ferrari 246 Dino 1960<br>1.Tony SMITH            |          |          |          |        |           | 7a  |   |            |          |          |          |        |           |                                     |                                         |              |                         |
| 1                  | 1 | 3:45.132                                         | 2:01.066 | 53.626   | 50.440   | 85.9   | 3:45.132  |     |   |            |          |          |          |        |           | 1                                   |                                         |              |                         |
| 2                  | 1 | 2:13.901                                         | 36.231   | 49.428   | 48.242   | 139.5  | 5:59.033  |     |   |            |          |          |          |        |           | 2                                   |                                         |              |                         |
| 3                  | 1 | 10:22.233B                                       | 39.255   | 49.780   | 8:53.198 | 123.0  | 16:21.266 |     |   |            |          |          |          |        |           | 3                                   |                                         |              |                         |
| 4                  | 1 | 2:28.904                                         | 52.222   | 51.716   | 44.966   | 86.6   | 18:50.170 |     |   |            |          |          |          |        |           | 4                                   |                                         |              |                         |
| 5                  | 1 | 2:08.659                                         | 35.977   | 47.679   | 45.003   | 146.1  | 20:58.829 |     |   |            |          |          |          |        |           | 5                                   |                                         |              |                         |
| 6                  | 1 | 2:04.378                                         | 36.248   | 46.516   | 41.614   | 149.6  | 23:03.207 |     |   |            |          |          |          |        |           | 6                                   |                                         |              |                         |
| 7                  | 1 | 2:02.351                                         | 35.812   | 46.043   | 40.496   | 156.1  | 25:05.558 |     |   |            |          |          |          |        |           | 7                                   |                                         |              |                         |
| 8                  | 1 | 2:06.029                                         | 39.731   | 45.437   | 40.861   | 162.2  | 27:11.587 |     |   |            |          |          |          |        |           | 8                                   |                                         |              |                         |
| 9                  | 1 | 2:00.663                                         | 33.635   | 44.268   | 42.760   | 160.7  | 29:12.250 |     |   |            |          |          |          |        |           | 9                                   |                                         |              |                         |
| 6                  |   | Maserati 4 CL 1939<br>1.Stephan RETTENMAIER      |          |          |          |        |           | 3   |   |            |          |          |          |        |           |                                     |                                         |              |                         |
| 1                  | 1 | 3:45.132                                         | 2:01.066 | 53.626   | 50.440   | 85.9   | 3:45.132  |     |   |            |          |          |          |        |           | 1                                   |                                         |              |                         |
| 2                  | 1 | 2:13.901                                         | 36.231   | 49.428   | 48.242   | 139.5  | 5:59.033  |     |   |            |          |          |          |        |           | 2                                   |                                         |              |                         |
| 3                  | 1 | 10:22.233B                                       | 39.255   | 49.780   | 8:53.198 | 123.0  | 16:21.266 |     |   |            |          |          |          |        |           | 3                                   |                                         |              |                         |
| 4                  | 1 | 2:28.904                                         | 52.222   | 51.716   | 44.966   | 86.6   | 18:50.170 |     |   |            |          |          |          |        |           | 4                                   |                                         |              |                         |
| 5                  | 1 | 2:08.659                                         | 35.977   | 47.679   | 45.003   | 146.1  | 20:58.829 |     |   |            |          |          |          |        |           | 5                                   |                                         |              |                         |
| 6                  | 1 | 2:04.378                                         | 36.248   | 46.516   | 41.614   | 149.6  | 23:03.207 |     |   |            |          |          |          |        |           | 6                                   |                                         |              |                         |
| 7                  | 1 | 2:02.351                                         | 35.812   | 46.043   | 40.496   | 156.1  | 25:05.558 |     |   |            |          |          |          |        |           | 7                                   |                                         |              |                         |
| 8                  | 1 | 2:06.029                                         | 39.731   | 45.437   | 40.861   | 162.2  | 27:11.587 |     |   |            |          |          |          |        |           | 8                                   |                                         |              |                         |
| 9                  | 1 | 2:00.663                                         | 33.635   | 44.268   | 42.760   | 160.7  | 29:12.250 |     |   |            |          |          |          |        |           | 9                                   |                                         |              |                         |
|                    |   |                                                  |          |          |          |        |           |     |   |            |          |          |          |        |           |                                     | 18                                      |              |                         |
|                    |   |                                                  |          |          |          |        |           |     |   |            |          |          |          |        |           |                                     | Lotus 18 372 1960<br>1.Clinton MCCARTHY |              | 7b                      |
| 1                  | 1 | 3:29.014                                         | 2:01.628 | 45.977   | 41.409   | 98.4   | 3:29.014  |     |   |            |          |          |          |        |           | 1                                   |                                         |              |                         |
| 2                  | 1 | 1:58.414                                         | 34.031   | 44.066   | 40.317   | 137.4  | 5:27.428  |     |   |            |          |          |          |        |           | 2                                   |                                         |              |                         |
| 3                  | 1 | 10:26.524B                                       | 35.822   | 54.848   | 8:55.854 | 154.5  | 15:53.952 |     |   |            |          |          |          |        |           | 3                                   |                                         |              |                         |
| 4                  | 1 | 2:14.635                                         | 46.342   | 45.680   | 42.613   | 99.3   | 18:08.587 |     |   |            |          |          |          |        |           | 4                                   |                                         |              |                         |



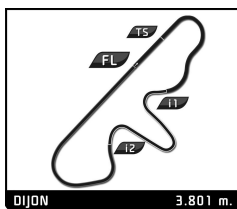
# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### QUALIFYING

#### Sector Analysis

| Lap under Red Flag   Invalidated Lap   Personal Best   Session Best   B Crossing the 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   |
| 5                                                                                             | 1 | 1:57.751   | 35.886   | 41.559   | 40.306   | 142.7  | 20:06.338 | 7                                                                       | 1 | 1:59.745   | 34.072   | 41.613   | 44.060   | 141.5  | 26:52.965 |
| 6                                                                                             | 1 | 1:52.029   | 33.253   | 41.486   | 37.290   | 163.9  | 21:58.367 | 8                                                                       | 1 | 2:05.691   | 38.218   | 46.194   | 41.279   | 114.2  | 28:58.656 |
| 7                                                                                             | 1 | 1:46.680   | 32.339   | 37.809   | 36.532   | 169.3  | 23:45.047 | <div>31</div> Maserati 250F 2501/2523 1954<br>1. Guillermo FIERRO ELETA |   |            |          |          |          |        | 6         |
| 8                                                                                             | 1 | 1:48.479   | 33.203   | 39.072   | 36.204   | 161.0  | 25:33.526 | 1                                                                       | 1 | 3:20.589   | 1:43.542 | 48.233   | 48.814   | 103.7  | 3:20.589  |
| 9                                                                                             | 1 | 1:46.979   | 31.707   | 38.038   | 37.234   | 175.0  | 27:20.505 | 2                                                                       | 1 | 2:01.556   | 35.647   | 45.798   | 40.111   | 136.0  | 5:22.145  |
| 10                                                                                            | 1 | 1:47.397   | 31.777   | 38.314   | 37.306   | 139.9  | 29:07.902 | 3                                                                       | 1 | 10:43.830B | 34.156   | 42.528   | 9:27.146 | 149.8  | 16:05.975 |
| <div>19</div> Cooper Bristol Mk 2 1953<br>1. Paul GRANT                                       |   |            |          |          |          |        |           | 4                                                                       | 1 | 2:10.764   | 44.766   | 46.066   | 39.932   | 98.6   | 18:16.739 |
| 1                                                                                             | 1 | 2:36.646   | 59.990   | 50.747   | 45.909   | 107.5  | 2:36.646  | 5                                                                       | 1 | 1:55.094   | 34.253   | 41.811   | 39.030   | 145.2  | 20:11.833 |
| 2                                                                                             | 1 | 2:03.280   | 35.817   | 44.810   | 42.653   | 137.1  | 4:39.926  | 6                                                                       | 1 | 1:50.404   | 31.783   | 40.435   | 38.186   | 173.1  | 22:02.237 |
| 3                                                                                             | 1 | 2:04.408   | 34.950   | 45.879   | 43.579   | 158.4  | 6:44.334  | 7                                                                       | 1 | 1:51.925   | 32.613   | 40.581   | 38.731   | 168.5  | 23:54.162 |
| 4                                                                                             | 1 | 9:14.341B  | 42.188   | 51.491   | 7:40.662 | 129.3  | 15:58.675 | 8                                                                       | 1 | 1:50.233   | 31.620   | 40.536   | 38.077   | 169.8  | 25:44.395 |
| 5                                                                                             | 1 | 2:14.641   | 44.489   | 47.387   | 42.765   | 107.6  | 18:13.316 | 9                                                                       | 1 | 1:49.029   | 31.680   | 39.521   | 37.828   | 172.2  | 27:33.424 |
| 6                                                                                             | 1 | 1:58.476   | 34.527   | 42.430   | 41.519   | 155.6  | 20:11.792 | 10                                                                      | 1 | 1:47.476   | 31.605   | 38.885   | 36.986   | 154.3  | 29:20.900 |
| 7                                                                                             | 1 | 1:56.761   | 34.005   | 41.959   | 40.797   | 141.7  | 22:08.553 | <div>33</div> Cooper Bristol Mk II 1953<br>1. Chris PHILLIPS            |   |            |          |          |          |        | 5         |
| 8                                                                                             | 1 | 1:58.267   | 34.407   | 42.060   | 41.800   | 136.9  | 24:06.820 | 1                                                                       | 1 | 3:10.185   | 1:35.741 | 47.720   | 46.724   | 100.5  | 3:10.185  |
| 9                                                                                             | 1 | 1:53.324   | 34.034   | 39.605   | 39.685   | 136.2  | 26:00.144 | 2                                                                       | 1 | 2:11.235   | 36.666   | 47.549   | 47.020   | 124.1  | 5:21.420  |
| 10                                                                                            | 1 | 1:51.363   | 33.025   | 39.582   | 38.756   | 154.5  | 27:51.507 | 3                                                                       | 1 | 10:31.291B | 39.799   | 48.500   | 9:02.992 | 114.2  | 15:52.711 |
| 11                                                                                            | 1 | 1:52.694   | 33.235   | 39.583   | 39.876   | 144.4  | 29:44.201 | 4                                                                       | 1 | 2:23.144   | 46.970   | 50.662   | 45.512   | 103.8  | 18:15.855 |
| <div>21</div> Cooper Bristol MkII 1953<br>1. Ian NUTHALL                                      |   |            |          |          |          |        |           | 5                                                                       | 1 | 2:11.772   | 38.027   | 49.062   | 44.683   | 124.1  | 20:27.627 |
| 1                                                                                             | 1 | 3:47.022   | 2:10.076 | 46.539   | 50.407   | 90.0   | 3:47.022  | 6                                                                       | 1 | 2:11.923   | 38.100   | 48.046   | 45.777   | 121.5  | 22:39.550 |
| 2                                                                                             | 1 | 2:12.531   | 36.720   | 48.517   | 47.294   | 135.8  | 5:59.553  | 7                                                                       | 1 | 2:07.907   | 37.101   | 45.849   | 44.957   | 119.6  | 24:47.457 |
| 3                                                                                             | 1 | 10:32.188B | 36.675   | 48.865   | 9:06.648 | 141.0  | 16:31.741 | 8                                                                       | 1 | 2:04.005   | 36.278   | 44.975   | 42.752   | 121.5  | 26:51.462 |
| 4                                                                                             | 1 | 2:19.797   | 47.288   | 48.083   | 44.426   | 98.2   | 18:51.538 | 9                                                                       | 1 | 2:02.366   | 35.331   | 43.626   | 43.409   | 133.3  | 28:53.828 |
| 5                                                                                             | 1 | 2:03.497   | 35.379   | 45.470   | 42.648   | 138.3  | 20:55.035 | <div>34</div> Maserati 250F 2516 1955<br>1. John SPIERS                 |   |            |          |          |          |        | 6         |
| 6                                                                                             | 1 | 2:04.605   | 35.053   | 44.360   | 45.192   | 142.1  | 22:59.640 | 1                                                                       | 1 | 3:27.911   | 2:08.048 | 41.140   | 38.723   | 85.5   | 3:27.911  |
| 7                                                                                             | 1 | 1:58.020   | 35.028   | 42.417   | 40.575   | 130.1  | 24:57.660 | 2                                                                       | 1 | 1:52.778   | 31.019   | 42.085   | 39.674   | 159.5  | 5:20.689  |
| 8                                                                                             | 1 | 1:55.465   | 33.099   | 42.463   | 39.903   | 147.9  | 26:53.125 | 3                                                                       | 1 | 10:14.802B | 32.154   | 42.282   | 9:00.366 | 157.0  | 15:35.491 |
| 9                                                                                             | 1 | 1:55.660   | 32.393   | 42.052   | 41.215   | 157.0  | 28:48.785 | 4                                                                       | 1 | 2:03.079   | 42.738   | 41.157   | 39.184   | 116.0  | 17:38.570 |
| <div>22</div> Maserati 250F CM7 1958<br>1. Elliott HANN                                       |   |            |          |          |          |        |           | 5                                                                       | 1 | 1:52.115   | 33.162   | 40.354   | 38.599   | 142.3  | 19:30.685 |
| 1                                                                                             | 1 | 3:11.989   | 1:39.313 | 47.173   | 45.503   | 96.9   | 3:11.989  | 6                                                                       | 1 | 1:59.809   | 31.998   | 48.891   | 38.920   | 163.4  | 21:30.494 |
| 2                                                                                             | 1 | 2:07.248   | 36.984   | 46.107   | 44.157   | 113.6  | 5:19.237  | 7                                                                       | 1 | 1:51.159   | 32.389   | 40.325   | 38.445   | 155.8  | 23:21.653 |
| 3                                                                                             | 1 | 10:55.818B | 37.955   | 45.675   | 9:32.188 | 135.5  | 16:15.055 | 8                                                                       | 1 | 1:49.102   | 32.168   | 38.826   | 38.108   | 154.1  | 25:10.755 |
| 4                                                                                             | 1 | 2:18.331   | 47.293   | 47.821   | 43.217   | 89.9   | 18:33.386 | 9                                                                       | 1 | 1:50.091   | 32.887   | 39.808   | 37.396   | 157.0  | 27:00.846 |
| 5                                                                                             | 1 | 2:00.102   | 35.784   | 43.198   | 41.120   | 137.8  | 20:33.488 | 10                                                                      | 1 | 1:49.308   | 31.261   | 39.081   | 38.966   | 158.8  | 28:50.154 |
| 6                                                                                             | 1 | 1:58.757   | 35.901   | 42.586   | 40.270   | 135.0  | 22:32.245 | <div>36</div> Cooper Bristol T23 Mk II 1953<br>1. Erik STAES            |   |            |          |          |          |        | 5         |
| 7                                                                                             | 1 | 1:56.975   | 35.136   | 41.982   | 39.857   | 135.3  | 24:29.220 | 1                                                                       | 1 | 2:49.333   | 1:16.438 | 47.965   | 44.930   | 92.3   | 2:49.333  |
| 8                                                                                             | 1 | 1:55.922   | 34.489   | 42.568   | 38.865   | 144.6  | 26:25.142 | 2                                                                       | 1 | 2:06.981   | 36.244   | 45.790   | 44.947   | 116.5  | 4:56.314  |
| 9                                                                                             | 1 | 1:54.949   | 33.886   | 42.475   | 38.588   | 153.6  | 28:20.091 | 3                                                                       | 1 | 2:11.595   | 39.996   | 46.926   | 44.673   | 102.8  | 7:07.909  |
| <div>23</div> Lotus 18 917 1961<br>1. Andrea STORTONI                                         |   |            |          |          |          |        |           | 4                                                                       | 1 | 9:14.679B  | 46.580   | 52.706   | 7:35.393 | 76.9   | 16:22.588 |
| 1                                                                                             | 1 | 3:26.462   | 1:50.155 | 46.692   | 49.615   | 89.8   | 3:26.462  | 5                                                                       | 1 | 2:23.996   | 51.062   | 48.540   | 44.394   | 77.1   | 18:46.584 |
| 2                                                                                             | 1 | 13:11.210B | 38.738   | 45.709   | ...      | 97.6   | 16:37.672 | 6                                                                       | 1 | 2:06.614   | 37.201   | 45.763   | 43.650   | 115.9  | 20:53.198 |
| 3                                                                                             | 1 | 2:18.529   | 48.538   | 45.556   | 44.435   | 90.6   | 18:56.201 | 7                                                                       | 1 | 2:07.314   | 36.254   | 47.803   | 43.257   | 127.2  | 23:00.512 |
| 4                                                                                             | 1 | 2:01.091   | 37.357   | 42.525   | 41.209   | 115.3  | 20:57.292 | 8                                                                       | 1 | 2:04.876   | 36.464   | 45.834   | 42.578   | 128.3  | 25:05.388 |
| 5                                                                                             | 1 | 2:01.721   | 35.166   | 42.621   | 43.934   | 129.8  | 22:59.013 | 9                                                                       | 1 | 2:00.572   | 34.966   | 44.448   | 41.158   | 137.6  | 27:05.960 |
| 6                                                                                             | 1 | 1:54.207   | 33.950   | 39.992   | 40.265   | 138.6  | 24:53.220 | 10                                                                      | 1 | 2:01.193   | 35.566   | 44.530   | 41.097   | 139.4  | 29:07.153 |

HISTORIC GRAND PRIX CARS  
GRAND PRIX DE L'AGE D'OR  
QUALIFYING

## Sector Analysis

| Lap under Red Flag |   |                                        |          |          |          |        | Invalidated Lap |     |   |                                        |          |          |          | Personal Best |           |     |   |                                            |          |          | Session Best |        |           |     |   |                                            |          | B Crossing the 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   | Lap | D | Time                                       | Sector 1 | Sector 2 | Sector 3     | T. Spd | Elapsed   | Lap | D | Time                                       | Sector 1 | Sector 2                | Sector 3 | T. Spd | Elapsed   |    |   |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 37                 |   | Heron F1 1960<br>1.Eddy PERK           |          |          |          |        | 10a             | 55  |   | Lotus 18 914 1961<br>1.Nick TAYLOR     |          |          |          |               | 10a       | 63  |   | Brabham BT4 1963<br>1.Michel KUIPER        |          |          |              |        | 12        | 69  |   | Maserati 250F 1957<br>1. MR. JOHN OF B     |          |                         |          |        | 6         | 70 |   | Lotus 18 370 1960<br>1.John CHISHOLM |          |        |          |       | 7c        | 71 |   | Cooper T53 Low Line 1961<br>1.Nick TOPLISS |        |        |        |       | 12       |  |  |  |  |  |  |  |
| 1                  | 1 | 2:36.054                               | 59.492   | 49.592   | 46.970   | 106.7  | 2:36.054        | 1   | 1 | 3:11.618                               | 1:36.613 | 48.848   | 46.157   | 102.8         | 3:11.618  | 1   | 1 | 2:37.906                                   | 1:02.403 | 49.956   | 45.547       | 97.1   | 2:37.906  | 1   | 1 | 19:00.102                                  | ...      | 47.354                  | 44.064   | 94.2   | 19:00.102 | 1  | 1 | 2:48.168                             | 1:13.503 | 50.340 | 44.325   | 108.0 | 2:48.168  | 1  | 1 | 2:30.117                                   | 55.121 | 48.749 | 46.247 | 104.7 | 2:30.117 |  |  |  |  |  |  |  |
| 2                  | 1 | 2:07.165                               | 35.901   | 46.389   | 44.875   | 136.7  | 4:43.219        | 2   | 1 | 12:44.100B                             | 36.142   | 48.272   | ...      | 117.8         | 15:55.718 | 2   | 1 | 2:00.954                                   | 34.750   | 45.617   | 40.587       | 147.1  | 4:38.860  | 2   | 1 | 2:02.942                                   | 36.928   | 42.426                  | 43.588   | 148.8  | 21:03.044 | 2  | 1 | 2:07.692                             | 35.937   | 45.792 | 45.963   | 129.7 | 4:55.860  | 2  | 1 | 2:05.234                                   | 35.185 | 45.678 | 44.371 | 148.1 | 4:35.351 |  |  |  |  |  |  |  |
| 3                  | 1 | 2:11.737                               | 38.906   | 48.041   | 44.790   | 121.1  | 6:54.956        | 3   | 1 | 2:20.633                               | 46.710   | 49.408   | 44.515   | 99.6          | 18:16.351 | 3   | 1 | 2:07.773                                   | 35.690   | 47.195   | 44.888       | 170.1  | 6:46.633  | 3   | 1 | 1:57.243                                   | 34.459   | 42.295                  | 40.489   | 157.2  | 23:00.287 | 3  | 1 | 2:09.421                             | 39.500   | 45.021 | 44.900   | 109.1 | 7:05.281  | 3  | 1 |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 4                  | 1 | 10:02.330B                             | 43.901   | 54.881   | 8:23.548 | 117.6  | 16:57.286       | 4   | 1 | 2:04.518                               | 38.155   | 43.203   | 43.160   | 121.6         | 20:20.869 | 4   | 1 | 9:40.204B                                  | 43.125   | 53.543   | 8:03.536     | 104.4  | 16:26.837 | 4   | 1 | 1:55.298                                   | 33.831   | 40.749                  | 40.718   | 148.6  | 24:55.585 | 4  | 1 | 9:13.796B                            | 48.114   | 52.179 | 7:33.503 | 78.9  | 16:19.077 | 4  | 1 |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 5                  | 1 | 2:24.105                               | 50.768   | 49.004   | 44.333   | 76.7   | 19:21.391       | 5   | 1 | 2:00.054                               | 36.089   | 43.012   | 40.953   | 137.8         | 22:20.923 | 5   | 1 | 2:16.418                                   | 47.492   | 47.019   | 41.907       | 76.3   | 18:43.255 | 5   | 1 | 1:54.814                                   | 33.429   | 40.816                  | 40.569   | 155.8  | 26:50.399 | 5  | 1 | 2:21.399                             | 48.350   | 47.222 | 45.827   | 93.7  | 18:40.476 | 5  | 1 |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 6                  | 1 | 2:08.688                               | 37.067   | 47.198   | 44.423   | 126.9  | 21:30.079       | 6   | 1 | 1:56.209                               | 34.593   | 40.877   | 40.739   | 145.7         | 24:17.132 | 6   | 1 | 1:58.807                                   | 35.792   | 41.920   | 41.095       | 130.4  | 20:42.062 | 6   | 1 | 2:04.358                                   | 37.358   | 44.671                  | 42.329   | 120.5  | 20:44.834 | 6  | 1 | 2:04.358                             | 37.358   | 44.671 | 42.329   | 120.5 | 20:44.834 | 6  | 1 |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 7                  | 1 | 2:04.193                               | 36.592   | 45.749   | 41.852   | 128.7  | 23:34.272       | 7   | 1 | 1:57.985                               | 35.576   | 41.713   | 40.696   | 145.9         | 26:15.117 | 7   | 1 | 1:54.655                                   | 34.459   | 40.989   | 39.207       | 137.6  | 22:36.717 | 7   | 1 | 2:00.941                                   | 35.393   | 43.019                  | 42.529   | 130.8  | 22:45.775 | 7  | 1 | 2:08.413                             | 35.869   | 44.288 | 48.256   | 127.5 | 24:54.188 | 7  | 1 |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 8                  | 1 | 2:00.858                               | 36.028   | 43.331   | 41.499   | 137.1  | 25:35.130       | 8   | 1 | 1:55.731                               | 35.796   | 39.776   | 40.159   | 152.1         | 28:10.848 | 8   | 1 | 1:48.554                                   | 32.380   | 38.411   | 37.763       | 155.2  | 24:25.271 | 8   | 1 | 1:59.157                                   | 36.170   | 42.025                  | 40.962   | 129.3  | 26:53.345 | 8  | 1 | 1:52.178                             | 32.707   | 41.970 | 37.501   | 173.9 | 23:52.532 | 8  | 1 |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 9                  | 1 | 2:01.041                               | 36.337   | 43.155   | 41.549   | 134.8  | 27:36.171       | 9   | 1 | 1:55.261                               | 33.953   | 40.985   | 40.323   | 151.9         | 30:06.109 | 9   | 1 | 1:48.219                                   | 31.651   | 38.955   | 37.613       | 162.4  | 26:13.490 | 9   | 1 | 1:58.590                                   | 34.749   | 44.688                  | 39.153   | 141.7  | 26:44.261 | 9  | 1 | 1:50.371                             | 32.074   | 40.735 | 37.562   | 163.6 | 25:42.903 | 9  | 1 |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 10                 | 1 | 2:01.233                               | 35.595   | 44.446   | 41.192   | 136.9  | 29:37.404       | 10  | 1 | 1:44.143                               | 31.248   | 37.520   | 35.375   | 164.4         | 29:43.711 | 10  | 1 | 1:46.078                                   | 31.413   | 38.194   | 36.471       | 154.1  | 27:59.568 | 10  | 1 | 2:02.674                                   | 34.917   | 45.881                  | 41.876   | 139.7  | 28:46.935 | 10 | 1 | 1:48.905                             | 32.376   | 39.658 | 36.871   | 171.4 | 27:31.808 | 10 | 1 |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 44                 |   | Lotus 18 908 1961<br>1.Klaus BERGS     |          |          |          |        | 10a             | 69  |   | Maserati 250F 1957<br>1. MR. JOHN OF B |          |          |          |               | 6         | 70  |   | Lotus 18 370 1960<br>1.John CHISHOLM       |          |          |              |        | 7c        | 71  |   | Cooper T53 Low Line 1961<br>1.Nick TOPLISS |          |                         |          |        | 12        | 72 |   |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 1                  | 1 | 2:42.409                               | 1:07.730 | 48.639   | 46.040   | 94.6   | 2:42.409        | 1   | 1 | 19:00.102                              | ...      | 47.354   | 44.064   | 94.2          | 19:00.102 | 1   | 1 | 2:48.168                                   | 1:13.503 | 50.340   | 44.325       | 108.0  | 2:48.168  | 1   | 1 | 2:30.117                                   | 55.121   | 48.749                  | 46.247   | 104.7  | 2:30.117  | 1  | 1 |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 2                  | 1 | 2:10.505                               | 37.280   | 46.568   | 46.657   | 127.7  | 4:52.914        | 2   | 1 | 2:02.942                               | 36.928   | 42.426   | 43.588   | 148.8         | 21:03.044 | 2   | 1 | 2:07.692                                   | 35.937   | 45.792   | 45.963       | 129.7  | 4:55.860  | 2   | 1 | 2:05.234                                   | 35.185   | 45.678                  | 44.371   | 148.1  | 4:35.351  | 2  | 1 |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 3                  | 1 | 2:11.079                               | 37.795   | 47.398   | 45.886   | 126.6  | 7:03.993        | 3   | 1 | 1:57.243                               | 34.459   | 42.295   | 40.489   | 157.2         | 23:00.287 | 3   | 1 | 2:09.421                                   | 39.500   | 45.021   | 44.900       | 109.1  | 7:05.281  | 3   | 1 |                                            |          |                         |          |        |           |    |   |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 4                  | 1 | 9:09.258B                              | 42.906   | 52.436   | 7:33.916 | 105.8  | 16:13.251       | 4   | 1 | 1:55.298                               | 33.831   | 40.749   | 40.718   | 148.6         | 24:55.585 | 4   | 1 | 9:13.796B                                  | 48.114   | 52.179   | 7:33.503     | 78.9   | 16:19.077 | 4   | 1 |                                            |          |                         |          |        |           |    |   |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 5                  | 1 | 2:21.962                               | 48.306   | 48.083   | 45.573   | 90.8   | 18:35.213       | 5   | 1 | 1:54.814                               | 33.429   | 40.816   | 40.569   | 155.8         | 26:50.399 | 5   | 1 | 2:21.399                                   | 48.350   | 47.222   | 45.827       | 93.7   | 18:40.476 | 5   | 1 |                                            |          |                         |          |        |           |    |   |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 6                  | 1 | 2:13.916                               | 40.060   | 48.415   | 45.441   | 113.2  | 20:49.129       | 6   | 1 | 2:04.358                               | 37.358   | 44.671   | 42.329   | 120.5         | 20:44.834 | 6   | 1 | 2:04.358                                   | 37.358   | 44.671   | 42.329       | 120.5  | 20:44.834 | 6   | 1 |                                            |          |                         |          |        |           |    |   |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 7                  | 1 | 2:10.924                               | 38.216   | 46.772   | 45.936   | 128.9  | 23:00.053       | 7   | 1 | 2:00.941                               | 35.393   | 43.019   | 42.529   | 130.8         | 22:45.775 | 7   | 1 | 2:08.413                                   | 35.869   | 44.288   | 48.256       | 127.5  | 24:54.188 | 7   | 1 |                                            |          |                         |          |        |           |    |   |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 8                  | 1 | 2:08.427                               | 38.606   | 47.541   | 42.280   | 118.3  | 25:08.480       | 8   | 1 | 1:59.157                               | 36.170   | 42.025   | 40.962   | 129.3         | 26:53.345 | 8   | 1 | 1:52.178                                   | 32.707   | 41.970   | 37.501       | 173.9  | 23:52.532 | 8   | 1 |                                            |          |                         |          |        |           |    |   |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 9                  | 1 | 2:03.988                               | 37.430   | 45.568   | 40.990   | 133.7  | 27:12.468       | 9   | 1 | 1:44.143                               | 31.248   | 37.520   | 35.375   | 164.4         | 29:43.711 | 9   | 1 | 1:58.590                                   | 34.749   | 44.688   | 39.153       | 141.7  | 26:44.261 | 9   | 1 |                                            |          |                         |          |        |           |    |   |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 10                 | 1 | 2:00.312                               | 34.985   | 44.487   | 40.840   | 137.4  | 29:12.780       | 10  | 1 | 2:00.851                               | 34.021   | 43.456   | 43.374   | 146.3         | 28:54.196 | 10  | 1 | 2:02.674                                   | 34.917   | 45.881   | 41.876       | 139.7  | 28:46.935 | 10  | 1 |                                            |          |                         |          |        |           |    |   |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 47                 |   | Cooper T45/51 1958<br>1.Brian JOLLIFFE |          |          |          |        | 9               | 70  |   | Lotus 18 370 1960<br>1.John CHISHOLM   |          |          |          |               | 7c        | 71  |   | Cooper T53 Low Line 1961<br>1.Nick TOPLISS |          |          |              |        | 12        | 72  |   |                                            |          |                         |          |        |           |    |   |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 1                  | 1 | 2:46.862                               | 1:12.206 | 51.122   | 43.534   | 104.5  | 2:46.862        | 1   | 1 | 19:00.102                              | ...      | 47.354   | 44.064   | 94.2          | 19:00.102 | 1   | 1 | 2:48.168                                   | 1:13.503 | 50.340   | 44.325       | 108.0  | 2:48.168  | 1   | 1 | 2:30.117                                   | 55.121   | 48.749                  | 46.247   | 104.7  | 2:30.117  | 1  | 1 |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 2                  | 1 | 2:06.874                               | 36.484   | 45.888   | 44.502   | 147.5  | 4:53.736        | 2   | 1 | 2:02.942                               | 36.928   | 42.426   | 43.588   | 148.8         | 21:03.044 | 2   | 1 | 2:07.692                                   | 35.937   | 45.792   | 45.963       | 129.7  | 4:55.860  | 2   | 1 | 2:05.234                                   | 35.185   | 45.678                  | 44.371   | 148.1  | 4:35.351  | 2  | 1 |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |
| 3                  | 1 | 2:11.410                               | 38.518   | 46.738   | 46.154   | 119.2  | 7:05.146        | 3   | 1 | 1:57.243                               | 34.459   | 42.295   | 40.489   |               |           |     |   |                                            |          |          |              |        |           |     |   |                                            |          |                         |          |        |           |    |   |                                      |          |        |          |       |           |    |   |                                            |        |        |        |       |          |  |  |  |  |  |  |  |



# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### QUALIFYING

## Sector Analysis

Lap under Red Flag

Invalidated Lap

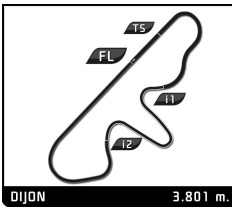
Personal Best

Session Best

B Crossing the pit lane

| Lap                                                                                    | D | Time               | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   |
|----------------------------------------------------------------------------------------|---|--------------------|----------|----------|----------|--------|-----------|
| 3                                                                                      | 1 | 2:11.087           | 36.654   | 48.846   | 45.587   | 153.8  | 6:46.438  |
| 4                                                                                      | 1 | 9:18.231 <b>B</b>  | 42.607   | 53.261   | 7:42.363 | 110.4  | 16:04.669 |
| 5                                                                                      | 1 | 2:15.439           | 45.019   | 47.022   | 43.398   | 103.8  | 18:20.108 |
| 6                                                                                      | 1 | 2:05.993           | 36.910   | 46.185   | 42.898   | 129.8  | 20:26.101 |
| 7                                                                                      | 1 | 1:56.757           | 34.313   | 42.470   | 39.974   | 159.1  | 22:22.858 |
| 8                                                                                      | 1 | 1:55.624           | 33.938   | 41.770   | 39.916   | 149.4  | 24:18.482 |
| 9                                                                                      | 1 | 1:57.595           | 35.342   | 41.835   | 40.418   | 145.0  | 26:16.077 |
| 10                                                                                     | 1 | 1:55.198           | 35.821   | 41.213   | 38.164   | 155.2  | 28:11.275 |
| 11                                                                                     | 1 | 1:52.761           | 33.185   | 40.856   | 38.720   | 155.8  | 30:04.036 |
| <div>75</div> <div>Lotus 21 939/952 1961</div> <div>1.Alex MORTON</div> <div>10a</div> |   |                    |          |          |          |        |           |
| 1                                                                                      | 1 | 28:39.161          | ...      | 42.122   | 42.815   | 100.1  | 28:39.161 |
| <div>76</div> <div>Brabham BT3/4 1962</div> <div>1.Tim CHILD</div> <div>12</div>       |   |                    |          |          |          |        |           |
| 1                                                                                      | 1 | 2:27.078           | 55.760   | 48.527   | 42.791   | 113.2  | 2:27.078  |
| 2                                                                                      | 1 | 1:50.901           | 31.656   | 41.621   | 37.624   | 172.0  | 4:17.979  |
| 3                                                                                      | 1 | 1:58.452           | 34.528   | 42.167   | 41.757   | 179.4  | 6:16.431  |
| 4                                                                                      | 1 | 9:40.927 <b>B</b>  | 34.048   | 44.991   | 8:21.888 | 155.2  | 15:57.358 |
| 5                                                                                      | 1 | 2:10.764           | 43.430   | 45.574   | 41.760   | 105.7  | 18:08.122 |
| 6                                                                                      | 1 | 1:51.576           | 32.631   | 40.459   | 38.486   | 163.9  | 19:59.698 |
| 7                                                                                      | 1 | 1:49.393           | 31.529   | 39.360   | 38.504   | 176.2  | 21:49.091 |
| 8                                                                                      | 1 | 1:49.025           | 31.808   | 38.817   | 38.400   | 164.6  | 23:38.116 |
| 9                                                                                      | 1 | 1:46.789           | 32.091   | 37.988   | 36.710   | 171.7  | 25:24.905 |
| 10                                                                                     | 1 | 1:47.841           | 31.106   | 38.816   | 37.919   | 177.3  | 27:12.746 |
| 11                                                                                     | 1 | 1:47.166           | 32.466   | 38.508   | 36.192   | 163.1  | 28:59.912 |
| <div>87</div> <div>Cooper T53 1960</div> <div>1.Tony LEES</div> <div>7b</div>          |   |                    |          |          |          |        |           |
| 1                                                                                      | 1 | 2:14.831           | 48.595   | 44.263   | 41.973   | 112.7  | 2:14.831  |
| 2                                                                                      | 1 | 1:58.091           | 33.907   | 42.645   | 41.539   | 166.9  | 4:12.922  |
| 3                                                                                      | 1 | 2:03.622           | 35.816   | 44.343   | 43.463   | 155.2  | 6:16.544  |
| <div>90</div> <div>Cooper T51 1959</div> <div>1.Olivier HUEZ</div> <div>7b</div>       |   |                    |          |          |          |        |           |
| 1                                                                                      | 1 | 3:17.727           | 1:41.063 | 49.752   | 46.912   | 92.1   | 3:17.727  |
| 2                                                                                      | 1 | 2:18.444           | 37.771   | 52.083   | 48.590   | 127.2  | 5:36.171  |
| 3                                                                                      | 1 | 10:56.922 <b>B</b> | 37.837   | 1:18.755 | 9:00.330 | 127.7  | 16:33.093 |
| 4                                                                                      | 1 | 2:28.954           | 48.352   | 53.361   | 47.241   | 102.5  | 19:02.047 |
| 5                                                                                      | 1 | 2:20.421           | 40.203   | 53.557   | 46.661   | 113.4  | 21:22.468 |
| 6                                                                                      | 1 | 2:19.514           | 40.247   | 52.390   | 46.877   | 111.2  | 23:41.982 |
| 7                                                                                      | 1 | 2:10.556           | 37.678   | 49.842   | 43.036   | 123.9  | 25:52.538 |
| 8                                                                                      | 1 | 2:27.040           | 58.978   | 46.212   | 41.850   | 129.8  | 28:19.578 |
| <div>92</div> <div>Cooper T45 1958</div> <div>1.Stephen BANHAM</div> <div>7c</div>     |   |                    |          |          |          |        |           |
| 1                                                                                      | 1 | 2:54.952           | 1:21.979 | 48.953   | 44.020   | 101.7  | 2:54.952  |
| 2                                                                                      | 1 | 2:04.013           | 35.115   | 45.648   | 43.250   | 147.1  | 4:58.965  |
| 3                                                                                      | 1 | 2:13.359           | 40.105   | 47.751   | 45.503   | 97.4   | 7:12.324  |
| 4                                                                                      | 1 | 9:15.606 <b>B</b>  | 49.156   | 53.967   | 7:32.483 | 91.6   | 16:27.930 |
| 5                                                                                      | 1 | 2:24.070           | 49.628   | 48.392   | 46.050   | 75.7   | 18:52.000 |
| 6                                                                                      | 1 | 2:14.890           | 38.777   | 47.505   | 48.608   | 128.9  | 21:06.890 |

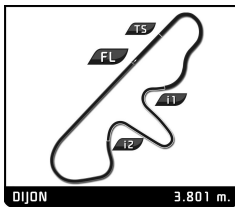
| Lap                                                      | D | Time     | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   |
|----------------------------------------------------------|---|----------|----------|----------|----------|--------|-----------|
| 7                                                        | 1 | 2:09.404 | 38.396   | 45.486   | 45.522   | 117.9  | 23:16.294 |
| 8                                                        | 1 | 2:10.683 | 37.548   | 47.109   | 46.026   | 128.1  | 25:26.977 |
| 9                                                        | 1 | 2:07.222 | 37.553   | 46.135   | 43.534   | 120.8  | 27:34.199 |
| 10                                                       | 1 | 2:07.750 | 37.079   | 46.505   | 44.166   | 130.6  | 29:41.949 |
| <div>99</div> <div>Lotus 21 1961</div> <div>1.Mark</div> |   |          |          |          |          |        |           |



# HISTORIC GRAND PRIX CARSGRAND PRIX DE L'AGE D'ORQUALIFYING

## Sector Analysis

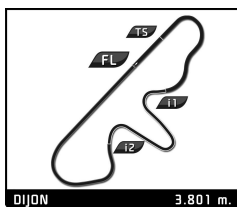
|     |   | Lap under Red Flag |               |               |               |        |           | Invalidated Lap |   | Personal Best |          | Session Best |          | B Crossing the pit lane |         |
|-----|---|--------------------|---------------|---------------|---------------|--------|-----------|-----------------|---|---------------|----------|--------------|----------|-------------------------|---------|
| 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 | 1:57.825           | 33.345        | 44.366        | 40.114        | 143.8  | 5:22.766  |                 |   |               |          |              |          |                         |         |
| 3   | 1 | 10:37.769 <b>B</b> | 34.602        | 42.764        | 9:20.403      | 145.7  | 16:00.535 |                 |   |               |          |              |          |                         |         |
| 4   | 1 | 2:15.157           | 45.034        | 46.751        | 43.372        | 103.3  | 18:15.692 |                 |   |               |          |              |          |                         |         |
| 5   | 1 | 1:57.741           | 34.344        | 43.229        | 40.168        | 151.5  | 20:13.433 |                 |   |               |          |              |          |                         |         |
| 6   | 1 | 1:54.939           | 33.419        | 41.859        | 39.661        | 141.2  | 22:08.372 |                 |   |               |          |              |          |                         |         |
| 7   | 1 | 1:56.331           | 32.917        | 42.589        | 40.825        | 154.3  | 24:04.703 |                 |   |               |          |              |          |                         |         |
| 8   | 1 | 1:53.562           | 33.062        | 41.346        | 39.154        | 144.6  | 25:58.265 |                 |   |               |          |              |          |                         |         |
| 9   | 1 | 1:51.737           | 33.428        | <b>39.728</b> | 38.581        | 144.4  | 27:50.002 |                 |   |               |          |              |          |                         |         |
| 10  | 1 | <b>1:50.953</b>    | <b>31.819</b> | 40.630        | <b>38.504</b> | 151.9  | 29:40.955 |                 |   |               |          |              |          |                         |         |



## HISTORIC GRAND PRIX CARS GRAND PRIX DE L'AGE D'OR QUALIFYING

### Best Sector Times

| SECTOR 1 |                   |        | SECTOR 2          |        | SECTOR 3          |        |     |                                  |     |           |               |
|----------|-------------------|--------|-------------------|--------|-------------------|--------|-----|----------------------------------|-----|-----------|---------------|
| Pos      | Driver            | Time   | Driver            | Time   | Driver            | Time   | Pos | Car                              | Cl  | Ideal Lap | Best Lap      |
| 1        | 10 W.NUTHALL      | 29.462 | 10 W.NUTHALL      | 36.405 | 10 W.NUTHALL      | 34.129 | 1   | 10 Cooper T53 1960               | 7b  | 1:39.996  | 1:40.207 (1)  |
| 2        | 99 M.SHAW         | 29.921 | 63 M.KUIPER       | 37.520 | 63 M.KUIPER       | 35.375 | 2   | 63 Brabham BT4 1963              | 12  | 1:44.143  | 1:44.143 (2)  |
| 3        | 18 C.MCCARTHY     | 30.700 | 18 C.MCCARTHY     | 37.809 | 76 T.CHILD        | 36.192 | 3   | 99 Lotus 21 1961                 | 10a | 1:44.535  | 1:45.718 (3)  |
| 4        | 34 J.SPIERS       | 31.019 | 76 T.CHILD        | 37.988 | 18 C.MCCARTHY     | 36.204 | 4   | 18 Lotus 18 372 1960             | 7b  | 1:44.713  | 1:46.680 (4)  |
| 5        | 76 T.CHILD        | 31.106 | 99 M.SHAW         | 38.344 | 99 M.SHAW         | 36.270 | 5   | 76 Brabham BT3/4 1962            | 12  | 1:45.286  | 1:46.789 (5)  |
| 6        | 63 M.KUIPER       | 31.248 | 7 M.BLEES         | 38.519 | 53 J.MAEERS       | 36.871 | 6   | 34 Maserati 250F 2516 1955       | 6   | 1:47.241  | 1:49.102 (9)  |
| 7        | 31 G.FIERRO ELETÀ | 31.605 | 34 J.SPIERS       | 38.826 | 31 G.FIERRO ELETÀ | 36.986 | 7   | 31 Maserati 250F 2501/2523 1954  | 6   | 1:47.476  | 1:47.476 (6)  |
| 8        | 2 R.JOLLEY        | 31.652 | 2 R.JOLLEY        | 38.837 | 2 R.JOLLEY        | 37.283 | 8   | 2 Lister Jaguar Monza GP 1958    | 8   | 1:47.772  | 1:49.187 (10) |
| 9        | 248 K.LEHR        | 31.819 | 31 G.FIERRO ELETÀ | 38.885 | 34 J.SPIERS       | 37.396 | 9   | 53 Cooper T53 1960               | 12  | 1:47.780  | 1:48.050 (7)  |
| 10       | 53 J.MAEERS       | 31.916 | 53 J.MAEERS       | 38.993 | 7 M.BLEES         | 37.686 | 10  | 7 Brabham BT7A 1963              | 12  | 1:48.397  | 1:48.397 (8)  |
| 11       | 69 MR. JOHN OF B  | 32.095 | 19 P.GRANT        | 39.582 | 71 N.TOPLISS      | 38.164 | 11  | 248 Maserati 250F CM5 1957       | 6   | 1:50.051  | 1:50.953 (11) |
| 12       | 7 M.BLEES         | 32.192 | 248 K.LEHR        | 39.728 | 248 K.LEHR        | 38.504 | 12  | 19 Cooper Bristol Mk 2 1953      | 5   | 1:51.363  | 1:51.363 (12) |
| 13       | 21 I.NUTHALL      | 32.267 | 55 N.TAYLOR       | 39.776 | 22 E.HANN         | 38.588 | 13  | 71 Cooper T53 Low Line 1961      | 12  | 1:52.205  | 1:55.198 (17) |
| 14       | 19 P.GRANT        | 33.025 | 23 A.STORTONI     | 39.992 | 19 P.GRANT        | 38.756 | 14  | 69 Maserati 250F 1957            | 6   | 1:52.749  | 1:54.133 (13) |
| 15       | 71 N.TOPLISS      | 33.185 | 122 P.HORSMAN     | 40.149 | 47 B.JOLLIFFE     | 39.153 | 15  | 122 Lotus 18/21 P1 1961          | 12  | 1:53.020  | 1:54.449 (15) |
| 16       | 100 J.DE MESTRAL  | 33.335 | 22 E.HANN         | 40.657 | 122 P.HORSMAN     | 39.220 | 16  | 22 Maserati 250F CM7 1958        | 6   | 1:53.131  | 1:54.949 (16) |
| 17       | 5 T.SMITH         | 33.383 | 69 MR. JOHN OF B  | 40.749 | 3 B.CANNELL       | 39.278 | 17  | 55 Lotus 18 914 1961             | 10a | 1:53.888  | 1:55.731 (19) |
| 18       | 122 P.HORSMAN     | 33.651 | 71 N.TOPLISS      | 40.856 | 21 I.NUTHALL      | 39.903 | 18  | 23 Lotus 18 917 1961             | 10a | 1:54.207  | 1:54.207 (14) |
| 19       | 22 E.HANN         | 33.886 | 70 J.CHISHOLM     | 42.025 | 69 MR. JOHN OF B  | 39.905 | 19  | 21 Cooper Bristol MkII 1953      | 5   | 1:54.222  | 1:55.465 (18) |
| 20       | 87 T.LEES         | 33.907 | 21 I.NUTHALL      | 42.052 | 55 N.TAYLOR       | 40.159 | 20  | 3 Cooper T51 1959                | 9   | 1:56.129  | 1:56.687 (20) |
| 21       | 23 A.STORTONI     | 33.950 | 75 A.MORTON       | 42.122 | 100 J.DE MESTRAL  | 40.207 | 21  | 70 Lotus 18 370 1960             | 7c  | 1:57.008  | 1:59.157 (24) |
| 22       | 47 B.JOLLIFFE     | 33.952 | 87 T.LEES         | 42.645 | 23 A.STORTONI     | 40.265 | 22  | 100 Brabham BT11A 1964           | 12  | 1:57.159  | 1:58.701 (23) |
| 23       | 55 N.TAYLOR       | 33.953 | 3 B.CANNELL       | 42.755 | 5 T.SMITH         | 40.496 | 23  | 47 Cooper T45/51 1958            | 9   | 1:57.312  | 1:58.590 (22) |
| 24       | 70 J.CHISHOLM     | 34.021 | 37 E.PERK         | 43.155 | 44 K.BERGS        | 40.840 | 24  | 87 Cooper T53 1960               | 7b  | 1:58.091  | 1:58.091 (21) |
| 25       | 3 B.CANNELL       | 34.096 | 100 J.DE MESTRAL  | 43.617 | 70 J.CHISHOLM     | 40.962 | 25  | 5 Ferrari 246 Dino 1960          | 7a  | 1:58.147  | 2:00.663 (27) |
| 26       | 33 C.PHILLIPS     | 34.470 | 33 C.PHILLIPS     | 43.626 | 36 E.STAES        | 41.097 | 26  | 75 Lotus 21 939/952 1961         | 10a | 1:59.939  |               |
| 27       | 36 E.STAES        | 34.966 | 47 B.JOLLIFFE     | 44.207 | 37 E.PERK         | 41.192 | 27  | 37 Heron F1 1960                 | 10a | 1:59.942  | 2:00.858 (28) |
| 28       | 44 K.BERGS        | 34.985 | 5 T.SMITH         | 44.268 | 87 T.LEES         | 41.539 | 28  | 44 Lotus 18 908 1961             | 10a | 2:00.312  | 2:00.312 (25) |
| 29       | 75 A.MORTON       | 35.002 | 36 E.STAES        | 44.448 | 90 O.HUEZ         | 41.850 | 29  | 36 Cooper Bristol T23 Mk II 1953 | 5   | 2:00.511  | 2:00.572 (26) |
| 30       | 92 S.BANHAM       | 35.115 | 44 K.BERGS        | 44.487 | 33 C.PHILLIPS     | 42.752 | 30  | 33 Cooper Bristol Mk II 1953     | 5   | 2:00.848  | 2:02.366 (29) |
| 31       | 37 E.PERK         | 35.595 | 8 J.RETTENMAIER   | 45.215 | 75 A.MORTON       | 42.815 | 31  | 92 Cooper T45 1958               | 7c  | 2:03.851  | 2:04.013 (30) |
| 32       | 8 J.RETTENMAIER   | 35.948 | 92 S.BANHAM       | 45.486 | 8 J.RETTENMAIER   | 42.894 | 32  | 8 Alfa F2 1952                   | 5   | 2:04.057  | 2:04.552 (31) |
| 33       | 90 O.HUEZ         | 36.946 | 90 O.HUEZ         | 45.806 | 92 S.BANHAM       | 43.250 | 33  | 90 Cooper T51 1959               | 7b  | 2:04.602  | 2:10.556 (32) |
| 34       | 6 S.RETTENMAIER   | 38.095 | 118 M.NEISIUS     | 47.276 | 6 S.RETTENMAIER   | 45.468 | 34  | 6 Maserati 4 CL 1939             | 3   | 2:11.330  | 2:12.285 (33) |
| 35       | 4 R.RETTENMAIER   | 40.229 | 6 S.RETTENMAIER   | 47.767 | 4 R.RETTENMAIER   | 47.957 | 35  | 4 Maserati 250F 2508 1954        | 6   | 2:17.062  | 2:18.573 (34) |
| 36       | 118 M.NEISIUS     | 40.426 | 4 R.RETTENMAIER   | 48.876 | 118 M.NEISIUS     | 50.500 | 36  | 118 Maserati 6CM 1938            | 3   | 2:18.202  | 2:21.238 (35) |

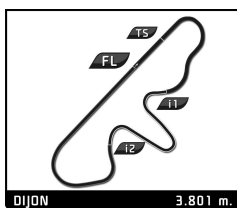


## HISTORIC GRAND PRIX CARS GRAND PRIX DE L'AGE D'OR QUALIFYING

### Best Top Speeds

| No Car                           | Class | Top Speed Driver | Top 1 |     | Top 2 |     | Top 3 |     | Top 4 |     | Top 5 |     | Avg   |
|----------------------------------|-------|------------------|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|
|                                  |       |                  | Kph   | Lap | Kph   | Lap | Kph   | Lap | Kph   | Lap | Kph   | Lap |       |
| 76 Brabham BT3/4 1962            | 12    | T. CHILD         | 179.4 | 3   | 177.3 | 10  | 176.2 | 7   | 172.0 | 2   | 171.7 | 9   | 175,3 |
| 18 Lotus 18 372 1960             | 7b    | C. MCCARTHY      | 175.0 | 9   | 169.3 | 7   | 163.9 | 6   | 161.0 | 8   | 154.5 | 3   | 164,7 |
| 69 Maserati 250F 1957            | 6     | MR. JOHN OF B    | 175.0 | 6   | 157.2 | 3   | 155.8 | 5   | 148.8 | 2   | 148.6 | 4   | 157,1 |
| 10 Cooper T53 1960               | 7b    | W. NUTHALL       | 173.9 | 8   | 172.2 | 9   | 171.2 | 7   | 171.2 | 4   | 169.8 | 3   | 171,7 |
| 53 Cooper T53 1960               | 12    | J. MAEERS        | 173.9 | 8   | 171.4 | 10  | 163.6 | 9   | 162.2 | 3   | 161.2 | 11  | 166,5 |
| 31 Maserati 250F 2501/2523 1954  | 6     | G. FIERRO ELETA  | 173.1 | 6   | 172.2 | 9   | 169.8 | 8   | 168.5 | 7   | 154.3 | 10  | 167,6 |
| 63 Brabham BT4 1963              | 12    | M. KUIPER        | 170.1 | 3   | 164.4 | 11  | 162.4 | 9   | 155.2 | 8   | 154.1 | 10  | 161,2 |
| 99 Lotus 21 1961                 | 10a   | M. SHAW          | 169.5 | 11  | 166.2 | 8   | 164.4 | 6   | 164.1 | 9   | 159.3 | 10  | 164,7 |
| 87 Cooper T53 1960               | 7b    | T. LEES          | 166.9 | 2   | 155.2 | 3   | 112.7 | 1   |       |     |       |     | 144,9 |
| 100 Brabham BT11A 1964           | 12    | J. DE MESTRAL    | 166.4 | 10  | 161.9 | 7   | 157.0 | 6   | 153.2 | 3   | 146.7 | 4   | 157,0 |
| 34 Maserati 250F 2516 1955       | 6     | J. SPIERS        | 163.4 | 6   | 159.5 | 2   | 158.8 | 10  | 157.0 | 9   | 157.0 | 3   | 159,1 |
| 5 Ferrari 246 Dino 1960          | 7a    | T. SMITH         | 162.2 | 8   | 160.7 | 9   | 156.1 | 7   | 149.6 | 6   | 146.1 | 5   | 154,9 |
| 71 Cooper T53 Low Line 1961      | 12    | N. TOPLISS       | 159.1 | 7   | 155.8 | 11  | 155.2 | 10  | 153.8 | 3   | 149.4 | 8   | 154,7 |
| 19 Cooper Bristol Mk 2 1953      | 5     | P. GRANT         | 158.4 | 3   | 155.6 | 6   | 154.5 | 10  | 144.4 | 11  | 141.7 | 7   | 150,9 |
| 122 Lotus 18/21 P1 1961          | 12    | P. HORSMAN       | 157.7 | 8   | 155.2 | 7   | 150.4 | 3   | 138.3 | 10  | 135.3 | 2   | 147,4 |
| 21 Cooper Bristol MkII 1953      | 5     | I. NUTHALL       | 157.0 | 9   | 147.9 | 8   | 142.1 | 6   | 141.0 | 3   | 138.3 | 5   | 145,3 |
| 7 Brabham BT7A 1963              | 12    | M. BLEES         | 154.9 | 10  | 153.2 | 7   | 153.0 | 9   | 136.4 | 8   | 135.3 | 6   | 146,6 |
| 248 Maserati 250F CM5 1957       | 6     | K. LEHR          | 154.3 | 7   | 151.9 | 10  | 151.5 | 5   | 145.7 | 3   | 144.6 | 8   | 149,6 |
| 22 Maserati 250F CM7 1958        | 6     | E. HANN          | 153.6 | 9   | 144.6 | 8   | 137.8 | 5   | 135.5 | 3   | 135.3 | 7   | 141,4 |
| 55 Lotus 18 914 1961             | 10a   | N. TAYLOR        | 152.1 | 8   | 151.9 | 9   | 145.9 | 7   | 145.7 | 6   | 137.8 | 5   | 146,7 |
| 2 Lister Jaguar Monza GP 1958    | 8     | R. JOLLEY        | 150.2 | 11  | 143.2 | 10  | 142.7 | 9   | 142.1 | 8   | 141.0 | 7   | 143,8 |
| 47 Cooper T45/51 1958            | 9     | B. JOLLIFFE      | 147.5 | 2   | 145.7 | 8   | 141.7 | 9   | 139.7 | 10  | 135.8 | 7   | 142,1 |
| 92 Cooper T45 1958               | 7c    | S. BANHAM        | 147.1 | 2   | 130.6 | 10  | 128.9 | 6   | 128.1 | 8   | 120.8 | 9   | 131,1 |
| 70 Lotus 18 370 1960             | 7c    | J. CHISHOLM      | 146.3 | 10  | 130.8 | 7   | 129.7 | 2   | 129.3 | 9   | 127.5 | 8   | 132,7 |
| 23 Lotus 18 917 1961             | 10a   | A. STORTONI      | 141.5 | 7   | 138.6 | 6   | 129.8 | 5   | 115.3 | 4   | 114.2 | 8   | 127,9 |
| 3 Cooper T51 1959                | 9     | B. CANNELL       | 140.3 | 7   | 139.4 | 9   | 130.0 | 8   | 128.7 | 2   | 128.6 | 6   | 133,4 |
| 36 Cooper Bristol T23 Mk II 1953 | 5     | E. STAES         | 139.4 | 10  | 137.6 | 9   | 128.3 | 8   | 127.2 | 7   | 116.5 | 2   | 129,8 |
| 44 Lotus 18 908 1961             | 10a   | K. BERGS         | 137.4 | 10  | 133.7 | 9   | 128.9 | 7   | 127.7 | 2   | 126.6 | 3   | 130,9 |
| 37 Heron F1 1960                 | 10a   | E. PERK          | 137.1 | 8   | 136.9 | 10  | 136.7 | 2   | 134.8 | 9   | 128.7 | 7   | 134,8 |
| 33 Cooper Bristol Mk II 1953     | 5     | C. PHILLIPS      | 133.3 | 9   | 124.1 | 2   | 124.1 | 5   | 121.5 | 6   | 121.5 | 8   | 124,9 |
| 90 Cooper T51 1959               | 7b    | O. HUEZ          | 129.8 | 8   | 127.7 | 3   | 127.2 | 2   | 123.9 | 7   | 113.4 | 5   | 124,4 |
| 6 Maserati 4 CL 1939             | 3     | S. RETTENMAIER   | 128.7 | 8   | 124.4 | 5   | 122.0 | 6   | 117.5 | 7   | 109.2 | 3   | 120,4 |
| 118 Maserati 6CM 1938            | 3     | M. NEISIUS       | 124.0 | 2   | 98.8  | 1   |       |     |       |     |       |     | 111,4 |
| 8 Alta F2 1952                   | 5     | J. RETTENMAIER   | 123.1 | 2   | 121.1 | 9   | 117.3 | 8   | 115.6 | 6   | 110.2 | 7   | 117,5 |
| 4 Maserati 250F 2508 1954        | 6     | R. RETTENMAIER   | 119.7 | 2   | 116.3 | 6   | 114.2 | 8   | 110.1 | 7   | 106.5 | 5   | 113,4 |
| 75 Lotus 21 939/952 1961         | 10a   | A. MORTON        | 100.1 | 1   |       |     |       |     |       |     |       |     | 100,1 |
| 43 Cooper T43 1957               | T43   |                  |       |     |       |     |       |     |       |     |       |     |       |





# HISTORIC GRAND PRIX CARS

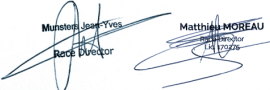
## GRAND PRIX DE L'AGE D'OR

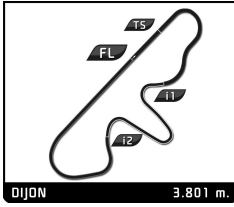
### QUALIFYING

### Classification

| Hour     | Flag | Message                                                 |
|----------|------|---------------------------------------------------------|
| 15:45:00 | GF   | GREEN FLAG                                              |
| 15:51:34 | YF   | YELLOW FLAG AT TURN 4                                   |
| 15:51:42 | YF   | YELLOW FLAG AT TURN 1,4                                 |
| 15:52:02 | RF   | RED FLAG                                                |
| 15:53:10 |      | # 8 STOPPED AT TURN 1                                   |
| 15:53:18 |      | # 87 STOPPED AT TURN 1                                  |
| 15:56:07 |      | CORRECTION # 118 STOPPED AT TURN 1                      |
| 16:00:30 | GF   | GREEN FLAG                                              |
| 16:00:30 | GF   | GREEN FLAG                                              |
| 16:00:38 | GF   | GREEN FLAG                                              |
| 16:03:21 |      | INCIDENT BETWEEN #118 & #87 AT T1 - UNDER INVESTIGATION |
| 16:11:18 | YF   | YELLOW FLAG AT TURN 1                                   |
| 16:12:27 | GF   | GREEN FLAG                                              |
| 16:14:48 | RF   | RED FLAG                                                |
| 16:15:17 |      | SESSION WILL NOT RESTART                                |
| 16:15:57 |      | # 122 STOPPED AT PIT EXIT                               |

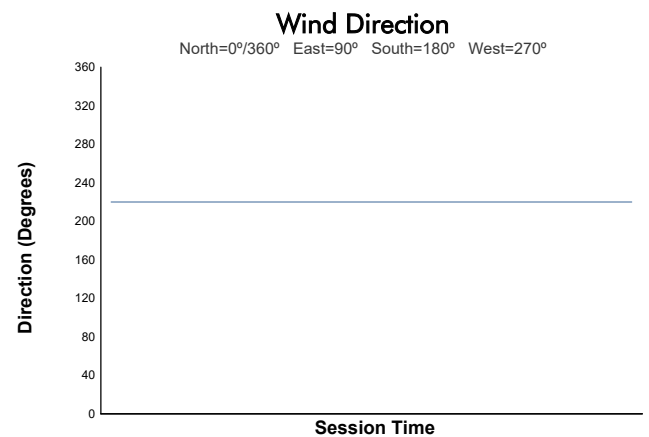
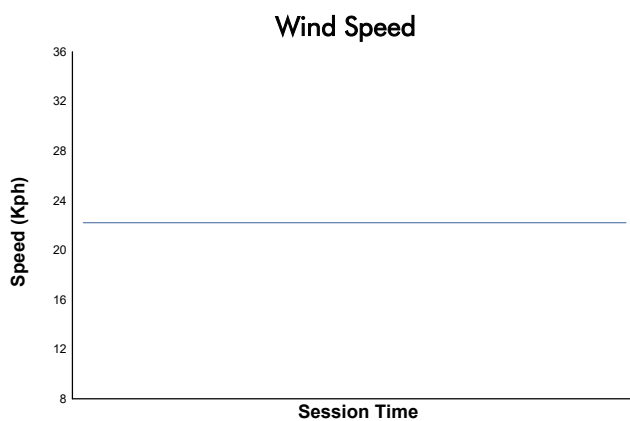
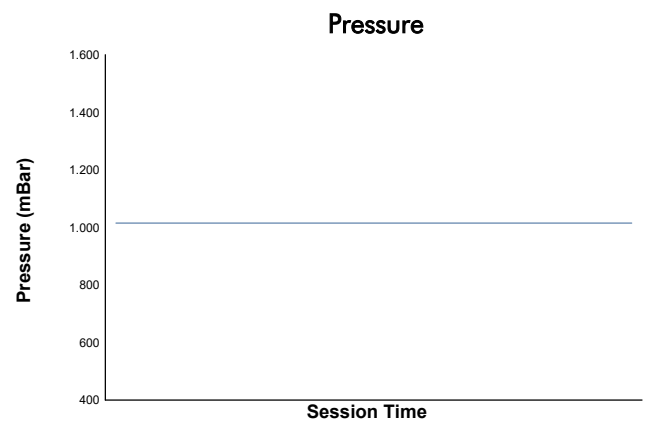
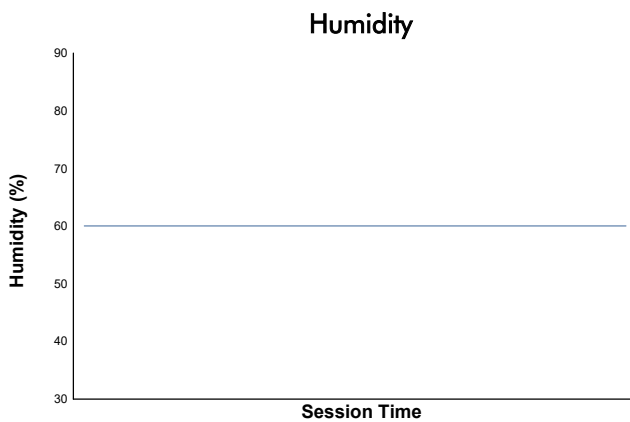
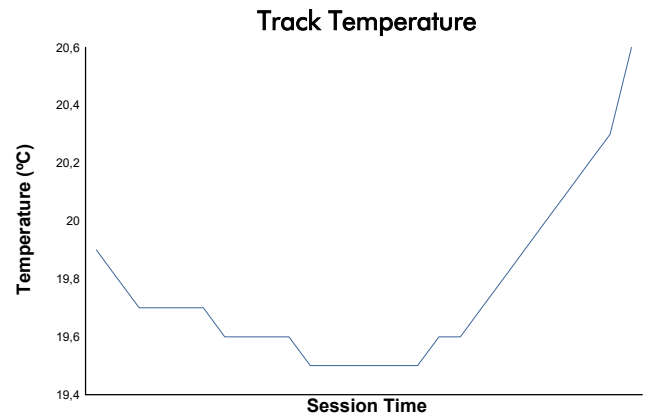
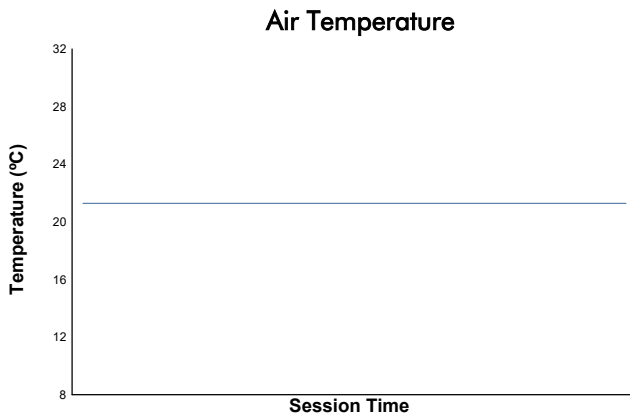
Published at: .....

|                                             |  |                                                                                                       |                                                                                                                              |
|---------------------------------------------|--|-------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <b>Race Director:</b><br>Jean-Yves MUNSTERS |  | Mathieu MOREAU<br> | <b>Timekeeper:</b><br>Xavier LOZANO<br> |
|---------------------------------------------|--|-------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|

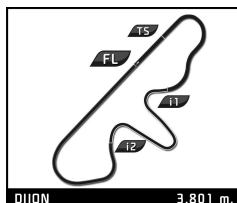


# GRAND PRIX DE L'AGE D'OR HISTORIC GRAND PRIX CARS QUALIFYING

## Weather Report



Track Status: **WET**



# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 1 (25')

#### Final Starting Grid

|                                  |                           |     |        |     |                               |
|----------------------------------|---------------------------|-----|--------|-----|-------------------------------|
| <b>MORTON</b>                    | Lotus 21 939/952 1961     | 75  | - 19 - |     |                               |
| 2:12.285<br><b>RETENMAIER</b>    | Maserati 6 CM 1937        | 6   | - 18 - | 43  | Cooper T43 1957               |
| 2:18.573<br><b>RETENMAIER</b>    | Maserati 250F 2508 1954   | 4   | - 17 - | 118 | Maserati 6CM 1938             |
| 2:04.552<br><b>RETENMAIER</b>    | Alfa F2 1952              | 8   | - 16 - | 90  | Cooper T51 1959               |
| 2:02.366<br><b>PHILLIPS</b>      | Cooper Bristol Mk II 1953 | 33  | - 15 - | 92  | Cooper T45 1958               |
| 2:00.663<br><b>SMITH</b>         | Ferrari 246 Dino 1960     | 5   | - 14 - | 37  | Heron F1 1960                 |
| 2:00.312<br><b>BERGS</b>         | Lotus 18 908 1961         | 44  | - 13 - | 36  | Cooper Bristol T23 Mk II 1953 |
| 1:58.701<br><b>DE MESTRAL</b>    | Brabham BT11A 1964        | 100 | - 12 - | 70  | Lotus 18 370 1960             |
| 1:58.091<br><b>LEES</b>          | Cooper T53 1960           | 87  | - 11 - | 47  | Cooper T45/51 1958            |
| 1:55.731<br><b>TAYLOR</b>        | Lotus 18 914 1961         | 55  | - 10 - | 3   | Cooper T51 1959               |
| 1:55.198<br><b>TOPLISS</b>       | Cooper T53 Low Line 1961  | 71  | - 9 -  | 21  | Cooper Bristol MkII 1953      |
| 1:54.449<br><b>HORSMAN</b>       | Lotus 18/21 P1 1961       | 122 | - 8 -  | 22  | Maserati 250F CM7 1958        |
| 1:54.133<br><b>MR. JOHN OF B</b> | Maserati 250F 1957        | 69  | - 7 -  | 23  | Lotus 18 917 1961             |
| 1:50.953<br><b>LEHR</b>          | Maserati 250F CM5 1957    | 248 | - 6 -  | 19  | Cooper Bristol Mk 2 1953      |
| 1:49.102<br><b>SPIERS</b>        | Maserati 250F 2516 1955   | 34  | - 5 -  | 2   | Lister Jaguar Monza GP 1958   |
| 1:48.050<br><b>MAEERS</b>        | Cooper T53 1960           | 53  | - 4 -  | 7   | Brabham BT7A 1963             |
| 1:46.789<br><b>CHILD</b>         | Brabham BT3/4 1962        | 76  | - 3 -  | 31  | Maserati 250F 2501/2523 1954  |
| 1:45.718<br><b>SHAW</b>          | Lotus 21 1961             | 99  | - 2 -  | 18  | Lotus 18 372 1960             |
| 1:40.207<br><b>NUTHALL</b>       | Cooper T53 1960           | 10  | - 1 -  | 63  | Brabham BT4 1963              |

Pole

#### CAR 6 - BACK OF THE GRID DUE STEWARDS DECISION NR.2

Stewards:

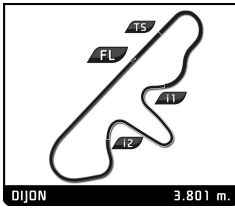
Pierre PELOSI

Arnaud VERCAUTEREN

Pascal NOMBLOT

Timekeeper:

Xavier LOZANO



# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

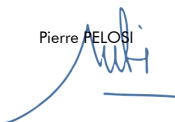
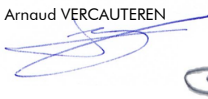
### RACE 1 (25')

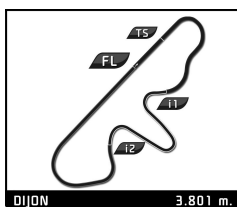
### Final Classification

| Nr. Drivers          |                           | Car                           | Class | Laps | Total Time | Gap       | Kph   | Best Lap |                |
|----------------------|---------------------------|-------------------------------|-------|------|------------|-----------|-------|----------|----------------|
|                      |                           |                               |       |      |            |           |       | Lap      | Time Kph       |
| 1                    | 76 Tim CHILD              | Brabham BT3/4 1962            | 12    | 17   | 26:04.026  | -         | 148.7 | 7        | 1:30.321 151.5 |
| 2                    | 63 Michel KUIPER          | Brabham BT4 1963              | 12    | 17   | 26:18.663  | +14.637   | 147.4 | 3        | 1:31.004 150.4 |
| 3                    | 18 Clinton MCCARTHY       | Lotus 18 372 1960             | 7b    | 17   | 26:43.804  | +39.778   | 145.0 | 3        | 1:31.873 148.9 |
| 4                    | 122 Peter HORSMAN         | Lotus 18/21 P1 1961           | 12    | 17   | 27:05.504  | +1:01.478 | 143.1 | 4        | 1:33.550 146.3 |
| 5                    | 7 Max BLEES               | Brabham BT7A 1963             | 12    | 17   | 27:06.627  | +1:02.601 | 143.0 | 17       | 1:33.406 146.5 |
| 6                    | 53 Justin MAEERS          | Cooper T53 1960               | 12    | 17   | 27:18.891  | +1:14.865 | 141.9 | 3        | 1:33.221 146.8 |
| 7                    | 31 Guillermo FIERRO ELETÁ | Maserati 250F 2501/2523 1954  | 6     | 16   | 26:10.499  | 1 Lap     | 139.4 | 10       | 1:36.325 142.1 |
| 8                    | 34 John SPIERS            | Maserati 250F 2516 1955       | 6     | 16   | 26:10.644  | 1 Lap     | 139.4 | 3        | 1:36.166 142.3 |
| 9                    | 100 Jean DE MESTRAL       | Brabham BT11A 1964            | 12    | 16   | 26:10.658  | 1 Lap     | 139.4 | 16       | 1:34.767 144.4 |
| 10                   | 71 Nick TOPLISS           | Cooper T53 Low Line 1961      | 12    | 16   | 26:22.635  | 1 Lap     | 138.3 | 12       | 1:37.155 140.8 |
| 11                   | 23 Andrea STORTONI        | Lotus 18 917 1961             | 10a   | 16   | 26:25.326  | 1 Lap     | 138.1 | 13       | 1:37.480 140.4 |
| 12                   | 75 Alex MORTON            | Lotus 21 939/952 1961         | 10a   | 16   | 26:42.068  | 1 Lap     | 136.7 | 15       | 1:36.967 141.1 |
| 13                   | 37 Eddy PERK              | Heron F1 1960                 | 10a   | 16   | 26:42.605  | 1 Lap     | 136.6 | 10       | 1:36.905 141.2 |
| 14                   | 2 Rod JOLLEY              | Lister Jaguar Monza GP 1958   | 8     | 16   | 26:48.434  | 1 Lap     | 136.1 | 3        | 1:37.617 140.2 |
| 15                   | 3 Barry CANNELL           | Cooper T51 1959               | 9     | 16   | 27:00.723  | 1 Lap     | 135.1 | 12       | 1:38.478 139.0 |
| 16                   | 248 Klaus LEHR            | Maserati 250F CM5 1957        | 6     | 16   | 27:23.069  | 1 Lap     | 133.2 | 8        | 1:40.563 136.1 |
| 17                   | 55 Nick TAYLOR            | Lotus 18 914 1961             | 10a   | 16   | 27:24.804  | 1 Lap     | 133.1 | 2        | 1:40.873 135.7 |
| 18                   | 47 Brian JOLLIFFE         | Cooper T45/51 1958            | 9     | 16   | 27:24.970  | 1 Lap     | 133.1 | 13       | 1:40.163 136.6 |
| 19                   | 21 Ian NUTHALL            | Cooper Bristol MkII 1953      | 5     | 16   | 27:25.475  | 1 Lap     | 133.1 | 8        | 1:41.320 135.1 |
| 20                   | 19 Paul GRANT             | Cooper Bristol Mk 2 1953      | 5     | 16   | 27:26.858  | 1 Lap     | 132.9 | 8        | 1:40.543 136.1 |
| 21                   | 22 Elliott HANN           | Maserati 250F CM7 1958        | 6     | 16   | 27:29.813  | 1 Lap     | 132.7 | 6        | 1:40.500 136.2 |
| 22                   | 70 John CHISHOLM          | Lotus 18 370 1960             | 7c    | 16   | 27:31.455  | 1 Lap     | 132.6 | 14       | 1:40.378 136.3 |
| 23                   | 36 Erik STAES             | Cooper Bristol T23 Mk II 1953 | 5     | 15   | 26:20.305  | 2 Laps    | 129.9 | 15       | 1:42.895 133.0 |
| 24                   | 44 Klaus BERGS            | Lotus 18 908 1961             | 10a   | 15   | 26:27.400  | 2 Laps    | 129.3 | 14       | 1:42.910 133.0 |
| 25                   | 5 Tony SMITH              | Ferrari 246 Dino 1960         | 7a    | 15   | 26:28.534  | 2 Laps    | 129.2 | 4        | 1:43.492 132.2 |
| 26                   | 69 MR. JOHN OF B          | Maserati 250F 1957            | 6     | 15   | 26:47.645  | 2 Laps    | 127.7 | 12       | 1:44.113 131.4 |
| 27                   | 43 Stuart TIZZARD         | Cooper T43 1957               | T43   | 15   | 27:22.624  | 2 Laps    | 125.0 | 2        | 1:45.790 129.3 |
| 28                   | 8 Jakob RETTENMAIER       | Alfa F2 1952                  | 5     | 15   | 27:23.495  | 2 Laps    | 124.9 | 11       | 1:46.335 128.7 |
| 29                   | 33 Chris PHILLIPS         | Cooper Bristol Mk II 1953     | 5     | 15   | 27:23.649  | 2 Laps    | 124.9 | 9        | 1:47.114 127.7 |
| 30                   | 92 Stephen BANHAM         | Cooper T45 1958               | 7c    | 14   | 26:04.082  | 3 Laps    | 122.5 | 13       | 1:47.235 127.6 |
| 31                   | 90 Olivier HUEZ           | Cooper T51 1959               | 7b    | 14   | 27:03.109  | 3 Laps    | 118.0 | 3        | 1:48.520 126.1 |
| 32                   | 4 Rebeca RETTENMAIER      | Maserati 250F 2508 1954       | 6     | 14   | 27:56.626  | 3 Laps    | 114.3 | 2        | 1:55.865 118.1 |
| 33                   | 6 Stephan RETTENMAIER     | Maserati 6 CM 1937            | 3     | 13   | 24:53.741  | 4 Laps    | 119.1 | 12       | 1:52.022 122.2 |
| 34                   | 10 Will NUTHALL           | Cooper T53 1960               | 7b    | 12   | 18:37.591  | 5 Laps    | 146.9 | 2        | 1:31.047 150.3 |
| 35                   | 99 Mark SHAW              | Lotus 21 1961                 | 10a   | 8    | 12:30.363  | 9 Laps    | 145.9 | 3        | 1:32.237 148.4 |
| <b>Not started</b>   |                           |                               |       |      |            |           |       |          |                |
| 118                  | Markus NEISIUS            | Maserati 6CM 1938             | 3     |      |            |           |       |          |                |
| <b>Pole Position</b> |                           | W. NUTHALL                    |       |      | 1:40.207   |           |       |          | 136.6 Kph      |
| <b>Fastest Lap</b>   |                           | Lap 7 Tim CHILD               |       |      | 1:30.321   |           |       |          | 151.5 Kph      |

Published at: .....

Track Temp: 33,50 °C Air Temp: 15,28 °C Track Status: **DRY**

|                                                                                                                                                                                                                                                                                 |  |  |                                                                                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|-------------------------------------------------------------------------------------------------------------|
| <b>Stewards:</b><br>   |  |  | <b>Timekeeper:</b><br> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|-------------------------------------------------------------------------------------------------------------|



# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 1

#### Final Classification by Class

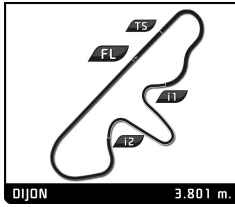
| Nr. Drivers        |     | Car                    | Laps                                                       | Total Time | Gap       | Kph       | Best Lap |      |                |
|--------------------|-----|------------------------|------------------------------------------------------------|------------|-----------|-----------|----------|------|----------------|
|                    |     |                        |                                                            |            |           |           | Lap      | Time | Kph            |
| 10a                |     |                        | Fastest Lap by Mark SHAW: 1:32.237 (Lap 3, 148.4 Kph)      |            |           |           |          |      |                |
| 1                  | 23  | Andrea STORTONI        | Lotus 18 917 1961                                          | 16         | 26:25.326 |           | 138.1    | 13   | 1:37.480 140.4 |
| 2                  | 75  | Alex MORTON            | Lotus 21 939/952 1961                                      | 16         | 26:42.068 | +16.742   | 136.7    | 15   | 1:36.967 141.1 |
| 3                  | 37  | Eddy PERK              | Heron F1 1960                                              | 16         | 26:42.605 | +17.279   | 136.6    | 10   | 1:36.905 141.2 |
| 4                  | 55  | Nick TAYLOR            | Lotus 18 914 1961                                          | 16         | 27:24.804 | +59.478   | 133.1    | 2    | 1:40.873 135.7 |
| 5                  | 44  | Klaus BERGS            | Lotus 18 908 1961                                          | 15         | 26:27.400 | 1 Laps    | 129.3    | 14   | 1:42.910 133.0 |
| 6                  | 99  | Mark SHAW              | Lotus 21 1961                                              | 8          | 12:30.363 | 8 Laps    | 145.9    | 3    | 1:32.237 148.4 |
| 12                 |     |                        | Fastest Lap by Tim CHILD: 1:30.321 (Lap 7, 151.5 Kph)      |            |           |           |          |      |                |
| 1                  | 76  | Tim CHILD              | Brabham BT3/4 1962                                         | 17         | 26:04.026 |           | 148.7    | 7    | 1:30.321 151.5 |
| 2                  | 63  | Michel KUIPER          | Brabham BT4 1963                                           | 17         | 26:18.663 | +14.637   | 147.4    | 3    | 1:31.004 150.4 |
| 3                  | 122 | Peter HORSMAN          | Lotus 18/21 P1 1961                                        | 17         | 27:05.504 | +1'01.478 | 143.1    | 4    | 1:33.550 146.3 |
| 4                  | 7   | Max BLEES              | Brabham BT7A 1963                                          | 17         | 27:06.627 | +1'02.601 | 143.0    | 17   | 1:33.406 146.5 |
| 5                  | 53  | Justin MAEERS          | Cooper T53 1960                                            | 17         | 27:18.891 | +1'14.865 | 141.9    | 3    | 1:33.221 146.8 |
| 6                  | 100 | Jean DE MESTRAL        | Brabham BT11A 1964                                         | 16         | 26:10.658 | 1 Laps    | 139.4    | 16   | 1:34.767 144.4 |
| 7                  | 71  | Nick TOPLISS           | Cooper T53 Low Line 1961                                   | 16         | 26:22.635 | 1 Laps    | 138.3    | 12   | 1:37.155 140.8 |
| 3                  |     |                        | Fastest Lap by Stuart TIZZARD: 1:45.790 (Lap 2, 129.3 Kph) |            |           |           |          |      |                |
| 1                  | 6   | Stephan RETTENMAIER    | Maserati 6 CM 1937                                         | 13         | 24:53.741 |           | 119.1    | 12   | 1:52.022 122.2 |
| Not started        |     |                        |                                                            |            |           |           |          |      |                |
| 118 Markus NEISIUS |     |                        | Maserati 6CM 1938                                          |            |           |           |          |      |                |
| 5                  |     |                        | Fastest Lap by Paul GRANT: 1:40.543 (Lap 8, 136.1 Kph)     |            |           |           |          |      |                |
| 1                  | 21  | Ian NUTHALL            | Cooper Bristol MkII 1953                                   | 16         | 27:25.475 |           | 133.1    | 8    | 1:41.320 135.1 |
| 2                  | 19  | Paul GRANT             | Cooper Bristol Mk 2 1953                                   | 16         | 27:26.858 | +1.383    | 132.9    | 8    | 1:40.543 136.1 |
| 3                  | 36  | Erik STAES             | Cooper Bristol T23 Mk II 1953                              | 15         | 26:20.305 | 1 Laps    | 129.9    | 15   | 1:42.895 133.0 |
| 4                  | 8   | Jakob RETTENMAIER      | Alfa F2 1952                                               | 15         | 27:23.495 | 1 Laps    | 124.9    | 11   | 1:46.335 128.7 |
| 5                  | 33  | Chris PHILLIPS         | Cooper Bristol Mk II 1953                                  | 15         | 27:23.649 | 1 Laps    | 124.9    | 9    | 1:47.114 127.7 |
| 6                  |     |                        | Fastest Lap by John SPIERS: 1:36.166 (Lap 3, 142.3 Kph)    |            |           |           |          |      |                |
| 1                  | 31  | Guillermo FIERRO ELETA | Maserati 250F 2501/2523 1954                               | 16         | 26:10.499 |           | 139.4    | 10   | 1:36.325 142.1 |
| 2                  | 34  | John SPIERS            | Maserati 250F 2516 1955                                    | 16         | 26:10.644 | +0.145    | 139.4    | 3    | 1:36.166 142.3 |
| 3                  | 248 | Klaus LEHR             | Maserati 250F CM5 1957                                     | 16         | 27:23.069 | +1'12.570 | 133.2    | 8    | 1:40.563 136.1 |
| 4                  | 22  | Elliott HANN           | Maserati 250F CM7 1958                                     | 16         | 27:29.813 | +1'19.314 | 132.7    | 6    | 1:40.500 136.2 |
| 5                  | 69  | MR. JOHN OF B          | Maserati 250F 1957                                         | 15         | 26:47.645 | 1 Laps    | 127.7    | 12   | 1:44.113 131.4 |
| 6                  | 4   | Rebeca RETTENMAIER     | Maserati 250F 2508 1954                                    | 14         | 27:56.626 | 2 Laps    | 114.3    | 2    | 1:55.865 118.1 |
| 7a                 |     |                        | Fastest Lap by Tony SMITH: 1:43.492 (Lap 4, 132.2 Kph)     |            |           |           |          |      |                |
| 1                  | 5   | Tony SMITH             | Ferrari 246 Dino 1960                                      | 15         | 26:28.534 |           | 129.2    | 4    | 1:43.492 132.2 |
| 7b                 |     |                        | Fastest Lap by Will NUTHALL: 1:31.047 (Lap 2, 150.3 Kph)   |            |           |           |          |      |                |
| 1                  | 18  | Clinton MCCARTHY       | Lotus 18 372 1960                                          | 17         | 26:43.804 |           | 145.0    | 3    | 1:31.873 148.9 |
| 2                  | 90  | Olivier HUEZ           | Cooper T51 1959                                            | 14         | 27:03.109 | 3 Laps    | 118.0    | 3    | 1:48.520 126.1 |
| 3                  | 10  | Will NUTHALL           | Cooper T53 1960                                            | 12         | 18:37.591 | 5 Laps    | 146.9    | 2    | 1:31.047 150.3 |
| 7c                 |     |                        | Fastest Lap by John CHISHOLM: 1:40.378 (Lap 14, 136.3 Kph) |            |           |           |          |      |                |
| 1                  | 70  | John CHISHOLM          | Lotus 18 370 1960                                          | 16         | 27:31.455 |           | 132.6    | 14   | 1:40.378 136.3 |
| 2                  | 92  | Stephen BANHAM         | Cooper T45 1958                                            | 14         | 26:04.082 | 2 Laps    | 122.5    | 13   | 1:47.235 127.6 |
| 8                  |     |                        | Fastest Lap by Rod JOLLEY: 1:37.617 (Lap 3, 140.2 Kph)     |            |           |           |          |      |                |
| 1                  | 2   | Rod JOLLEY             | Lister Jaguar Monza GP 1958                                | 16         | 26:48.434 |           | 136.1    | 3    | 1:37.617 140.2 |
| 9                  |     |                        | Fastest Lap by Barry CANNELL: 1:38.478 (Lap 12, 139.0 Kph) |            |           |           |          |      |                |
| 1                  | 3   | Barry CANNELL          | Cooper T51 1959                                            | 16         | 27:00.723 |           | 135.1    | 12   | 1:38.478 139.0 |
| 2                  | 47  | Brian JOLLIFFE         | Cooper T45/51 1958                                         | 16         | 27:24.970 | +24.247   | 133.1    | 13   | 1:40.163 136.6 |
| T43                |     |                        | Fastest Lap by Stuart TIZZARD: 1:45.790 (Lap 2, 129.3 Kph) |            |           |           |          |      |                |
| 1                  | 43  | Stuart TIZZARD         | Cooper T43 1957                                            | 15         | 27:22.624 |           | 125.0    | 2    | 1:45.790 129.3 |

Published at: .....

Track Temp: **33,50 °C** Air Temp: **15,28 °C** Track Status: **DRY**

|               |                    |                |               |  |
|---------------|--------------------|----------------|---------------|--|
| Stewards:     |                    |                | Timekeeper:   |  |
| Pierre PELOSI | Arnaud VERCAUTEREN | Pascal NOMBLOT | Xavier LOZANO |  |





# HISTORIC GRAND PRIX CARS

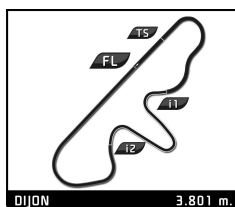
## GRAND PRIX DE L'AGE D'OR

### RACE 1

#### Lap Chart

Light color: Lap in Full Course Yellow

| LAP |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Nr  | Pos | Grid | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  |
| 10  | 1   | 10   | 63  | 10  | 10  | 10  | 10  | 76  | 76  | 76  | 76  | 76  | 76  | 76  | 76  | 76  | 76  |
| 63  | 2   | 63   | 10  | 18  | 18  | 63  | 76  | 10  | 10  | 10  | 10  | 63  | 63  | 63  | 63  | 63  | 63  |
| 99  | 3   | 99   | 18  | 76  | 63  | 76  | 63  | 63  | 63  | 63  | 63  | 10  | 10  | 10  | 18  | 18  | 18  |
| 18  | 4   | 18   | 76  | 63  | 76  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 122 | 122 | 122 |
| 76  | 5   | 76   | 99  | 99  | 99  | 99  | 99  | 99  | 99  | 99  | 122 | 122 | 122 | 122 | 7   | 7   | 7   |
| 31  | 6   | 31   | 53  | 53  | 53  | 53  | 53  | 53  | 53  | 53  | 53  | 53  | 53  | 7   | 53  | 53  | 53  |
| 53  | 7   | 53   | 7   | 7   | 7   | 7   | 122 | 122 | 122 | 122 | 7   | 7   | 7   | 53  | 31  | 31  | 31  |
| 7   | 8   | 7    | 31  | 31  | 122 | 122 | 7   | 7   | 7   | 7   | 31  | 31  | 31  | 31  | 34  | 34  | 100 |
| 34  | 9   | 34   | 34  | 122 | 31  | 31  | 31  | 31  | 31  | 31  | 34  | 34  | 34  | 34  | 100 | 100 | 100 |
| 2   | 10  | 2    | 122 | 34  | 34  | 34  | 34  | 34  | 34  | 34  | 100 | 100 | 100 | 100 | 71  | 71  | 71  |
| 248 | 11  | 248  | 2   | 2   | 2   | 2   | 100 | 100 | 100 | 100 | 71  | 71  | 71  | 71  | 23  | 23  | 23  |
| 19  | 12  | 19   | 248 | 23  | 100 | 100 | 2   | 2   | 2   | 71  | 23  | 23  | 23  | 23  | 2   | 2   | 75  |
| 69  | 13  | 69   | 23  | 100 | 23  | 71  | 71  | 71  | 71  | 23  | 2   | 2   | 2   | 2   | 75  | 75  | 37  |
| 23  | 14  | 23   | 71  | 71  | 71  | 23  | 23  | 23  | 23  | 2   | 75  | 75  | 75  | 75  | 37  | 37  | 2   |
| 122 | 15  | 122  | 19  | 248 | 248 | 248 | 3   | 3   | 75  | 75  | 37  | 37  | 37  | 37  | 3   | 3   | 3   |
| 22  | 16  | 22   | 100 | 19  | 3   | 3   | 248 | 248 | 3   | 3   | 3   | 3   | 3   | 3   | 248 | 248 | 248 |
| 71  | 17  | 71   | 69  | 3   | 19  | 19  | 55  | 75  | 37  | 37  | 248 | 248 | 248 | 248 | 55  | 55  | 47  |
| 21  | 18  | 21   | 55  | 55  | 55  | 55  | 75  | 37  | 248 | 248 | 19  | 55  | 19  | 55  | 21  | 47  | 55  |
| 55  | 19  | 55   | 3   | 21  | 21  | 21  | 19  | 55  | 19  | 19  | 55  | 19  | 55  | 19  | 19  | 21  | 19  |
| 3   | 20  | 3    | 21  | 47  | 47  | 75  | 21  | 19  | 55  | 55  | 21  | 21  | 21  | 21  | 47  | 19  | 19  |
| 47  | 21  | 47   | 47  | 69  | 22  | 47  | 37  | 21  | 21  | 21  | 47  | 47  | 47  | 47  | 22  | 22  | 22  |
| 100 | 22  | 100  | 22  | 22  | 75  | 37  | 47  | 47  | 47  | 47  | 22  | 22  | 22  | 22  | 70  | 70  | 70  |
| 70  | 23  | 70   | 70  | 70  | 37  | 22  | 22  | 22  | 22  | 22  | 70  | 70  | 70  | 70  | 36  | 36  | 36  |
| 44  | 24  | 44   | 44  | 37  | 70  | 70  | 70  | 70  | 70  | 70  | 36  | 36  | 36  | 36  | 44  | 44  | 44  |
| 36  | 25  | 36   | 37  | 75  | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 44  | 44  | 5   | 5   | 5   |
| 5   | 26  | 5    | 5   | 5   | 69  | 69  | 69  | 36  | 36  | 36  | 44  | 44  | 5   | 5   | 69  | 69  | 69  |
| 37  | 27  | 37   | 75  | 44  | 36  | 36  | 36  | 44  | 44  | 44  | 69  | 69  | 69  | 69  | 43  | 43  | 43  |
| 33  | 28  | 33   | 36  | 36  | 44  | 44  | 44  | 69  | 69  | 69  | 43  | 43  | 43  | 43  | 8   | 8   | 8   |
| 92  | 29  | 92   | 33  | 33  | 43  | 43  | 43  | 43  | 43  | 43  | 33  | 33  | 33  | 33  | 33  | 33  | 33  |
| 8   | 30  | 8    | 8   | 43  | 33  | 33  | 33  | 33  | 33  | 33  | 8   | 8   | 8   | 8   | 92  | 92  | 92  |
| 90  | 31  | 90   | 92  | 8   | 8   | 8   | 8   | 8   | 8   | 8   | 92  | 92  | 92  | 92  | 6   | 90  | 90  |
| 4   | 32  | 4    | 43  | 92  | 90  | 92  | 92  | 92  | 92  | 92  | 90  | 6   | 6   | 6   | 90  | 4   | 4   |
| 118 | 33  | 118  | 6   | 90  | 92  | 6   | 6   | 90  | 90  | 90  | 6   | 90  | 90  | 90  | 4   | 4   | 4   |
| 6   | 34  | 6    | 90  | 6   | 6   | 90  | 90  | 6   | 6   | 6   | 4   | 4   | 4   | 4   | 4   | 4   | 4   |
| 43  | 35  | 43   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   |
| 75  | 36  | 75   | 75  | 75  | 75  | 75  | 75  | 75  | 75  | 75  | 75  | 75  | 75  | 75  | 75  | 75  | 75  |



# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 1

#### Best Sector Times

| SECTOR 1 |                   |        |                   | SECTOR 2 |                   |        |     | SECTOR 3                         |     |           |          |      |  |  |  |
|----------|-------------------|--------|-------------------|----------|-------------------|--------|-----|----------------------------------|-----|-----------|----------|------|--|--|--|
| Pos      | Driver            | Time   | Driver            | Time     | Driver            | Time   | Pos | Car                              | Cl  | Ideal Lap | Best Lap |      |  |  |  |
| 1        | 76 T.CHILD        | 24.845 | 10 W.NUTHALL      | 33.089   | 76 T.CHILD        | 31.649 | 1   | 76 Brabham BT3/4 1962            | 12  | 1:29.776  | 1:30.321 | (1)  |  |  |  |
| 2        | 99 M.SHAW         | 24.989 | 76 T.CHILD        | 33.282   | 63 M.KUIPER       | 31.782 | 2   | 63 Brabham BT4 1963              | 12  | 1:30.451  | 1:31.004 | (2)  |  |  |  |
| 3        | 10 W.NUTHALL      | 25.142 | 63 M.KUIPER       | 33.349   | 18 C.MCCARTHY     | 31.947 | 3   | 10 Cooper T53 1960               | 7b  | 1:30.622  | 1:31.047 | (3)  |  |  |  |
| 4        | 63 M.KUIPER       | 25.320 | 18 C.MCCARTHY     | 33.469   | 10 W.NUTHALL      | 32.391 | 4   | 18 Lotus 18 372 1960             | 7b  | 1:31.142  | 1:31.873 | (4)  |  |  |  |
| 5        | 7 M.BLEES         | 25.360 | 99 M.SHAW         | 33.992   | 53 J.MAEERS       | 32.407 | 5   | 99 Lotus 21 1961                 | 10a | 1:31.654  | 1:32.237 | (5)  |  |  |  |
| 6        | 18 C.MCCARTHY     | 25.726 | 53 J.MAEERS       | 34.504   | 99 M.SHAW         | 32.673 | 6   | 53 Cooper T53 1960               | 12  | 1:32.723  | 1:33.221 | (6)  |  |  |  |
| 7        | 122 P.HORSMAN     | 25.759 | 122 P.HORSMAN     | 34.562   | 100 J.DE MESTRAL  | 32.848 | 7   | 7 Brabham BT7A 1963              | 12  | 1:32.808  | 1:33.406 | (7)  |  |  |  |
| 8        | 53 J.MAEERS       | 25.812 | 7 M.BLEES         | 34.566   | 122 P.HORSMAN     | 32.880 | 8   | 122 Lotus 18/21 P1 1961          | 12  | 1:33.201  | 1:33.550 | (8)  |  |  |  |
| 9        | 100 J.DE MESTRAL  | 26.188 | 34 J.SPIERS       | 35.407   | 7 M.BLEES         | 32.882 | 9   | 100 Brabham BT11A 1964           | 12  | 1:34.767  | 1:34.767 | (9)  |  |  |  |
| 10       | 23 A.STORTONI     | 26.217 | 37 E.PERK         | 35.414   | 75 A.MORTON       | 33.737 | 10  | 34 Maserati 250F 2516 1955       | 6   | 1:35.753  | 1:36.166 | (10) |  |  |  |
| 11       | 31 G.FIERRO ELETA | 26.297 | 31 G.FIERRO ELETA | 35.460   | 34 J.SPIERS       | 33.918 | 11  | 31 Maserati 250F 2501/2523 1954  | 6   | 1:35.758  | 1:36.325 | (11) |  |  |  |
| 12       | 34 J.SPIERS       | 26.428 | 23 A.STORTONI     | 35.487   | 71 N.TOPLISS      | 33.985 | 12  | 37 Heron F1 1960                 | 10a | 1:36.015  | 1:36.905 | (12) |  |  |  |
| 13       | 37 E.PERK         | 26.430 | 100 J.DE MESTRAL  | 35.731   | 31 G.FIERRO ELETA | 34.001 | 13  | 75 Lotus 21 939/952 1961         | 10a | 1:36.539  | 1:36.967 | (13) |  |  |  |
| 14       | 71 N.TOPLISS      | 26.554 | 2 R.JOLLEY        | 35.890   | 37 E.PERK         | 34.171 | 14  | 71 Cooper T53 Low Line 1961      | 12  | 1:36.647  | 1:37.155 | (14) |  |  |  |
| 15       | 3 B.CANNELL       | 26.729 | 75 A.MORTON       | 36.061   | 2 R.JOLLEY        | 34.311 | 15  | 23 Lotus 18 917 1961             | 10a | 1:36.669  | 1:37.480 | (15) |  |  |  |
| 16       | 75 A.MORTON       | 26.741 | 71 N.TOPLISS      | 36.108   | 47 B.JOLLIFFE     | 34.711 | 16  | 2 Lister Jaguar Monza GP 1958    | 8   | 1:37.524  | 1:37.617 | (16) |  |  |  |
| 17       | 47 B.JOLLIFFE     | 27.001 | 3 B.CANNELL       | 36.590   | 248 K.LEHR        | 34.752 | 17  | 3 Cooper T51 1959                | 9   | 1:38.209  | 1:38.478 | (17) |  |  |  |
| 18       | 70 J.CHISHOLM     | 27.059 | 55 N.TAYLOR       | 36.729   | 22 E.HANN         | 34.818 | 18  | 47 Cooper T45/51 1958            | 9   | 1:38.942  | 1:40.163 | (18) |  |  |  |
| 19       | 2 R.JOLLEY        | 27.323 | 70 J.CHISHOLM     | 36.790   | 3 B.CANNELL       | 34.890 | 19  | 70 Lotus 18 370 1960             | 7c  | 1:39.491  | 1:40.378 | (19) |  |  |  |
| 20       | 55 N.TAYLOR       | 27.546 | 21 I.NUTHALL      | 36.970   | 23 A.STORTONI     | 34.965 | 20  | 248 Maserati 250F CM5 1957       | 6   | 1:39.600  | 1:40.563 | (22) |  |  |  |
| 21       | 21 I.NUTHALL      | 27.643 | 22 E.HANN         | 37.072   | 70 J.CHISHOLM     | 35.642 | 21  | 22 Maserati 250F CM7 1958        | 6   | 1:40.024  | 1:40.500 | (20) |  |  |  |
| 22       | 248 K.LEHR        | 27.651 | 248 K.LEHR        | 37.197   | 21 I.NUTHALL      | 35.757 | 22  | 21 Cooper Bristol MkII 1953      | 5   | 1:40.370  | 1:41.320 | (24) |  |  |  |
| 23       | 5 T.SMITH         | 28.039 | 47 B.JOLLIFFE     | 37.230   | 44 K.BERGS        | 35.918 | 23  | 55 Lotus 18 914 1961             | 10a | 1:40.505  | 1:40.873 | (23) |  |  |  |
| 24       | 22 E.HANN         | 28.134 | 44 K.BERGS        | 37.523   | 5 T.SMITH         | 36.020 | 24  | 44 Lotus 18 908 1961             | 10a | 1:42.088  | 1:42.910 | (26) |  |  |  |
| 25       | 36 E.STAES        | 28.346 | 36 E.STAES        | 37.807   | 55 N.TAYLOR       | 36.230 | 25  | 5 Ferrari 246 Dino 1960          | 7a  | 1:42.280  | 1:43.492 | (27) |  |  |  |
| 26       | 44 K.BERGS        | 28.647 | 69 MR. JOHN OF B  | 37.857   | 36 E.STAES        | 36.277 | 26  | 36 Cooper Bristol T23 Mk II 1953 | 5   | 1:42.430  | 1:42.895 | (25) |  |  |  |
| 27       | 8 J.RETTENMAIER   | 28.946 | 5 T.SMITH         | 38.221   | 69 MR. JOHN OF B  | 36.507 | 27  | 69 Maserati 250F 1957            | 6   | 1:43.805  | 1:44.113 | (28) |  |  |  |
| 28       | 43 S.TIZZARD      | 28.982 | 8 J.RETTENMAIER   | 38.894   | 90 O.HUEZ         | 37.357 | 28  | 8 Alta F2 1952                   | 5   | 1:45.595  | 1:46.335 | (30) |  |  |  |
| 29       | 33 C.PHILLIPS     | 29.023 | 43 S.TIZZARD      | 39.277   | 33 C.PHILLIPS     | 37.381 | 29  | 43 Cooper T43 1957               | T43 | 1:45.705  | 1:45.790 | (29) |  |  |  |
| 30       | 69 MR. JOHN OF B  | 29.441 | 92 S.BANHAM       | 39.585   | 43 S.TIZZARD      | 37.446 | 30  | 33 Cooper Bristol Mk II 1953     | 5   | 1:46.395  | 1:47.114 | (31) |  |  |  |
| 31       | 92 S.BANHAM       | 29.505 | 33 C.PHILLIPS     | 39.991   | 8 J.RETTENMAIER   | 37.755 | 31  | 92 Cooper T45 1958               | 7c  | 1:47.235  | 1:47.235 | (32) |  |  |  |
| 32       | 90 O.HUEZ         | 30.305 | 90 O.HUEZ         | 40.341   | 92 S.BANHAM       | 38.145 | 32  | 90 Cooper T51 1959               | 7b  | 1:48.003  | 1:48.520 | (33) |  |  |  |
| 33       | 6 S.RETTENMAIER   | 31.049 | 6 S.RETTENMAIER   | 40.654   | 6 S.RETTENMAIER   | 39.583 | 33  | 6 Maserati 6 CM 1937             | 3   | 1:51.286  | 1:52.022 | (34) |  |  |  |
| 34       | 4 R.RETTENMAIER   | 32.253 | 4 R.RETTENMAIER   | 42.443   | 4 R.RETTENMAIER   | 40.318 | 34  | 4 Maserati 250F 2508 1954        | 6   | 1:55.014  | 1:55.865 | (35) |  |  |  |

# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 1

## Sector Analysis

Lap under Red Flag

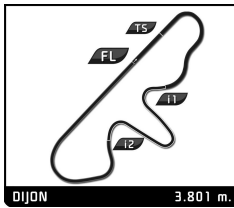
Invalidated Lap

Personal Best

Session Best

B Crossing the pit line

| 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   | Lister Jaguar Monza GP 1958 |                       |          |          |          |        |          | 8         | 1.Rod JOLLEY          |              |                       |          |          |        |         |  |  |
|     | 1                           | 1                     | 1:46.767 | 33.972   | 38.126   | 34.669 | 1:46.767 |           |                       |              |                       |          |          |        |         |  |  |
|     | 2                           | 1                     | 1:38.635 | 27.432   | 36.532   | 34.671 | 184.3    |           | 3:25.402              |              |                       |          |          |        |         |  |  |
|     | 3                           | 1                     | 1:37.617 | 27.416   | 35.890   | 34.311 | 190.1    |           | 5:03.019              |              |                       |          |          |        |         |  |  |
|     | 4                           | 1                     | 1:39.515 | 27.751   | 36.928   | 34.836 | 180.3    |           | 6:42.534              |              |                       |          |          |        |         |  |  |
|     | 5                           | 1                     | 1:39.257 | 27.823   | 36.541   | 34.893 | 178.5    |           | 8:21.791              |              |                       |          |          |        |         |  |  |
|     | 6                           | 1                     | 1:39.561 | 27.323   | 36.774   | 35.464 | 189.8    |           | 10:01.352             |              |                       |          |          |        |         |  |  |
|     | 7                           | 1                     | 1:38.425 | 27.488   | 36.209   | 34.728 | 190.8    |           | 11:39.777             |              |                       |          |          |        |         |  |  |
|     | 8                           | 1                     | 1:40.887 | 27.659   | 38.200   | 35.028 | 190.8    |           | 13:20.664             |              |                       |          |          |        |         |  |  |
|     | 9                           | 1                     | 1:40.383 | 27.448   | 38.169   | 34.766 | 186.2    |           | 15:01.047             |              |                       |          |          |        |         |  |  |
|     | 10                          | 1                     | 1:40.159 | 27.772   | 37.158   | 35.229 | 189.1    |           | 16:41.206             |              |                       |          |          |        |         |  |  |
|     | 11                          | 1                     | 1:40.656 | 27.571   | 38.088   | 34.997 | 191.2    |           | 18:21.862             |              |                       |          |          |        |         |  |  |
|     | 12                          | 1                     | 1:40.841 | 27.788   | 37.465   | 35.588 | 188.8    |           | 20:02.703             |              |                       |          |          |        |         |  |  |
|     | 13                          | 1                     | 1:41.596 | 28.630   | 37.802   | 35.164 | 165.1    |           | 21:44.299             |              |                       |          |          |        |         |  |  |
|     | 14                          | 1                     | 1:39.689 | 27.549   | 37.293   | 34.847 | 183.1    |           | 23:23.988             |              |                       |          |          |        |         |  |  |
|     | 15                          | 1                     | 1:41.744 | 28.007   | 38.527   | 35.210 | 191.2    |           | 25:05.732             |              |                       |          |          |        |         |  |  |
|     | 16                          | 1                     | 1:42.702 | 28.883   | 38.720   | 35.099 | 170.6    |           | 26:48.434             |              |                       |          |          |        |         |  |  |
| 3   | Cooper T51 1959             |                       |          |          |          |        |          | 9         | 1.Barry CANNELL       |              |                       |          |          |        |         |  |  |
|     | 1                           | 1                     | 1:52.443 | 37.983   | 38.587   | 35.873 | 1:52.443 |           |                       |              |                       |          |          |        |         |  |  |
|     | 2                           | 1                     | 1:40.226 | 27.997   | 37.217   | 35.012 | 178.8    |           | 3:32.669              |              |                       |          |          |        |         |  |  |
|     | 3                           | 1                     | 1:39.463 | 27.539   | 37.034   | 34.890 | 171.4    |           | 5:12.132              |              |                       |          |          |        |         |  |  |
|     | 4                           | 1                     | 1:41.485 | 27.780   | 37.803   | 35.902 | 168.7    |           | 6:53.617              |              |                       |          |          |        |         |  |  |
|     | 5                           | 1                     | 1:42.306 | 28.510   | 37.995   | 35.801 | 164.6    |           | 8:35.923              |              |                       |          |          |        |         |  |  |
|     | 6                           | 1                     | 1:40.548 | 27.658   | 37.446   | 35.444 | 183.7    |           | 10:16.471             |              |                       |          |          |        |         |  |  |
|     | 7                           | 1                     | 1:41.922 | 28.037   | 37.218   | 36.667 | 170.9    |           | 11:58.393             |              |                       |          |          |        |         |  |  |
|     | 8                           | 1                     | 1:39.906 | 27.439   | 37.227   | 35.240 | 171.4    |           | 13:38.299             |              |                       |          |          |        |         |  |  |
|     | 9                           | 1                     | 1:39.483 | 27.410   | 36.943   | 35.130 | 183.7    |           | 15:17.782             |              |                       |          |          |        |         |  |  |
|     | 10                          | 1                     | 1:39.401 | 27.523   | 36.939   | 34.939 | 173.1    |           | 16:57.183             |              |                       |          |          |        |         |  |  |
|     | 11                          | 1                     | 1:42.003 | 27.640   | 38.958   | 35.405 | 180.0    |           | 18:39.186             |              |                       |          |          |        |         |  |  |
|     | 12                          | 1                     | 1:38.478 | 26.729   | 36.590   | 35.159 | 176.8    |           | 20:17.664             |              |                       |          |          |        |         |  |  |
|     | 13                          | 1                     | 1:41.610 | 27.506   | 37.713   | 36.391 | 181.5    |           | 21:59.274             |              |                       |          |          |        |         |  |  |
|     | 14                          | 1                     | 1:40.348 | 27.196   | 37.661   | 35.491 | 191.8    |           | 23:39.622             |              |                       |          |          |        |         |  |  |
|     | 15                          | 1                     | 1:40.155 | 27.145   | 37.552   | 35.458 | 183.7    |           | 25:19.777             |              |                       |          |          |        |         |  |  |
|     | 16                          | 1                     | 1:40.946 | 27.640   | 37.378   | 35.928 | 181.8    |           | 27:00.723             |              |                       |          |          |        |         |  |  |
| 4   | Maserati 250F 2508 1954     |                       |          |          |          |        |          | 6         | 1.Rebecca RETTENMAIER |              |                       |          |          |        |         |  |  |
|     | 1                           | 1                     | 2:10.347 | 45.576   | 44.453   | 40.318 | 2:10.347 |           |                       |              |                       |          |          |        |         |  |  |
|     | 2                           | 1                     | 1:55.865 | 32.253   | 42.986   | 40.626 | 156.3    |           | 4:06.212              |              |                       |          |          |        |         |  |  |
|     | 3                           | 1                     | 1:57.651 | 33.286   | 43.273   | 41.092 | 144.2    |           | 6:03.863              |              |                       |          |          |        |         |  |  |
|     | 4                           | 1                     | 2:01.127 | 34.228   | 44.639   | 42.260 | 137.9    |           | 8:04.990              |              |                       |          |          |        |         |  |  |
|     | 5                           | 1                     | 2:00.197 | 34.983   | 42.614   | 42.600 | 130.9    |           | 10:05.187             |              |                       |          |          |        |         |  |  |
|     | 6                           | 1                     | 1:58.190 | 32.516   | 42.443   | 43.231 | 150.0    |           | 12:03.377             |              |                       |          |          |        |         |  |  |
|     | 7                           | 1                     | 1:58.002 | 32.917   | 43.994   | 41.091 | 141.7    |           | 14:01.379             |              |                       |          |          |        |         |  |  |
|     | 8                           | 1                     | 1:59.625 | 33.046   | 43.522   | 43.057 | 152.3    |           | 16:01.004             |              |                       |          |          |        |         |  |  |
|     | 9                           | 1                     | 1:59.609 | 32.613   | 43.939   | 43.057 | 152.1    |           | 18:00.613             |              |                       |          |          |        |         |  |  |
|     | 10                          | 1                     | 1:58.904 | 33.217   | 44.033   | 41.654 | 146.3    |           | 19:59.517             |              |                       |          |          |        |         |  |  |
|     | 11                          | 1                     | 2:00.910 | 34.156   | 44.229   | 42.525 | 143.0    |           | 22:00.427             |              |                       |          |          |        |         |  |  |
|     | 12                          | 1                     | 1:58.272 | 33.318   | 43.226   | 41.728 | 145.4    |           | 23:58.699             |              |                       |          |          |        |         |  |  |
|     | 5                           | Ferrari 246 Dino 1960 |          |          |          |        |          |           | 7a                    | 1.Tony SMITH |                       |          |          |        |         |  |  |
|     |                             | 1                     | 1        | 1:56.207 | 40.235   | 39.656 | 36.316   |           |                       | 1:56.207     |                       |          |          |        |         |  |  |
|     |                             | 2                     | 1        | 1:43.905 | 28.481   | 39.404 | 36.020   |           |                       | 189.8        | 3:40.112              |          |          |        |         |  |  |
|     |                             | 3                     | 1        | 1:46.422 | 30.113   | 39.607 | 36.702   |           |                       | 181.2        | 5:26.534              |          |          |        |         |  |  |
| 4   |                             | 1                     | 1:43.492 | 29.251   | 38.221   | 36.020 | 174.5    | 7:10.026  |                       |              |                       |          |          |        |         |  |  |
| 5   |                             | 1                     | 1:44.183 | 28.925   | 38.409   | 36.849 | 170.9    | 8:54.209  |                       |              |                       |          |          |        |         |  |  |
| 6   |                             | 1                     | 1:44.680 | 28.039   | 39.095   | 37.546 | 186.9    | 10:38.889 |                       |              |                       |          |          |        |         |  |  |
| 7   |                             | 1                     | 1:45.498 | 28.313   | 40.094   | 37.091 | 177.9    | 12:24.387 |                       |              |                       |          |          |        |         |  |  |
| 8   |                             | 1                     | 1:45.512 | 28.694   | 39.548   | 37.270 | 187.5    | 14:09.899 |                       |              |                       |          |          |        |         |  |  |
| 9   |                             | 1                     | 1:47.325 | 28.901   | 40.483   | 37.941 | 185.2    | 15:57.224 |                       |              |                       |          |          |        |         |  |  |
| 10  |                             | 1                     | 1:46.065 | 28.720   | 40.017   | 37.328 | 180.0    | 17:43.289 |                       |              |                       |          |          |        |         |  |  |
| 11  |                             | 1                     | 1:45.807 | 28.125   | 39.704   | 37.978 | 206.5    | 19:29.096 |                       |              |                       |          |          |        |         |  |  |
| 12  |                             | 1                     | 1:46.260 | 29.781   | 39.857   | 36.622 | 182.7    | 21:15.356 |                       |              |                       |          |          |        |         |  |  |
| 13  |                             | 1                     | 1:45.453 | 29.492   | 38.982   | 36.979 | 196.0    | 23:00.809 |                       |              |                       |          |          |        |         |  |  |
| 14  |                             | 1                     | 1:43.896 | 28.305   | 39.163   | 36.428 | 203.4    | 24:44.705 |                       |              |                       |          |          |        |         |  |  |
| 15  |                             | 1                     | 1:43.829 | 28.461   | 39.030   | 36.338 | 201.9    | 26:28.534 |                       |              |                       |          |          |        |         |  |  |
| 6   |                             | Maserati 6 CM 1937    |          |          |          |        |          |           |                       | 3            | 1.Stephan RETTENMAIER |          |          |        |         |  |  |
|     | 1                           | 1                     | 2:04.851 | 44.146   | 41.122   | 39.583 | 2:04.851 |           |                       |              |                       |          |          |        |         |  |  |
|     | 2                           | 1                     | 1:52.405 | 31.900   | 40.873   | 39.632 | 147.9    | 3:57.256  |                       |              |                       |          |          |        |         |  |  |
|     | 3                           | 1                     | 1:52.189 | 31.828   | 40.654   | 39.707 | 149.2    | 5:49.445  |                       |              |                       |          |          |        |         |  |  |
|     | 4                           | 1                     | 1:52.712 | 31.701   | 41.071   | 39.940 | 147.5    | 7:42.157  |                       |              |                       |          |          |        |         |  |  |
|     | 5                           | 1                     | 1:54.950 | 33.003   | 41.537   | 40.410 | 144.4    | 9:37.107  |                       |              |                       |          |          |        |         |  |  |
|     | 6                           | 1                     | 1:54.307 | 31.855   | 41.031   | 41.421 | 152.1    | 11:31.414 |                       |              |                       |          |          |        |         |  |  |
|     | 7                           | 1                     | 1:54.679 | 31.329   | 42.722   | 40.628 | 148.4    | 13:26.093 |                       |              |                       |          |          |        |         |  |  |
|     | 8                           | 1                     | 1:53.674 | 31.497   | 41.249   | 40.928 | 145.7    | 15:19.767 |                       |              |                       |          |          |        |         |  |  |
|     | 9                           | 1                     | 1:55.713 | 31.772   | 43.755   | 40.186 | 149.8    | 17:15.480 |                       |              |                       |          |          |        |         |  |  |
|     | 10                          | 1                     | 1:54.028 | 32.681   | 41.514   | 39.833 | 150.8    | 19:09.508 |                       |              |                       |          |          |        |         |  |  |
|     | 11                          | 1                     | 1:53.314 | 32.413   | 40.841   | 40.060 | 153.0    | 21:02.822 |                       |              |                       |          |          |        |         |  |  |
|     | 12                          | 1                     | 1:52.022 | 31.312   | 40.748   | 39.962 | 143.2    | 22:54.844 |                       |              |                       |          |          |        |         |  |  |
|     | 13                          | 1                     | 1:58.897 | 31.049   | 43.043   | 44.805 | 157.9    | 24:53.741 |                       |              |                       |          |          |        |         |  |  |
|     | 7                           | Brabham BT7A 1963     |          |          |          |        |          |           | 12                    |              | 1.Max BLEES           |          |          |        |         |  |  |
|     |                             | 1                     | 1        | 1:42.415 | 32.496   | 36.178 | 33.741   | 1:42.415  |                       |              |                       |          |          |        |         |  |  |
|     |                             | 2                     | 1        | 1:34.315 | 26.261   | 34.840 | 33.214   | 204.5     |                       |              | 3:16.730              |          |          |        |         |  |  |
| 3   |                             | 1                     | 1:33.678 | 25.853   | 34.678   | 33.147 | 208.5    | 4:50.408  |                       |              |                       |          |          |        |         |  |  |
| 4   |                             | 1                     | 1:36.354 | 25.705   | 36.092   | 34.557 | 205.7    | 6:26.762  |                       |              |                       |          |          |        |         |  |  |
| 5   |                             | 1                     | 1:37.596 | 26.739   | 36.813   | 34.044 | 201.1    | 8:04.358  |                       |              |                       |          |          |        |         |  |  |
| 6   |                             | 1                     | 1:34.395 | 26.353   | 34.575   | 33.467 | 201.5    | 9:38.753  |                       |              |                       |          |          |        |         |  |  |
| 7   |                             | 1                     | 1:35.862 | 26.227   | 35.864   | 33.771 | 204.9    | 11:14.615 |                       |              |                       |          |          |        |         |  |  |
| 8   |                             | 1                     | 1:35.190 | 25.934   | 35.512   | 33.744 | 210.9    | 12:49.805 |                       |              |                       |          |          |        |         |  |  |
| 9   |                             | 1                     | 1:35.926 | 26.596   | 35.602   | 33.728 | 204.2    | 14:25.731 |                       |              |                       |          |          |        |         |  |  |
| 10  |                             | 1                     | 1:35.604 | 28.054   | 34.566   | 32.984 | 198.9    | 16:01.335 |                       |              |                       |          |          |        |         |  |  |
| 11  |                             | 1                     | 1:35.767 | 26.668   | 35.357   | 33.742 | 208.9    | 17:37.102 |                       |              |                       |          |          |        |         |  |  |
| 12  |                             | 1                     | 1:35.094 | 26.609   | 34.845   | 33.640 | 202.2    | 19:12.196 |                       |              |                       |          |          |        |         |  |  |
| 13  |                             | 1                     | 1:34.126 | 26.159   | 35.074   | 32.893 | 201.9    | 20:46.322 |                       |              |                       |          |          |        |         |  |  |
| 14  |                             | 1                     | 1:35.706 | 26.345   | 36.479   | 32.882 | 211.4    | 22:22.008 |                       |              |                       |          |          |        |         |  |  |



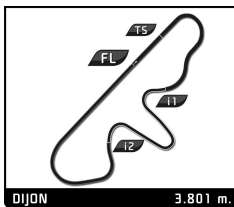
# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 1

#### Sector Analysis

| Lap under Red Flag    |   |          |          |          |          |        |           | Invalidated Lap                    |   |          |          |          |          |        |           | Personal Best                      |   |          |          |          |          |        |           | Session Best                     |   |          |          |          |          |        |           | B Crossing the 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   | Lap                                | D | Time     | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   | Lap                              | D | Time     | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   | Lap                         | D | Time     | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   |
| 15                    | 1 | 1:36.276 | 25.779   | 35.362   | 35.135   | 213.9  | 23:58.304 | 15                                 | 1 | 1:35.616 | 26.830   | 35.509   | 33.277   | 198.2  | 23:34.277 | 15                                 | 1 | 1:35.616 | 26.830   | 35.509   | 33.277   | 198.2  | 23:34.277 | 15                               | 1 | 1:35.616 | 26.830   | 35.509   | 33.277   | 198.2  | 23:34.277 | 15                          | 1 | 1:35.616 | 26.830   | 35.509   | 33.277   | 198.2  | 23:34.277 |
| 16                    | 1 | 1:34.917 | 26.089   | 34.575   | 34.253   | 209.7  | 25:33.221 | 16                                 | 1 | 1:34.430 | 26.605   | 34.840   | 32.985   | 185.6  | 25:08.707 | 16                                 | 1 | 1:34.430 | 26.605   | 34.840   | 32.985   | 185.6  | 25:08.707 | 16                               | 1 | 1:34.430 | 26.605   | 34.840   | 32.985   | 185.6  | 25:08.707 | 16                          | 1 | 1:34.430 | 26.605   | 34.840   | 32.985   | 185.6  | 25:08.707 |
| 17                    | 1 | 1:33.406 | 25.360   | 34.796   | 33.250   | 222.7  | 27:06.627 | 17                                 | 1 | 1:35.097 | 26.441   | 35.728   | 32.928   | 215.1  | 26:43.804 | 17                                 | 1 | 1:35.097 | 26.441   | 35.728   | 32.928   | 215.1  | 26:43.804 | 17                               | 1 | 1:35.097 | 26.441   | 35.728   | 32.928   | 215.1  | 26:43.804 | 17                          | 1 | 1:35.097 | 26.441   | 35.728   | 32.928   | 215.1  | 26:43.804 |
| <b>8</b> Alta F2 1952 |   |          |          |          |          |        |           | <b>19</b> Cooper Bristol Mk 2 1953 |   |          |          |          |          |        |           | <b>21</b> Cooper Bristol MkII 1953 |   |          |          |          |          |        |           | <b>22</b> Maserati 250F CM7 1958 |   |          |          |          |          |        |           | <b>18</b> Lotus 18 372 1960 |   |          |          |          |          |        |           |
| 1.Jakob RETTENMAIER   |   |          |          |          |          |        |           | 1.Paul GRANT                       |   |          |          |          |          |        |           | 1.Ian NUTHALL                      |   |          |          |          |          |        |           | 1.Elliott HANN                   |   |          |          |          |          |        |           | 1.Clinton MCCARTHY          |   |          |          |          |          |        |           |
| 5                     |   |          |          |          |          |        |           | 5                                  |   |          |          |          |          |        |           | 5                                  |   |          |          |          |          |        |           | 6                                |   |          |          |          |          |        |           | 7b                          |   |          |          |          |          |        |           |
| 1                     | 1 | 2:02.889 | 43.098   | 41.510   | 38.281   |        | 2:02.889  | 1                                  | 1 | 1:50.444 |          |          |          |        | 1:50.444  | 1                                  | 1 | 1:52.521 | 37.422   | 38.496   | 36.603   |        | 1:52.521  | 1                                | 1 | 1:54.682 | 37.565   | 40.874   | 36.243   |        | 1:54.682  | 1                           | 1 | 1:37.360 | 30.647   | 34.427   | 32.286   |        | 1:37.360  |
| 2                     | 1 | 1:49.704 | 31.525   | 39.935   | 38.244   | 138.1  | 3:52.593  | 2                                  | 1 | 1:42.011 |          |          |          |        | 3:32.455  | 2                                  | 1 | 1:41.826 | 28.355   | 37.646   | 35.825   | 183.4  | 3:34.347  | 2                                | 1 | 1:43.854 | 29.255   | 38.711   | 35.888   | 159.5  | 3:38.536  | 2                           | 1 | 1:31.997 | 26.078   | 33.972   | 31.947   | 203.8  | 3:09.357  |
| 3                     | 1 | 1:48.600 | 30.128   | 40.480   | 37.992   | 143.0  | 5:41.193  | 3                                  | 1 | 1:42.261 |          |          |          |        | 5:14.716  | 3                                  | 1 | 1:41.763 | 27.840   | 37.394   | 36.529   | 179.1  | 5:16.110  | 3                                | 1 | 1:43.718 | 30.776   | 37.661   | 35.281   | 173.9  | 5:22.254  | 3                           | 1 | 1:31.427 | 25.787   | 33.089   | 32.551   | 186.5  | 4:39.172  |
| 4                     | 1 | 1:49.344 | 29.632   | 41.630   | 38.082   | 146.7  | 7:30.537  | 4                                  | 1 | 1:41.811 |          |          |          |        | 6:56.527  | 4                                  | 1 | 1:41.649 | 28.342   | 37.169   | 36.138   | 173.4  | 6:57.759  | 4                                | 1 | 1:43.077 | 29.833   | 37.409   | 35.835   | 147.3  | 7:05.331  | 4                           | 1 | 1:31.252 | 25.269   | 33.332   | 32.651   | 199.6  | 6:10.424  |
| 5                     | 1 | 1:50.373 | 30.440   | 41.204   | 38.729   | 142.7  | 9:20.910  | 5                                  | 1 | 1:42.892 |          |          |          |        | 8:39.419  | 5                                  | 1 | 1:41.873 | 28.034   | 37.505   | 36.334   | 188.5  | 8:39.632  | 5                                | 1 | 1:41.433 | 28.885   | 37.185   | 35.363   | 159.3  | 8:46.764  | 5                           | 1 | 1:32.743 | 25.666   | 34.268   | 32.809   | 203.8  | 7:43.167  |
| 6                     | 1 | 1:49.130 | 30.572   | 40.094   | 38.464   | 143.4  | 11:10.040 | 6                                  | 1 | 1:42.280 |          |          |          |        | 10:21.699 | 6                                  | 1 | 1:42.701 | 28.345   | 37.932   | 36.424   | 172.0  | 10:22.333 | 6                                | 1 | 1:40.500 | 28.202   | 37.480   | 34.818   | 162.9  | 10:27.264 | 6                           | 1 | 1:33.193 | 26.204   | 33.843   | 33.146   | 190.1  | 9:16.360  |
| 7                     | 1 | 1:49.119 | 29.528   | 41.760   | 37.831   | 154.3  | 12:59.159 | 7                                  | 1 | 1:41.147 |          |          |          |        | 12:02.846 | 7                                  | 1 | 1:41.969 | 27.790   | 37.639   | 36.540   | 195.7  | 12:04.302 | 7                                | 1 | 1:41.890 | 28.394   | 37.672   | 35.824   | 164.4  | 12:09.154 | 7                           | 1 | 1:32.769 | 25.490   | 34.418   | 32.861   | 195.7  | 10:49.129 |
| 8                     | 1 | 1:49.633 | 30.616   | 41.083   | 37.934   | 154.3  | 14:48.792 | 8                                  | 1 | 1:40.543 |          |          |          |        | 13:43.389 | 8                                  | 1 | 1:41.320 | 28.019   | 37.405   | 35.896   | 170.1  | 13:45.622 | 8                                | 1 | 1:42.457 | 29.049   | 37.790   | 35.618   | 163.4  | 13:51.611 | 8                           | 1 | 1:32.691 | 25.962   | 34.344   | 33.385   | 198.2  | 12:22.820 |
| 9                     | 1 | 1:48.559 | 29.716   | 40.179   | 38.664   | 146.9  | 16:37.351 | 9                                  | 1 | 1:41.202 |          |          |          |        | 15:24.591 | 9                                  | 1 | 1:42.262 | 27.643   | 38.302   | 36.317   | 200.4  | 15:27.884 | 9                                | 1 | 1:42.129 | 29.364   | 36.970   | 35.795   | 187.8  | 25:43.448 | 9                           | 1 | 1:32.182 | 25.589   | 33.583   | 33.010   | 200.0  | 13:55.002 |
| 10                    | 1 | 1:47.852 | 29.615   | 40.248   | 37.989   | 154.7  | 18:25.203 | 10                                 | 1 | 1:46.201 |          |          |          |        | 17:10.792 | 10                                 | 1 | 1:43.016 | 27.833   | 38.442   | 36.741   | 184.9  | 17:10.900 | 10                               | 1 | 1:42.129 | 29.364   | 36.970   | 35.795   | 187.8  | 25:43.448 | 10                          | 1 | 1:33.088 | 25.399   | 34.807   | 32.882   | 203.4  | 15:28.090 |
| 11                    | 1 | 1:46.335 | 29.011   | 39.222   | 38.102   | 175.0  | 20:11.538 | 11                                 | 1 | 1:40.688 |          |          |          |        | 18:51.480 | 11                                 | 1 | 1:42.207 | 28.702   | 37.476   | 36.029   | 172.5  | 18:53.107 | 11                               | 1 | 1:42.129 | 29.364   | 36.970   | 35.795   | 187.8  | 25:43.448 | 11                          | 1 | 1:33.565 | 25.797   | 36.482   | 33.286   | 199.3  | 17:03.655 |
| 12                    | 1 | 1:49.278 | 29.291   | 41.718   | 38.269   | 156.3  | 22:00.816 | 12                                 | 1 | 1:43.259 |          |          |          |        | 20:34.739 | 12                                 | 1 | 1:42.243 | 28.229   | 37.849   | 36.165   | 186.9  | 22:17.142 | 12                               | 1 | 1:42.129 | 29.364   | 36.970   | 35.795   | 187.8  | 25:43.448 | 12                          | 1 | 1:33.936 | 25.643   | 34.435   | 33.858   | 197.1  | 18:37.591 |
| 13                    | 1 | 1:46.934 | 29.061   | 40.118   | 37.755   | 166.4  | 23:47.750 | 13                                 | 1 | 1:42.834 |          |          |          |        | 22:17.573 | 13                                 | 1 | 1:44.177 | 28.069   | 38.902   | 37.206   | 193.2  | 24:01.319 | 13                               | 1 | 1:42.129 | 29.364   | 36.970   | 35.795   | 187.8  | 25:43.448 | 13                          | 1 | 1:46.579 | 28.946   | 38.894   | 38.739   | 169.8  | 25:34.329 |
| 14                    | 1 | 1:46.579 | 28.946   | 38.894   | 38.739   | 169.8  | 25:34.329 | 14                                 | 1 | 1:44.413 |          |          |          |        | 24:01.986 | 14                                 | 1 | 1:42.027 | 27.757   | 38.513   | 35.757   | 195.7  | 27:25.475 | 14                               | 1 | 1:42.129 | 29.364   | 36.970   | 35.795   | 187.8  | 25:43.448 | 14                          | 1 | 1:46.166 | 29.391   | 41.619   | 38.156   | 180.9  | 27:23.495 |
| 15                    | 1 | 1:49.166 | 29.391   | 41.619   | 38.156   | 180.9  | 27:23.495 | 15                                 | 1 | 1:40.937 |          |          |          |        | 25:42.923 | 15                                 | 1 | 1:42.027 | 27.757   | 38.513   | 35.757   | 195.7  | 27:25.475 | 15                               | 1 | 1:42.129 | 29.364   | 36.970   | 35.795   | 187.8  | 25:43.448 | 15                          | 1 | 1:49.166 | 29.391   | 41.619   | 38.156   | 180.9  | 27:23.495 |



# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 1

## Sector Analysis

Lap under Red Flag

Invalidated Lap

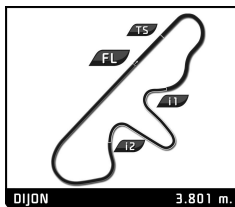
Personal Best

Session Best

B Crossing the pit line

| Lap                                                                            | D | Time     | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   |
|--------------------------------------------------------------------------------|---|----------|----------|----------|----------|--------|-----------|
| 10                                                                             | 1 | 1:44.661 | 29.579   | 39.464   | 35.618   | 166.4  | 17:17.470 |
| 11                                                                             | 1 | 1:44.364 | 28.702   | 39.791   | 35.871   | 166.2  | 19:01.834 |
| 12                                                                             | 1 | 1:40.866 | 28.178   | 37.072   | 35.616   | 160.0  | 20:42.700 |
| 13                                                                             | 1 | 1:43.338 | 28.885   | 38.701   | 35.752   | 175.0  | 22:26.038 |
| 14                                                                             | 1 | 1:41.788 | 28.706   | 37.415   | 35.667   | 180.6  | 24:07.826 |
| 15                                                                             | 1 | 1:41.474 | 28.401   | 38.139   | 34.934   | 166.7  | 25:49.300 |
| 16                                                                             | 1 | 1:40.513 | 28.134   | 37.509   | 34.870   | 167.4  | 27:29.813 |
| <div>23Lotus 18 917 1961</div> <div>1.Andrea STORTONI10a</div>                 |   |          |          |          |          |        |           |
| 1                                                                              | 1 | 1:48.675 | 35.445   | 36.829   | 36.401   |        | 1:48.675  |
| 2                                                                              | 1 | 1:38.950 | 27.716   | 35.979   | 35.255   | 176.8  | 3:27.625  |
| 3                                                                              | 1 | 1:38.277 | 27.394   | 35.567   | 35.316   | 184.0  | 5:05.902  |
| 4                                                                              | 1 | 1:39.028 | 27.108   | 36.224   | 35.696   | 176.2  | 6:44.930  |
| 5                                                                              | 1 | 1:38.706 | 27.052   | 35.808   | 35.846   | 182.4  | 8:23.636  |
| 6                                                                              | 1 | 1:39.604 | 27.066   | 36.361   | 36.177   | 172.2  | 10:03.240 |
| 7                                                                              | 1 | 1:38.206 | 26.647   | 36.550   | 35.009   | 175.3  | 11:41.446 |
| 8                                                                              | 1 | 1:38.122 | 26.217   | 36.239   | 35.666   | 183.4  | 13:19.568 |
| 9                                                                              | 1 | 1:37.520 | 26.652   | 35.903   | 34.965   | 177.3  | 14:57.088 |
| 10                                                                             | 1 | 1:38.801 | 26.388   | 36.602   | 35.811   | 181.8  | 16:35.889 |
| 11                                                                             | 1 | 1:38.696 | 26.782   | 36.628   | 35.286   | 178.2  | 18:14.585 |
| 12                                                                             | 1 | 1:38.150 | 26.332   | 36.545   | 35.273   | 185.2  | 19:52.735 |
| 13                                                                             | 1 | 1:37.480 | 26.554   | 35.557   | 35.369   | 181.5  | 21:30.215 |
| 14                                                                             | 1 | 1:39.029 | 26.827   | 36.235   | 35.967   | 185.9  | 23:09.244 |
| 15                                                                             | 1 | 1:37.578 | 26.552   | 35.487   | 35.539   | 185.6  | 24:46.822 |
| 16                                                                             | 1 | 1:38.504 | 26.589   | 36.888   | 35.027   | 187.8  | 26:25.326 |
| <div>31Maserati 250F 2501/2523 1954</div> <div>1.Guillermo FIERRO ELETA6</div> |   |          |          |          |          |        |           |
| 1                                                                              | 1 | 1:42.692 | 32.442   | 35.883   | 34.367   |        | 1:42.692  |
| 2                                                                              | 1 | 1:36.624 | 26.994   | 35.629   | 34.001   | 200.4  | 3:19.316  |
| 3                                                                              | 1 | 1:37.392 | 27.185   | 35.699   | 34.508   | 211.4  | 4:56.708  |
| 4                                                                              | 1 | 1:36.614 | 26.297   | 35.620   | 34.697   | 206.9  | 6:33.322  |
| 5                                                                              | 1 | 1:36.719 | 26.594   | 35.739   | 34.386   | 204.9  | 8:10.041  |
| 6                                                                              | 1 | 1:37.833 | 27.190   | 35.948   | 34.695   | 200.0  | 9:47.874  |
| 7                                                                              | 1 | 1:37.133 | 26.615   | 35.954   | 34.564   | 206.5  | 11:25.007 |
| 8                                                                              | 1 | 1:37.063 | 27.201   | 35.598   | 34.264   | 194.2  | 13:02.070 |
| 9                                                                              | 1 | 1:38.383 | 27.280   | 35.831   | 35.272   | 198.9  | 14:40.453 |
| 10                                                                             | 1 | 1:36.325 | 26.616   | 35.460   | 34.249   | 208.1  | 16:16.778 |
| 11                                                                             | 1 | 1:38.219 | 26.778   | 36.315   | 35.126   | 214.7  | 17:54.997 |
| 12                                                                             | 1 | 1:41.103 | 27.462   | 37.873   | 35.768   | 205.7  | 19:36.100 |
| 13                                                                             | 1 | 1:40.321 | 28.550   | 37.441   | 34.330   | 184.0  | 21:16.421 |
| 14                                                                             | 1 | 1:38.639 | 27.906   | 36.043   | 34.690   | 202.6  | 22:55.060 |
| 15                                                                             | 1 | 1:37.794 | 26.698   | 36.465   | 34.631   | 213.9  | 24:32.854 |
| 16                                                                             | 1 | 1:37.645 | 27.132   | 35.994   | 34.519   | 202.2  | 26:10.499 |
| <div>33Cooper Bristol Mk II 1953</div> <div>1.Chris PHILLIPS5</div>            |   |          |          |          |          |        |           |
| 1                                                                              | 1 | 2:01.796 | 41.912   | 41.199   | 38.685   |        | 2:01.796  |
| 2                                                                              | 1 | 1:48.388 | 29.694   | 39.991   | 38.703   | 146.9  | 3:50.184  |
| 3                                                                              | 1 | 1:50.234 | 31.124   | 40.874   | 38.236   | 136.5  | 5:40.418  |
| 4                                                                              | 1 | 1:48.399 | 29.045   | 41.143   | 38.211   | 150.4  | 7:28.817  |
| 5                                                                              | 1 | 1:47.994 | 29.611   | 40.866   | 37.517   | 154.5  | 9:16.811  |

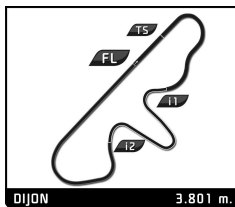
| Lap                                                                 | D | Time     | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   |
|---------------------------------------------------------------------|---|----------|----------|----------|----------|--------|-----------|
| 6                                                                   | 1 | 1:50.382 | 30.830   | 41.416   | 38.136   | 141.5  | 11:07.193 |
| 7                                                                   | 1 | 1:49.507 | 29.837   | 41.762   | 37.908   | 152.5  | 12:56.700 |
| 8                                                                   | 1 | 1:48.940 | 29.408   | 41.261   | 38.271   | 158.6  | 14:45.640 |
| 9                                                                   | 1 | 1:47.114 | 29.419   | 40.024   | 37.671   | 160.2  | 16:32.754 |
| 10                                                                  | 1 | 1:48.527 | 29.678   | 40.706   | 38.143   | 169.5  | 18:21.281 |
| 11                                                                  | 1 | 1:49.167 | 29.819   | 40.813   | 38.535   | 168.7  | 20:10.448 |
| 12                                                                  | 1 | 1:49.857 | 29.962   | 41.895   | 38.000   | 153.4  | 22:00.305 |
| 13                                                                  | 1 | 1:48.721 | 29.159   | 41.836   | 37.726   | 164.4  | 23:49.026 |
| 14                                                                  | 1 | 1:47.125 | 29.289   | 40.006   | 37.830   | 164.9  | 25:36.151 |
| 15                                                                  | 1 | 1:47.498 | 29.023   | 41.094   | 37.381   | 183.4  | 27:23.649 |
| <div>34Maserati 250F 2516 1955</div> <div>1.John SPIERS6</div>      |   |          |          |          |          |        |           |
| 1                                                                   | 1 | 1:43.702 | 33.113   | 36.315   | 34.274   |        | 1:43.702  |
| 2                                                                   | 1 | 1:37.726 | 26.636   | 36.516   | 34.574   | 199.3  | 3:21.428  |
| 3                                                                   | 1 | 1:36.166 | 26.554   | 35.407   | 34.205   | 196.4  | 4:57.594  |
| 4                                                                   | 1 | 1:36.722 | 26.428   | 35.936   | 34.358   | 197.4  | 6:34.316  |
| 5                                                                   | 1 | 1:36.360 | 26.489   | 35.826   | 34.045   | 200.0  | 8:10.676  |
| 6                                                                   | 1 | 1:37.933 | 27.396   | 36.073   | 34.464   | 198.2  | 9:48.609  |
| 7                                                                   | 1 | 1:37.583 | 26.466   | 36.158   | 34.959   | 205.7  | 11:26.192 |
| 8                                                                   | 1 | 1:36.681 | 27.188   | 35.575   | 33.918   | 189.1  | 13:02.873 |
| 9                                                                   | 1 | 1:37.647 | 26.849   | 36.060   | 34.738   | 198.2  | 14:40.520 |
| 10                                                                  | 1 | 1:36.801 | 26.904   | 35.652   | 34.245   | 198.5  | 16:17.321 |
| 11                                                                  | 1 | 1:46.378 | 26.799   | 45.224   | 34.355   | 211.8  | 18:03.699 |
| 12                                                                  | 1 | 1:37.252 | 26.843   | 35.788   | 34.621   | 181.2  | 19:40.951 |
| 13                                                                  | 1 | 1:36.777 | 26.553   | 36.040   | 34.184   | 211.4  | 21:17.728 |
| 14                                                                  | 1 | 1:37.664 | 27.449   | 36.253   | 33.962   | 195.7  | 22:55.392 |
| 15                                                                  | 1 | 1:37.724 | 26.892   | 36.159   | 34.673   | 191.8  | 24:33.116 |
| 16                                                                  | 1 | 1:37.528 | 27.359   | 35.819   | 34.350   | 205.3  | 26:10.644 |
| <div>36Cooper Bristol T23 Mk II 1953</div> <div>1.Erik STAES5</div> |   |          |          |          |          |        |           |
| 1                                                                   | 1 | 1:57.529 | 40.946   | 39.467   | 37.116   |        | 1:57.529  |
| 2                                                                   | 1 | 1:44.925 | 28.831   | 39.107   | 36.987   | 159.3  | 3:42.454  |
| 3                                                                   | 1 | 1:45.285 | 28.865   | 39.787   | 36.633   | 155.6  | 5:27.739  |
| 4                                                                   | 1 | 1:45.689 | 29.763   | 39.018   | 36.908   | 153.8  | 7:13.428  |
| 5                                                                   | 1 | 1:45.362 | 29.457   | 39.007   | 36.898   | 163.6  | 8:58.790  |
| 6                                                                   | 1 | 1:43.407 | 28.899   | 37.930   | 36.578   | 172.0  | 10:42.197 |
| 7                                                                   | 1 | 1:43.805 | 28.693   | 38.757   | 36.355   | 164.6  | 12:26.002 |
| 8                                                                   | 1 | 1:44.273 | 28.862   | 38.364   | 37.047   | 156.3  | 14:10.275 |
| 9                                                                   | 1 | 1:44.366 | 28.871   | 38.912   | 36.583   | 168.0  | 15:54.641 |
| 10                                                                  | 1 | 1:43.874 | 28.671   | 38.101   | 37.102   | 160.5  | 17:38.515 |
| 11                                                                  | 1 | 1:45.777 | 29.088   | 39.085   | 37.604   | 153.4  | 19:24.292 |
| 12                                                                  | 1 | 1:44.042 | 29.074   | 38.523   | 36.445   | 156.1  | 21:08.334 |
| 13                                                                  | 1 | 1:44.427 | 29.103   | 38.147   | 37.177   | 156.7  | 22:52.761 |
| 14                                                                  | 1 | 1:44.649 | 30.451   | 37.807   | 36.391   | 157.7  | 24:37.410 |
| 15                                                                  | 1 | 1:42.895 | 28.346   | 38.272   | 36.277   | 163.1  | 26:20.305 |
| <div>37Heron F1 1960</div> <div>1.Eddy PERK10a</div>                |   |          |          |          |          |        |           |
| 1                                                                   | 1 | 1:55.855 | 40.464   | 38.795   | 36.596   |        | 1:55.855  |
| 2                                                                   | 1 | 1:43.270 | 29.217   | 38.511   | 35.542   | 166.2  | 3:39.125  |
| 3                                                                   | 1 | 1:43.617 | 30.717   | 37.708   | 35.192   | 168.0  | 5:22.742  |

HISTORIC GRAND PRIX CARS  
GRAND PRIX DE L'AGE D'OR  
RACE 1

## Sector Analysis

| Lap under Red Flag                                                                    |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           | Invalidated Lap | Personal Best | Session Best | B Crossing the 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   |                 |               |              |                         |
| 4                                                                                     | 1 | 1:39.666 | 27.696   | 36.610   | 35.360   | 164.9  | 7:02.408  | 2   | 1 | 1:44.727 | 29.197   | 39.641   | 35.889   | 189.5  | 3:38.026  |                 |               |              |                         |
| 5                                                                                     | 1 | 1:39.059 | 27.436   | 36.889   | 34.734   | 194.9  | 8:41.467  | 3   | 1 | 1:41.665 | 27.489   | 38.448   | 35.728   | 200.7  | 5:19.691  |                 |               |              |                         |
| 6                                                                                     | 1 | 1:39.271 | 27.191   | 36.354   | 35.726   | 177.9  | 10:20.738 | 4   | 1 | 1:42.660 | 28.690   | 38.722   | 35.248   | 158.4  | 7:02.351  |                 |               |              |                         |
| 7                                                                                     | 1 | 1:39.446 | 27.353   | 36.210   | 35.883   | 190.5  | 12:00.184 | 5   | 1 | 1:42.364 | 27.001   | 39.602   | 35.761   | 204.9  | 8:44.715  |                 |               |              |                         |
| 8                                                                                     | 1 | 1:38.155 | 27.034   | 36.267   | 34.854   | 184.0  | 13:38.339 | 6   | 1 | 1:41.319 | 27.245   | 37.899   | 36.175   | 210.1  | 10:26.034 |                 |               |              |                         |
| 9                                                                                     | 1 | 1:39.183 | 26.430   | 36.960   | 35.793   | 200.7  | 15:17.522 | 7   | 1 | 1:42.075 | 27.750   | 38.754   | 35.571   | 185.9  | 12:08.109 |                 |               |              |                         |
| 10                                                                                    | 1 | 1:36.905 | 27.320   | 35.414   | 34.171   | 191.2  | 16:54.427 | 8   | 1 | 1:42.389 | 28.588   | 38.986   | 34.815   | 173.6  | 13:50.498 |                 |               |              |                         |
| 11                                                                                    | 1 | 1:37.809 | 27.397   | 35.428   | 34.984   | 181.5  | 18:32.236 | 9   | 1 | 1:40.435 | 27.250   | 38.474   | 34.711   | 198.2  | 15:30.933 |                 |               |              |                         |
| 12                                                                                    | 1 | 1:38.246 | 27.138   | 35.822   | 35.286   | 189.5  | 20:10.482 | 10  | 1 | 1:42.352 | 27.605   | 38.440   | 36.307   | 196.0  | 17:13.285 |                 |               |              |                         |
| 13                                                                                    | 1 | 1:38.983 | 26.783   | 37.539   | 34.661   | 187.8  | 21:49.465 | 11  | 1 | 1:43.206 | 29.026   | 38.833   | 35.347   | 183.4  | 18:56.491 |                 |               |              |                         |
| 14                                                                                    | 1 | 1:37.195 | 26.847   | 35.602   | 34.746   | 182.1  | 23:26.660 | 12  | 1 | 1:41.178 | 27.248   | 38.473   | 35.457   | 201.1  | 20:37.669 |                 |               |              |                         |
| 15                                                                                    | 1 | 1:37.713 | 26.827   | 36.179   | 34.707   | 201.5  | 25:04.373 | 13  | 1 | 1:40.163 | 27.775   | 37.424   | 34.964   | 182.7  | 22:17.832 |                 |               |              |                         |
| 16                                                                                    | 1 | 1:38.232 | 27.394   | 35.991   | 34.847   | 184.3  | 26:42.605 | 14  | 1 | 1:42.449 | 28.213   | 38.853   | 35.383   | 187.8  | 24:00.281 |                 |               |              |                         |
| <div>43</div> <div>Cooper T43 1957</div> <div>1. Stuart TIZZARD</div> <div>T43</div>  |   |          |          |          |          |        |           | 15  | 1 | 1:40.700 | 28.046   | 37.230   | 35.424   | 187.2  | 25:40.981 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 16  | 1 | 1:43.989 | 28.990   | 40.108   | 34.891   | 203.8  | 27:24.970 |                 |               |              |                         |
| <div>53</div> <div>Cooper T53 1960</div> <div>1. Justin MAEERS</div> <div>12</div>    |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 1   | 1 | 1:39.060 | 31.716   | 34.801   | 32.543   |        | 1:39.060  |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 2   | 1 | 1:33.247 | 26.336   | 34.504   | 32.407   | 217.7  | 3:12.307  |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 3   | 1 | 1:33.221 | 25.812   | 34.691   | 32.718   | 222.7  | 4:45.528  |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 4   | 1 | 1:35.539 | 26.652   | 35.990   | 32.897   | 207.3  | 6:21.067  |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 5   | 1 | 1:36.129 | 26.984   | 35.780   | 33.365   | 198.2  | 7:57.196  |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 6   | 1 | 1:36.094 | 26.745   | 35.795   | 33.554   | 208.9  | 9:33.290  |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 7   | 1 | 1:37.137 | 27.012   | 36.227   | 33.898   | 196.7  | 11:10.427 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 8   | 1 | 1:37.940 | 26.911   | 37.003   | 34.026   | 206.1  | 12:48.367 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 9   | 1 | 1:36.608 | 27.782   | 35.475   | 33.351   | 229.3  | 14:24.975 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 10  | 1 | 1:35.869 | 26.934   | 35.609   | 33.326   | 201.9  | 16:00.844 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 11  | 1 | 1:35.848 | 26.846   | 35.512   | 33.490   | 221.3  | 17:36.692 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 12  | 1 | 1:36.551 | 27.274   | 35.786   | 33.491   | 208.9  | 19:13.243 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 13  | 1 | 1:35.677 | 26.686   | 35.548   | 33.443   | 215.1  | 20:48.920 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 14  | 1 | 1:37.179 | 26.229   | 36.044   | 34.906   | 234.8  | 22:26.099 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 15  | 1 | 1:36.805 | 26.968   | 36.273   | 33.564   | 231.3  | 24:02.904 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 16  | 1 | 1:37.481 | 27.428   | 35.508   | 34.545   | 198.5  | 25:40.385 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 17  | 1 | 1:38.506 | 27.059   | 36.907   | 34.540   | 231.8  | 27:18.891 |                 |               |              |                         |
| <div>55</div> <div>Lotus 18 914 1961</div> <div>1. Nick TAYLOR</div> <div>10a</div>   |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 1   | 1 | 1:52.239 | 37.772   | 37.452   | 37.015   |        | 1:52.239  |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 2   | 1 | 1:40.873 | 27.687   | 36.729   | 36.457   | 191.8  | 3:33.112  |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 3   | 1 | 1:42.435 | 28.119   | 37.990   | 36.326   | 173.6  | 5:15.547  |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 4   | 1 | 1:41.414 | 27.968   | 37.002   | 36.444   | 191.5  | 6:56.961  |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 5   | 1 | 1:41.636 | 27.633   | 37.362   | 36.641   | 196.4  | 8:38.597  |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 6   | 1 | 1:42.358 | 28.222   | 37.191   | 36.945   | 198.5  | 10:20.955 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 7   | 1 | 1:42.893 | 27.983   | 37.992   | 36.918   | 187.2  | 12:03.848 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 8   | 1 | 1:41.422 | 27.964   | 36.902   | 36.556   | 182.4  | 13:45.270 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 9   | 1 | 1:40.952 | 27.546   | 36.855   | 36.551   | 202.2  | 15:26.222 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 10  | 1 | 1:43.305 | 28.867   | 38.130   | 36.308   | 201.9  | 17:09.527 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 11  | 1 | 1:43.068 | 27.557   | 38.470   | 37.041   | 204.9  | 18:52.595 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 12  | 1 | 1:41.834 | 27.919   | 37.060   | 36.855   | 207.3  | 20:34.429 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 13  | 1 | 1:41.962 | 27.872   | 37.265   | 36.825   | 201.1  | 22:16.391 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 14  | 1 | 1:41.901 | 27.671   | 37.708   | 36.522   | 207.7  | 23:58.292 |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 15  | 1 | 1:43.811 | 28.601   | 37.824   | 37.386   | 198.2  | 25:42.103 |                 |               |              |                         |
| <div>47</div> <div>Cooper T45/51 1958</div> <div>1. Brian JOLLIFFE</div> <div>9</div> |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |                 |               |              |                         |
|                                                                                       |   |          |          |          |          |        |           | 1   | 1 | 1:53.299 | 38.579   | 39.300   | 35.420   |        | 1:53.299  |                 |               |              |                         |



HISTORIC GRAND PRIX CARS  
GRAND PRIX DE L'AGE D'OR  
RACE 1

## Sector Analysis

| Lap under Red Flag   Invalidated Lap   Personal Best   Session Best   B Crossing the 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   |
| 16                                                                                            | 1 | 1:42.701 | 28.268   | 38.203   | 36.230   | 197.8  | 27:24.804 | 12                                                                                         | 1 | 1:41.112 | 27.732   | 36.840   | 36.540   | 177.0  | 20:44.331 |
| <div>63</div> <div>Brabham BT4 1963</div> <div>1. Michel KUIPER</div> <div>12</div>           |   |          |          |          |          |        |           | <div>71</div> <div>Cooper T53 Low Line 1961</div> <div>1. Nick TOPLISS</div> <div>12</div> |   |          |          |          |          |        |           |
| 1                                                                                             | 1 | 1:36.111 | 29.963   | 33.722   | 32.426   |        | 1:36.111  | 1                                                                                          | 1 | 1:49.143 | 37.088   | 37.546   | 34.509   |        | 1:49.143  |
| 2                                                                                             | 1 | 1:34.340 | 28.625   | 33.640   | 32.075   | 224.1  | 3:10.451  | 2                                                                                          | 1 | 1:40.192 | 28.022   | 37.233   | 34.937   | 186.2  | 3:29.335  |
| 3                                                                                             | 1 | 1:31.004 | 25.747   | 33.349   | 31.908   | 190.1  | 4:41.455  | 3                                                                                          | 1 | 1:37.668 | 27.275   | 36.408   | 33.985   | 203.4  | 5:07.003  |
| 4                                                                                             | 1 | 1:32.588 | 26.339   | 33.764   | 32.485   | 207.7  | 6:14.043  | 4                                                                                          | 1 | 1:37.752 | 27.237   | 36.175   | 34.340   | 191.5  | 6:44.755  |
| 5                                                                                             | 1 | 1:31.991 | 25.746   | 33.911   | 32.334   | 195.7  | 7:46.034  | 5                                                                                          | 1 | 1:38.787 | 27.401   | 37.360   | 34.026   | 208.1  | 8:23.542  |
| 6                                                                                             | 1 | 1:32.548 | 26.175   | 34.261   | 32.112   | 193.5  | 9:18.582  | 6                                                                                          | 1 | 1:38.566 | 26.791   | 36.325   | 35.450   | 201.5  | 10:02.108 |
| 7                                                                                             | 1 | 1:32.372 | 26.513   | 33.791   | 32.068   | 180.3  | 10:50.954 | 7                                                                                          | 1 | 1:38.005 | 27.363   | 36.504   | 34.138   | 205.3  | 11:40.113 |
| 8                                                                                             | 1 | 1:32.773 | 26.126   | 34.187   | 32.460   | 188.2  | 12:23.727 | 8                                                                                          | 1 | 1:38.305 | 26.618   | 36.450   | 35.237   | 214.7  | 13:18.418 |
| 9                                                                                             | 1 | 1:32.105 | 26.092   | 33.711   | 32.302   | 184.6  | 13:55.832 | 9                                                                                          | 1 | 1:37.640 | 26.793   | 36.280   | 34.567   | 204.9  | 14:56.058 |
| 10                                                                                            | 1 | 1:31.457 | 25.504   | 34.149   | 31.804   | 204.5  | 15:27.289 | 10                                                                                         | 1 | 1:38.392 | 26.834   | 36.742   | 34.816   | 220.0  | 16:34.450 |
| 11                                                                                            | 1 | 1:34.539 | 25.584   | 37.173   | 31.782   | 208.1  | 17:01.828 | 11                                                                                         | 1 | 1:38.633 | 27.100   | 37.206   | 34.327   | 210.9  | 18:13.083 |
| 12                                                                                            | 1 | 1:32.005 | 25.448   | 34.314   | 32.243   | 218.6  | 18:33.833 | 12                                                                                         | 1 | 1:37.155 | 26.554   | 36.248   | 34.353   | 221.8  | 19:50.238 |
| 13                                                                                            | 1 | 1:33.143 | 25.688   | 34.496   | 32.959   | 218.6  | 20:06.976 | 13                                                                                         | 1 | 1:37.587 | 26.770   | 36.808   | 34.009   | 208.9  | 21:27.825 |
| 14                                                                                            | 1 | 1:33.053 | 25.791   | 34.688   | 32.574   | 220.0  | 21:40.029 | 14                                                                                         | 1 | 1:39.372 | 28.016   | 37.167   | 34.189   | 203.4  | 23:07.197 |
| 15                                                                                            | 1 | 1:32.668 | 25.320   | 34.711   | 32.637   | 221.8  | 23:12.697 | 15                                                                                         | 1 | 1:37.674 | 26.966   | 36.108   | 34.600   | 225.9  | 24:44.871 |
| 16                                                                                            | 1 | 1:32.474 | 25.519   | 34.384   | 32.571   | 226.4  | 24:45.171 | 16                                                                                         | 1 | 1:37.764 | 27.044   | 36.515   | 34.205   | 207.3  | 26:22.635 |
| 17                                                                                            | 1 | 1:33.492 | 26.598   | 34.914   | 31.980   | 197.1  | 26:18.663 | <div>75</div> <div>Lotus 21 939/952 1961</div> <div>1. Alex MORTON</div> <div>10a</div>    |   |          |          |          |          |        |           |
| 1                                                                                             | 1 | 1:51.303 | 36.474   | 38.079   | 36.750   |        | 1:51.303  | 1                                                                                          | 1 | 1:56.544 | 43.447   | 37.701   | 35.396   |        | 1:56.544  |
| 2                                                                                             | 1 | 1:47.099 | 30.888   | 38.792   | 37.419   | 182.1  | 3:38.402  | 2                                                                                          | 1 | 1:43.042 | 29.279   | 38.583   | 35.180   | 183.4  | 3:39.586  |
| 3                                                                                             | 1 | 1:48.192 | 30.388   | 39.107   | 38.697   | 168.5  | 5:26.594  | 3                                                                                          | 1 | 1:43.014 | 30.236   | 38.272   | 34.506   | 170.6  | 5:22.600  |
| 4                                                                                             | 1 | 1:46.367 | 30.419   | 38.452   | 37.496   | 161.2  | 7:12.961  | 4                                                                                          | 1 | 1:37.831 | 27.248   | 36.485   | 34.098   | 175.0  | 7:00.431  |
| 5                                                                                             | 1 | 1:45.420 | 29.492   | 38.464   | 37.464   | 167.2  | 8:58.381  | 5                                                                                          | 1 | 1:38.430 | 27.101   | 36.499   | 34.830   | 183.1  | 8:38.861  |
| 6                                                                                             | 1 | 1:49.953 | 31.853   | 40.421   | 37.679   | 184.6  | 10:48.334 | 6                                                                                          | 1 | 1:40.518 | 28.270   | 37.127   | 35.121   | 186.5  | 10:19.379 |
| 7                                                                                             | 1 | 1:48.608 | 30.992   | 39.619   | 37.997   | 156.3  | 12:36.942 | 7                                                                                          | 1 | 1:38.174 | 27.022   | 36.262   | 34.890   | 190.8  | 11:57.553 |
| 8                                                                                             | 1 | 1:46.180 | 30.035   | 38.983   | 37.162   | 176.2  | 14:23.122 | 8                                                                                          | 1 | 1:38.110 | 27.262   | 36.306   | 34.542   | 171.2  | 13:35.663 |
| 9                                                                                             | 1 | 1:46.688 | 31.370   | 38.308   | 37.010   | 163.4  | 16:09.810 | 9                                                                                          | 1 | 1:39.965 | 27.196   | 37.080   | 35.689   | 170.9  | 15:15.628 |
| 10                                                                                            | 1 | 1:46.863 | 29.944   | 38.163   | 38.756   | 180.9  | 17:56.673 | 10                                                                                         | 1 | 1:37.161 | 27.208   | 36.064   | 33.889   | 183.7  | 16:52.789 |
| 11                                                                                            | 1 | 1:44.835 | 29.623   | 37.857   | 37.355   | 175.0  | 19:41.508 | 11                                                                                         | 1 | 1:38.123 | 27.315   | 36.399   | 34.409   | 180.9  | 18:30.912 |
| 12                                                                                            | 1 | 1:44.113 | 29.441   | 38.165   | 36.507   | 161.0  | 21:25.621 | 12                                                                                         | 1 | 1:38.381 | 26.890   | 36.555   | 34.936   | 185.9  | 20:09.293 |
| 13                                                                                            | 1 | 1:48.517 | 30.961   | 40.072   | 37.484   | 164.9  | 23:14.138 | 13                                                                                         | 1 | 1:39.543 | 27.662   | 37.600   | 34.281   | 183.4  | 21:48.836 |
| 14                                                                                            | 1 | 1:46.875 | 30.289   | 38.642   | 37.944   | 176.5  | 25:01.013 | 14                                                                                         | 1 | 1:37.591 | 27.099   | 36.755   | 33.737   | 183.7  | 23:26.427 |
| 15                                                                                            | 1 | 1:46.632 | 30.181   | 38.630   | 37.821   | 171.2  | 26:47.645 | 15                                                                                         | 1 | 1:36.967 | 26.741   | 36.105   | 34.121   | 193.5  | 25:03.394 |
| <div>70</div> <div>Lotus 18 370 1960</div> <div>1. John CHISHOLM</div> <div>7c</div>          |   |          |          |          |          |        |           | 16                                                                                         | 1 | 1:38.674 | 27.542   | 36.061   | 35.071   | 187.2  | 26:42.068 |
| 1                                                                                             | 1 | 1:55.236 | 39.031   | 39.889   | 36.316   |        | 1:55.236  | <div>76</div> <div>Brabham BT3/4 1962</div> <div>1. Tim CHILD</div> <div>12</div>          |   |          |          |          |          |        |           |
| 2                                                                                             | 1 | 1:43.374 | 27.970   | 38.171   | 37.233   | 177.6  | 3:38.610  | 1                                                                                          | 1 | 1:38.132 | 31.085   | 34.762   | 32.285   |        | 1:38.132  |
| 3                                                                                             | 1 | 1:47.699 | 31.037   | 39.008   | 37.654   | 161.4  | 5:26.309  | 2                                                                                          | 1 | 1:31.701 | 25.606   | 34.024   | 32.071   | 213.9  | 3:09.833  |
| 4                                                                                             | 1 | 1:42.945 | 27.895   | 38.015   | 37.035   | 176.5  | 7:09.254  | 3                                                                                          | 1 | 1:31.754 | 25.722   | 33.523   | 32.509   | 195.3  | 4:41.587  |
| 5                                                                                             | 1 | 1:41.344 | 28.662   | 37.000   | 35.682   | 164.9  | 8:50.598  | 4                                                                                          | 1 | 1:32.576 | 26.430   | 33.868   | 32.278   | 211.4  | 6:14.163  |
| 6                                                                                             | 1 | 1:40.703 | 27.296   | 37.416   | 35.991   | 185.9  | 10:31.301 | 5                                                                                          | 1 | 1:30.586 | 24.937   | 33.431   | 32.218   | 212.2  | 7:44.749  |
| 7                                                                                             | 1 | 1:41.292 | 27.059   | 37.400   | 36.833   | 196.7  | 12:12.593 | 6                                                                                          | 1 | 1:31.497 | 25.791   | 33.300   | 32.406   | 198.5  | 9:16.246  |
| 8                                                                                             | 1 | 1:42.347 | 28.359   | 37.949   | 36.039   | 188.5  | 13:54.940 | 7                                                                                          | 1 | 1:30.321 | 24.845   | 33.282   | 32.194   | 217.3  | 10:46.567 |
| 9                                                                                             | 1 | 1:42.435 | 28.321   | 37.578   | 36.536   | 183.1  | 15:37.375 |                                                                                            |   |          |          |          |          |        |           |
| 10                                                                                            | 1 | 1:42.436 | 28.004   | 38.510   | 35.922   | 183.7  | 17:19.811 |                                                                                            |   |          |          |          |          |        |           |
| 11                                                                                            | 1 | 1:43.408 | 28.289   | 38.586   | 36.533   | 185.2  | 19:03.219 |                                                                                            |   |          |          |          |          |        |           |

# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 1

## Sector Analysis

Lap under Red Flag

Invalidated Lap

Personal Best

Session Best

B Crossing the pit lane

| Lap | D | Time     | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   |
|-----|---|----------|----------|----------|----------|--------|-----------|
| 8   | 1 | 1:30.970 | 25.148   | 34.161   | 31.661   | 206.1  | 12:17.537 |
| 9   | 1 | 1:32.288 | 24.900   | 33.847   | 33.541   | 210.5  | 13:49.825 |
| 10  | 1 | 1:33.053 | 25.737   | 34.499   | 32.817   | 193.2  | 15:22.878 |
| 11  | 1 | 1:31.223 | 25.691   | 33.768   | 31.764   | 203.0  | 16:54.101 |
| 12  | 1 | 1:31.508 | 26.100   | 33.759   | 31.649   | 197.8  | 18:25.609 |
| 13  | 1 | 1:31.917 | 25.526   | 34.360   | 32.031   | 212.2  | 19:57.526 |
| 14  | 1 | 1:30.655 | 25.025   | 33.490   | 32.140   | 215.6  | 21:28.181 |
| 15  | 1 | 1:32.629 | 26.826   | 34.080   | 31.723   | 207.3  | 23:00.810 |
| 16  | 1 | 1:32.297 | 25.704   | 34.458   | 32.135   | 210.9  | 24:33.107 |
| 17  | 1 | 1:30.919 | 25.011   | 33.813   | 32.095   | 225.9  | 26:04.026 |

90

Cooper T51 1959  
1.Olivier HUEZ

7b

|    |   |          |        |          |        |       |           |
|----|---|----------|--------|----------|--------|-------|-----------|
| 1  | 1 | 2:07.642 | 46.021 | 43.261   | 38.360 |       | 2:07.642  |
| 2  | 1 | 1:48.617 | 30.732 | 40.349   | 37.536 | 152.1 | 3:56.259  |
| 3  | 1 | 1:48.520 | 30.822 | 40.341   | 37.357 | 161.4 | 5:44.779  |
| 4  | 1 | 2:04.549 | 31.451 | 54.000   | 39.098 | 151.9 | 7:49.328  |
| 5  | 1 | 1:49.989 | 31.705 | 40.657   | 37.627 | 159.3 | 9:39.317  |
| 6  | 1 | 1:49.809 | 30.720 | 41.144   | 37.945 | 162.2 | 11:29.126 |
| 7  | 1 | 1:51.151 | 30.305 | 41.009   | 39.837 | 171.4 | 13:20.277 |
| 8  | 1 | 1:55.622 | 30.581 | 47.554   | 37.487 | 158.1 | 15:15.899 |
| 9  | 1 | 1:54.742 | 32.237 | 43.159   | 39.346 | 166.4 | 17:10.641 |
| 10 | 1 | 2:15.909 | 31.330 | 1:01.504 | 43.075 | 179.7 | 19:26.550 |
| 11 | 1 | 1:55.427 | 31.703 | 44.247   | 39.477 | 167.4 | 21:21.977 |
| 12 | 1 | 1:56.308 | 32.607 | 44.874   | 38.827 | 156.1 | 23:18.285 |
| 13 | 1 | 1:52.740 | 31.735 | 42.871   | 38.134 | 169.5 | 25:11.025 |
| 14 | 1 | 1:52.084 | 31.103 | 42.191   | 38.790 | 167.4 | 27:03.109 |

92

Cooper T45 1958  
1.Stephen BANHAM

7c

|    |   |          |        |        |        |       |           |
|----|---|----------|--------|--------|--------|-------|-----------|
| 1  | 1 | 2:03.068 | 42.788 | 41.195 | 39.085 |       | 2:03.068  |
| 2  | 1 | 1:51.842 | 32.130 | 39.967 | 39.745 | 141.0 | 3:54.910  |
| 3  | 1 | 1:50.857 | 31.060 | 40.318 | 39.479 | 158.8 | 5:45.767  |
| 4  | 1 | 1:53.771 | 31.000 | 42.755 | 40.016 | 149.6 | 7:39.538  |
| 5  | 1 | 1:52.285 | 31.413 | 41.360 | 39.512 | 163.9 | 9:31.823  |
| 6  | 1 | 1:51.156 | 31.176 | 40.603 | 39.377 | 170.1 | 11:22.979 |
| 7  | 1 | 1:51.421 | 32.555 | 39.817 | 39.049 | 158.6 | 13:14.400 |
| 8  | 1 | 1:50.913 | 30.329 | 41.596 | 38.988 | 167.7 | 15:05.313 |
| 9  | 1 | 1:48.238 | 30.219 | 39.616 | 38.403 | 173.4 | 16:53.551 |
| 10 | 1 | 1:50.712 | 30.865 | 41.530 | 38.317 | 161.9 | 18:44.263 |
| 11 | 1 | 1:53.808 | 29.961 | 40.403 | 43.444 | 176.5 | 20:38.071 |
| 12 | 1 | 1:50.960 | 30.159 | 40.996 | 39.805 | 167.2 | 22:29.031 |
| 13 | 1 | 1:47.235 | 29.505 | 39.585 | 38.145 | 186.9 | 24:16.266 |
| 14 | 1 | 1:47.816 | 29.937 | 39.710 | 38.169 | 166.7 | 26:04.082 |

99

Lotus 21 1961  
1.Mark SHAW

10a

|   |   |          |        |        |        |       |          |
|---|---|----------|--------|--------|--------|-------|----------|
| 1 | 1 | 1:38.433 | 31.035 | 34.548 | 32.850 |       | 1:38.433 |
| 2 | 1 | 1:32.553 | 25.510 | 34.370 | 32.673 | 209.3 | 3:10.986 |
| 3 | 1 | 1:32.237 | 25.348 | 33.992 | 32.897 | 218.6 | 4:43.223 |
| 4 | 1 | 1:33.382 | 25.089 | 35.235 | 33.058 | 228.3 | 6:16.605 |
| 5 | 1 | 1:33.357 | 25.109 | 35.408 | 32.840 | 221.3 | 7:49.962 |
| 6 | 1 | 1:33.831 | 25.513 | 34.662 | 33.656 | 208.9 | 9:23.793 |

| Lap | D | Time     | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   |
|-----|---|----------|----------|----------|----------|--------|-----------|
| 7   | 1 | 1:33.582 | 25.560   | 34.235   | 33.787   | 209.3  | 10:57.375 |
| 8   | 1 | 1:32.988 | 24.989   | 34.860   | 33.139   | 220.0  | 12:30.363 |

100

Brabham BT11A 1964  
1.Jean DE MESTRAL

12

|    |   |          |        |        |        |       |           |
|----|---|----------|--------|--------|--------|-------|-----------|
| 1  | 1 | 1:51.229 | 38.279 | 38.604 | 34.346 |       | 1:51.229  |
| 2  | 1 | 1:37.920 | 26.661 | 37.022 | 34.237 | 223.1 | 3:29.149  |
| 3  | 1 | 1:36.510 | 26.931 | 36.021 | 33.558 | 220.0 | 5:05.659  |
| 4  | 1 | 1:38.043 | 26.631 | 37.089 | 34.323 | 212.2 | 6:43.702  |
| 5  | 1 | 1:37.835 | 27.132 | 36.406 | 34.297 | 201.9 | 8:21.537  |
| 6  | 1 | 1:38.607 | 27.269 | 36.511 | 34.827 | 225.9 | 10:00.144 |
| 7  | 1 | 1:37.607 | 27.763 | 36.023 | 33.821 | 237.9 | 11:37.751 |
| 8  | 1 | 1:37.912 | 26.295 | 37.132 | 34.485 | 226.4 | 13:15.663 |
| 9  | 1 | 1:37.609 | 27.298 | 36.252 | 34.059 | 210.5 | 14:53.272 |
| 10 | 1 | 1:37.189 | 26.662 | 36.430 | 34.097 | 213.4 | 16:30.461 |
| 11 | 1 | 1:37.499 | 26.567 | 36.680 | 34.252 | 230.8 | 18:07.960 |
| 12 | 1 | 1:37.447 | 26.649 | 36.676 | 34.122 | 220.9 | 19:45.407 |
| 13 | 1 | 1:36.934 | 26.551 | 36.596 | 33.787 | 234.3 | 21:22.341 |
| 14 | 1 | 1:37.286 | 27.078 | 36.320 | 33.888 | 198.2 | 22:59.627 |
| 15 | 1 | 1:36.244 | 26.825 | 35.985 | 33.434 | 219.5 | 24:35.871 |
| 16 | 1 | 1:34.767 | 26.188 | 35.731 | 32.848 | 217.7 | 26:10.638 |

122

Lotus 18/21 P1 1961  
1.Peter HORSMAN

12

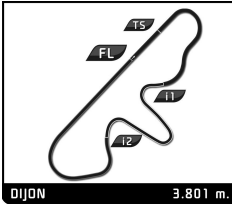
|    |   |          |        |        |        |       |           |
|----|---|----------|--------|--------|--------|-------|-----------|
| 1  | 1 | 1:44.604 | 35.265 | 36.110 | 33.229 |       | 1:44.604  |
| 2  | 1 | 1:34.834 | 26.234 | 35.354 | 33.246 | 205.7 | 3:19.438  |
| 3  | 1 | 1:34.590 | 26.014 | 35.408 | 33.168 | 216.4 | 4:54.028  |
| 4  | 1 | 1:33.550 | 25.861 | 34.562 | 33.127 | 214.3 | 6:27.578  |
| 5  | 1 | 1:35.839 | 26.507 | 35.784 | 33.548 | 203.4 | 8:03.417  |
| 6  | 1 | 1:34.373 | 25.759 | 35.162 | 33.452 | 205.7 | 9:37.790  |
| 7  | 1 | 1:35.958 | 26.462 | 36.270 | 33.226 | 193.9 | 11:13.748 |
| 8  | 1 | 1:35.142 | 26.129 | 36.002 | 33.011 | 194.2 | 12:48.890 |
| 9  | 1 | 1:35.428 | 26.692 | 35.304 | 33.432 | 193.9 | 14:24.318 |
| 10 | 1 | 1:35.426 | 26.182 | 35.658 | 33.586 | 197.8 | 15:59.744 |
| 11 | 1 | 1:35.231 | 26.412 | 35.590 | 33.229 | 201.9 | 17:34.975 |
| 12 | 1 | 1:36.652 | 27.014 | 36.260 | 33.378 | 184.3 | 19:11.627 |
| 13 | 1 | 1:34.096 | 26.238 | 34.918 | 32.940 | 191.8 | 20:45.723 |
| 14 | 1 | 1:34.375 | 26.672 | 34.763 | 32.940 | 195.3 | 22:20.098 |
| 15 | 1 | 1:36.645 | 26.275 | 36.598 | 33.772 | 192.5 | 23:56.743 |
| 16 | 1 | 1:34.857 | 25.791 | 35.638 | 33.428 | 197.4 | 25:31.600 |
| 17 | 1 | 1:33.904 | 25.898 | 35.126 | 32.880 | 201.5 | 27:05.504 |

248

Maserati 250F CM5 1957  
1.Klaus LEHR

6

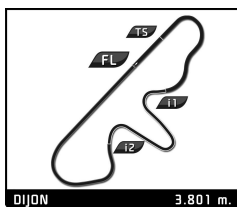
|   |   |          |        |        |        |       |           |
|---|---|----------|--------|--------|--------|-------|-----------|
| 1 | 1 | 1:48.643 | 35.040 | 38.016 | 35.587 |       | 1:48.643  |
| 2 | 1 | 1:41.187 | 27.681 | 37.620 | 35.886 | 182.4 | 3:29.830  |
| 3 | 1 | 1:41.060 | 27.979 | 37.197 | 35.884 | 176.8 | 5:10.890  |
| 4 | 1 | 1:42.513 | 28.027 | 38.146 | 36.340 | 175.0 | 6:53.403  |
| 5 | 1 | 1:43.274 | 28.298 | 39.419 | 35.557 | 176.2 | 8:36.677  |
| 6 | 1 | 1:42.525 | 27.917 | 38.501 | 36.107 | 186.5 | 10:19.202 |
| 7 | 1 | 1:43.543 | 28.732 | 38.722 | 36.089 | 184.6 | 12:02.745 |
| 8 | 1 | 1:40.563 | 28.028 | 37.576 | 34.959 | 197.8 | 13:43.308 |
| 9 | 1 | 1:40.908 | 27.651 | 38.505 | 34.752 | 201.1 | 15:24.211 |



# HISTORIC GRAND PRIX CARSGRAND PRIX DE L'AGE D'ORRACE 1

## Sector Analysis

| Lap under Red Flag |   |          |          |          |          |        | Invalidated Lap | <div></div> Personal Best | <div></div> Session Best | B Crossing the 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 |
| 10                 | 1 | 1:43.009 | 28.022   | 39.284   | 35.703   | 192.9  | 17:07.225       |                           |                          |                         |          |          |          |        |         |
| 11                 | 1 | 1:41.854 | 28.033   | 38.346   | 35.475   | 200.7  | 18:49.079       |                           |                          |                         |          |          |          |        |         |
| 12                 | 1 | 1:42.813 | 27.877   | 38.799   | 36.137   | 186.9  | 20:31.892       |                           |                          |                         |          |          |          |        |         |
| 13                 | 1 | 1:43.388 | 28.701   | 38.819   | 35.868   | 166.9  | 22:15.280       |                           |                          |                         |          |          |          |        |         |
| 14                 | 1 | 1:42.807 | 27.981   | 39.360   | 35.466   | 183.7  | 23:58.087       |                           |                          |                         |          |          |          |        |         |
| 15                 | 1 | 1:42.460 | 28.364   | 37.930   | 36.166   | 197.1  | 25:40.547       |                           |                          |                         |          |          |          |        |         |
| 16                 | 1 | 1:42.522 | 29.103   | 38.539   | 34.880   | 194.9  | 27:23.069       |                           |                          |                         |          |          |          |        |         |



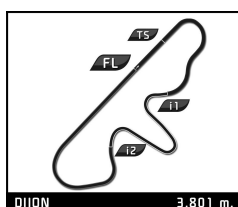
# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 1

#### Best Top Speeds

| No Car                           | Class | Top Speed Driver | Top 1 |     | Top 2 |     | Top 3 |     | Top 4 |     | Top 5 |     | Avg   |
|----------------------------------|-------|------------------|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|
|                                  |       |                  | Kph   | Lap | Kph   | Lap | Kph   | Lap | Kph   | Lap | Kph   | Lap |       |
| 100 Brabham BT11A 1964           | 12    | J. DE MESTRAL    | 237.9 | 7   | 234.3 | 13  | 230.8 | 11  | 226.4 | 8   | 225.9 | 6   | 231,1 |
| 53 Cooper T53 1960               | 12    | J. MAEERS        | 234.8 | 14  | 231.8 | 17  | 231.3 | 15  | 229.3 | 9   | 222.7 | 3   | 230,0 |
| 18 Lotus 18 372 1960             | 7b    | C. MCCARTHY      | 231.8 | 8   | 223.6 | 4   | 221.8 | 7   | 217.3 | 13  | 215.1 | 17  | 221,9 |
| 99 Lotus 21 1961                 | 10a   | M. SHAW          | 228.3 | 4   | 221.3 | 5   | 220.0 | 8   | 218.6 | 3   | 209.3 | 2   | 219,5 |
| 63 Brabham BT4 1963              | 12    | M. KUIPER        | 226.4 | 16  | 224.1 | 2   | 221.8 | 15  | 220.0 | 14  | 218.6 | 13  | 222,2 |
| 71 Cooper T53 Low Line 1961      | 12    | N. TOPLISS       | 225.9 | 15  | 221.8 | 12  | 220.0 | 10  | 214.7 | 8   | 210.9 | 11  | 218,7 |
| 76 Brabham BT3/4 1962            | 12    | T. CHILD         | 225.9 | 17  | 217.3 | 7   | 215.6 | 14  | 213.9 | 2   | 212.2 | 13  | 217,0 |
| 7 Brabham BT7A 1963              | 12    | M. BLEES         | 222.7 | 17  | 213.9 | 15  | 211.4 | 14  | 210.9 | 8   | 209.7 | 16  | 213,7 |
| 122 Lotus 18/21 P1 1961          | 12    | P. HORSMAN       | 216.4 | 3   | 214.3 | 4   | 205.7 | 6   | 205.7 | 2   | 203.4 | 5   | 209,1 |
| 31 Maserati 250F 2501/2523 1954  | 6     | G. FIERRO ELETA  | 214.7 | 11  | 213.9 | 15  | 211.4 | 3   | 208.1 | 10  | 206.9 | 4   | 211,0 |
| 34 Maserati 250F 2516 1955       | 6     | J. SPIERS        | 211.8 | 11  | 211.4 | 13  | 205.7 | 7   | 205.3 | 16  | 200.0 | 5   | 206,8 |
| 47 Cooper T45/51 1958            | 9     | B. JOLLIFFE      | 210.1 | 6   | 204.9 | 5   | 203.8 | 16  | 201.1 | 12  | 200.7 | 3   | 204,1 |
| 55 Lotus 18 914 1961             | 10a   | N. TAYLOR        | 207.7 | 14  | 207.3 | 12  | 204.9 | 11  | 202.2 | 9   | 201.9 | 10  | 204,8 |
| 5 Ferrari 246 Dino 1960          | 7a    | T. SMITH         | 206.5 | 11  | 203.4 | 14  | 201.9 | 15  | 196.0 | 13  | 189.8 | 2   | 199,5 |
| 10 Cooper T53 1960               | 7b    | W. NUTHALL       | 203.8 | 5   | 203.4 | 10  | 201.5 | 2   | 200.0 | 9   | 199.6 | 4   | 201,7 |
| 37 Heron F1 1960                 | 10a   | E. PERK          | 201.5 | 15  | 200.7 | 9   | 194.9 | 5   | 191.2 | 10  | 190.5 | 7   | 195,8 |
| 248 Maserati 250F CM5 1957       | 6     | K. LEHR          | 201.1 | 9   | 200.7 | 11  | 197.8 | 8   | 197.1 | 15  | 194.9 | 16  | 198,3 |
| 21 Cooper Bristol MkII 1953      | 5     | I. NUTHALL       | 200.4 | 9   | 195.7 | 16  | 195.7 | 7   | 193.2 | 14  | 191.8 | 12  | 195,4 |
| 44 Lotus 18 908 1961             | 10a   | K. BERGS         | 199.6 | 15  | 189.1 | 8   | 188.5 | 11  | 184.9 | 12  | 183.1 | 10  | 189,0 |
| 70 Lotus 18 370 1960             | 7c    | J. CHISHOLM      | 196.7 | 7   | 188.5 | 8   | 187.5 | 14  | 186.9 | 13  | 185.9 | 6   | 189,1 |
| 43 Cooper T43 1957               | T43   | S. TIZZARD       | 194.6 | 15  | 187.8 | 12  | 187.2 | 11  | 186.2 | 13  | 184.9 | 10  | 188,1 |
| 75 Lotus 21 939/952 1961         | 10a   | A. MORTON        | 193.5 | 15  | 190.8 | 7   | 187.2 | 16  | 186.5 | 6   | 185.9 | 12  | 188,8 |
| 3 Cooper T51 1959                | 9     | B. CANNELL       | 191.8 | 14  | 183.7 | 15  | 183.7 | 9   | 183.7 | 6   | 181.8 | 16  | 184,9 |
| 2 Lister Jaguar Monza GP 1958    | 8     | R. JOLLEY        | 191.2 | 15  | 191.2 | 11  | 190.8 | 8   | 190.8 | 7   | 190.1 | 3   | 190,8 |
| 23 Lotus 18 917 1961             | 10a   | A. STORTONI      | 187.8 | 16  | 185.9 | 14  | 185.6 | 15  | 185.2 | 12  | 184.0 | 3   | 185,7 |
| 92 Cooper T45 1958               | 7c    | S. BANHAM        | 186.9 | 13  | 176.5 | 11  | 173.4 | 9   | 170.1 | 6   | 167.7 | 8   | 174,9 |
| 69 Maserati 250F 1957            | 6     | MR. JOHN OF B    | 184.6 | 6   | 182.1 | 2   | 180.9 | 10  | 176.5 | 14  | 176.2 | 8   | 180,1 |
| 33 Cooper Bristol Mk II 1953     | 5     | C. PHILLIPS      | 183.4 | 15  | 169.5 | 10  | 168.7 | 11  | 164.9 | 14  | 164.4 | 13  | 170,2 |
| 8 Alta F2 1952                   | 5     | J. RETTENMAIER   | 180.9 | 15  | 175.0 | 11  | 169.8 | 14  | 166.4 | 13  | 156.3 | 12  | 169,7 |
| 22 Maserati 250F CM7 1958        | 6     | E. HANN          | 180.6 | 14  | 175.0 | 13  | 174.8 | 9   | 173.9 | 3   | 167.4 | 16  | 174,3 |
| 90 Cooper T51 1959               | 7b    | O. HUEZ          | 179.7 | 10  | 171.4 | 7   | 169.5 | 13  | 167.4 | 14  | 167.4 | 11  | 171,1 |
| 36 Cooper Bristol T23 Mk II 1953 | 5     | E. STAES         | 172.0 | 6   | 168.0 | 9   | 164.6 | 7   | 163.6 | 5   | 163.1 | 15  | 166,3 |
| 6 Maserati 6 CM 1937             | 3     | S. RETTENMAIER   | 157.9 | 13  | 153.0 | 11  | 152.1 | 6   | 150.8 | 10  | 149.8 | 9   | 152,7 |
| 4 Maserati 250F 2508 1954        | 6     | R. RETTENMAIER   | 156.3 | 2   | 152.3 | 8   | 152.1 | 9   | 150.6 | 13  | 150.0 | 6   | 152,3 |
| 19 Cooper Bristol Mk 2 1953      | 5     | P. GRANT         |       |     |       |     |       |     |       |     |       |     |       |
| 118 Maserati 6CM 1938            | 3     |                  |       |     |       |     |       |     |       |     |       |     |       |



# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 1

Analysis by lap

Lapped

| Nr    | Lap Time | Gap    | Nr    | Lap Time | Gap      | Nr    | Lap Time | Gap      | Nr    | Lap Time | Gap      | Nr    | Lap Time | Gap      |
|-------|----------|--------|-------|----------|----------|-------|----------|----------|-------|----------|----------|-------|----------|----------|
| Lap 1 |          |        | 47    | 1:44.727 | 30.281   | 18    | 1:34.194 | 5.000    | 5     | 1:44.183 | 1:11.042 | 6     | 1:54.307 | 1 Lap    |
| 63    | 1:36.111 |        | 69    | 1:47.099 | 30.657   | 99    | 1:33.382 | 6.181    | 69    | 1:45.420 | 1:15.214 | 100   | 1:37.607 | 51.184   |
| 10    | 1:36.698 | 0.587  | 22    | 1:43.854 | 30.791   | 53    | 1:35.539 | 10.643   | 36    | 1:45.362 | 1:15.623 | 2     | 1:38.425 | 53.210   |
| 18    | 1:37.360 | 1.249  | 70    | 1:43.374 | 30.865   | 7     | 1:36.354 | 16.338   | 44    | 1:43.807 | 1:19.689 | 71    | 1:38.005 | 53.546   |
| 76    | 1:38.132 | 2.021  | 37    | 1:43.270 | 31.380   | 122   | 1:33.550 | 17.154   | 43    | 1:47.933 | 1:32.745 | 23    | 1:38.206 | 54.879   |
| 99    | 1:38.433 | 2.322  | 75    | 1:43.042 | 31.841   | 31    | 1:36.614 | 22.898   | Lap 6 |          |          | 75    | 1:38.174 | 1:10.986 |
| 53    | 1:39.060 | 2.949  | 5     | 1:43.905 | 32.367   | 34    | 1:36.722 | 23.892   | 76    | 1:31.497 |          | 3     | 1:41.922 | 1:11.826 |
| 7     | 1:42.415 | 6.304  | 44    | 1:45.483 | 33.076   | 2     | 1:39.515 | 32.110   | 10    | 1:33.193 | 0.114    | 37    | 1:39.446 | 1:13.617 |
| 31    | 1:42.692 | 6.581  | 36    | 1:44.925 | 34.709   | 100   | 1:38.043 | 33.278   | 33    | 1:47.994 | 1 Lap    | 248   | 1:43.543 | 1:16.178 |
| 34    | 1:43.702 | 7.591  | 33    | 1:48.388 | 42.439   | 71    | 1:37.752 | 34.331   | 63    | 1:32.548 | 2.336    | 19    | 1:41.147 | 1:16.279 |
| 122   | 1:44.604 | 8.493  | 43    | 1:45.790 | 42.742   | 23    | 1:39.028 | 34.506   | 8     | 1:50.373 | 1 Lap    | 4     | 1:58.190 | 1 Lap    |
| 2     | 1:46.767 | 10.656 | 8     | 1:49.704 | 44.848   | 248   | 1:42.513 | 42.979   | 18    | 1:34.444 | 6.232    | 55    | 1:42.893 | 1:17.281 |
| 248   | 1:48.643 | 12.532 | 92    | 1:51.842 | 47.165   | 3     | 1:41.485 | 43.193   | 99    | 1:33.831 | 7.547    | 21    | 1:41.969 | 1:17.735 |
| 23    | 1:48.675 | 12.564 | 90    | 1:48.617 | 48.514   | 19    | 1:41.811 | 46.103   | 92    | 1:52.285 | 1 Lap    | 47    | 1:42.075 | 1:21.542 |
| 71    | 1:49.143 | 13.032 | 6     | 1:52.405 | 49.511   | 55    | 1:41.414 | 46.537   | 53    | 1:36.094 | 17.044   | 22    | 1:41.890 | 1:22.587 |
| 19    | 1:50.444 | 14.333 | 4     | 1:55.865 | 58.467   | 21    | 1:41.649 | 47.335   | 6     | 1:54.950 | 1 Lap    | 70    | 1:41.292 | 1:26.026 |
| 100   | 1:51.229 | 15.118 | Lap 3 |          |          | 75    | 1:37.831 | 50.007   | 122   | 1:34.373 | 21.544   | Lap 8 |          |          |
| 69    | 1:51.303 | 15.192 | 10    | 1:31.427 |          | 47    | 1:42.660 | 51.927   | 7     | 1:34.395 | 22.507   | 76    | 1:30.970 |          |
| 55    | 1:52.239 | 16.128 | 18    | 1:31.873 | 2.058    | 37    | 1:39.666 | 51.984   | 90    | 1:49.989 | 1 Lap    | 10    | 1:33.691 | 5.283    |
| 3     | 1:52.443 | 16.332 | 63    | 1:31.004 | 2.283    | 22    | 1:43.077 | 54.907   | 31    | 1:37.833 | 31.628   | 63    | 1:32.773 | 6.190    |
| 21    | 1:52.521 | 16.410 | 76    | 1:31.754 | 2.415    | 70    | 1:42.945 | 58.830   | 34    | 1:37.933 | 32.363   | 5     | 1:45.498 | 1 Lap    |
| 47    | 1:53.299 | 17.188 | 99    | 1:32.237 | 4.051    | 5     | 1:43.492 | 59.602   | 100   | 1:38.607 | 43.898   | 36    | 1:43.805 | 1 Lap    |
| 22    | 1:54.682 | 18.571 | 53    | 1:33.221 | 6.356    | 69    | 1:46.367 | 1:02.537 | 2     | 1:39.561 | 45.106   | 18    | 1:34.071 | 12.663   |
| 70    | 1:55.236 | 19.125 | 7     | 1:33.678 | 11.236   | 36    | 1:45.689 | 1:03.004 | 71    | 1:38.566 | 45.862   | 99    | 1:32.988 | 12.826   |
| 44    | 1:55.338 | 19.227 | 122   | 1:34.590 | 14.856   | 44    | 1:43.409 | 1:08.625 | 23    | 1:39.604 | 46.994   | 44    | 1:44.470 | 1 Lap    |
| 37    | 1:55.855 | 19.744 | 31    | 1:37.392 | 17.536   | 43    | 1:49.491 | 1:17.555 | 4     | 2:00.197 | 1 Lap    | 69    | 1:48.608 | 1 Lap    |
| 5     | 1:56.207 | 20.096 | 34    | 1:36.166 | 18.422   | 33    | 1:48.399 | 1:18.393 | 3     | 1:40.548 | 1:00.225 | 53    | 1:37.940 | 30.830   |
| 75    | 1:56.544 | 20.433 | 2     | 1:37.617 | 23.847   | 8     | 1:49.344 | 1:20.113 | 248   | 1:42.525 | 1:02.956 | 122   | 1:35.142 | 31.353   |
| 36    | 1:57.529 | 21.418 | 100   | 1:36.510 | 26.487   | 92    | 1:53.771 | 1:29.114 | 75    | 1:40.518 | 1:03.133 | 7     | 1:35.190 | 32.268   |
| 33    | 2:01.796 | 25.685 | 23    | 1:38.277 | 26.730   | 6     | 1:52.712 | 1:31.733 | 37    | 1:39.271 | 1:04.492 | 43    | 1:48.390 | 1 Lap    |
| 8     | 2:02.889 | 26.778 | 71    | 1:37.668 | 27.831   | Lap 5 |          |          | 55    | 1:42.358 | 1:04.709 | 33    | 1:49.507 | 1 Lap    |
| 92    | 2:03.068 | 26.957 | 248   | 1:41.060 | 31.718   | 10    | 1:32.743 |          | 19    | 1:42.280 | 1:05.453 | 8     | 1:49.119 | 1 Lap    |
| 43    | 2:04.697 | 28.586 | 3     | 1:39.463 | 32.960   | 76    | 1:30.586 | 1.582    | 21    | 1:42.701 | 1:06.087 | 31    | 1:37.063 | 44.533   |
| 6     | 2:04.851 | 28.740 | 19    | 1:42.261 | 35.544   | 63    | 1:31.991 | 2.867    | 47    | 1:41.319 | 1:09.788 | 34    | 1:36.681 | 45.336   |
| 90    | 2:07.642 | 31.531 | 55    | 1:42.435 | 36.375   | 18    | 1:32.610 | 4.867    | 22    | 1:40.500 | 1:11.018 | 92    | 1:51.421 | 1 Lap    |
| 4     | 2:10.347 | 34.236 | 21    | 1:41.763 | 36.938   | 90    | 2:04.549 | 1 Lap    | 70    | 1:40.703 | 1:15.055 | 100   | 1:37.912 | 58.126   |
| Lap 2 |          |        | 47    | 1:41.665 | 40.519   | 99    | 1:33.357 | 6.795    | 5     | 1:44.680 | 1:22.643 | 71    | 1:38.305 | 1:00.881 |
| 10    | 1:31.047 |        | 22    | 1:43.718 | 43.082   | 53    | 1:36.129 | 14.029   | 36    | 1:43.407 | 1:25.951 | 23    | 1:38.122 | 1:02.031 |
| 18    | 1:31.997 | 1.612  | 75    | 1:43.014 | 43.428   | 122   | 1:35.839 | 20.250   | 44    | 1:43.598 | 1:30.208 | 90    | 1:51.151 | 1 Lap    |
| 76    | 1:31.701 | 2.088  | 37    | 1:43.617 | 43.570   | 7     | 1:37.596 | 21.191   | Lap 7 |          |          | 2     | 1:40.887 | 1:03.127 |
| 63    | 1:34.340 | 2.706  | 70    | 1:47.699 | 47.137   | 4     | 2:01.127 | 1 Lap    | 76    | 1:30.321 |          | 6     | 1:54.679 | 1 Lap    |
| 99    | 1:32.553 | 3.241  | 5     | 1:46.422 | 47.362   | 31    | 1:36.719 | 26.874   | 69    | 1:49.953 | 1 Lap    | 75    | 1:38.110 | 1:18.126 |
| 53    | 1:33.247 | 4.562  | 69    | 1:48.192 | 47.422   | 34    | 1:36.360 | 27.509   | 10    | 1:32.769 | 2.562    | 3     | 1:39.906 | 1:20.762 |
| 7     | 1:34.315 | 8.985  | 36    | 1:45.285 | 48.567   | 100   | 1:37.835 | 38.370   | 63    | 1:32.372 | 4.387    | 37    | 1:38.155 | 1:20.802 |
| 31    | 1:36.624 | 11.571 | 44    | 1:54.819 | 56.468   | 2     | 1:39.257 | 38.624   | 18    | 1:33.651 | 9.562    | 248   | 1:40.563 | 1:25.771 |
| 122   | 1:34.834 | 11.693 | 43    | 1:48.001 | 59.316   | 71    | 1:38.787 | 40.375   | 99    | 1:33.582 | 10.808   | 19    | 1:40.543 | 1:25.852 |
| 34    | 1:37.726 | 13.683 | 33    | 1:50.234 | 1:01.246 | 23    | 1:38.706 | 40.469   | 43    | 1:49.404 | 1 Lap    | 55    | 1:41.422 | 1:27.733 |
| 2     | 1:38.635 | 17.657 | 8     | 1:48.600 | 1:02.021 | 3     | 1:42.306 | 52.756   | 8     | 1:49.130 | 1 Lap    | 21    | 1:41.320 | 1:28.085 |
| 23    | 1:38.950 | 19.880 | 90    | 1:48.520 | 1:05.607 | 248   | 1:43.274 | 53.510   | 33    | 1:50.382 | 1 Lap    | Lap 9 |          |          |
| 100   | 1:37.920 | 21.404 | 92    | 1:50.857 | 1:06.595 | 55    | 1:41.636 | 55.430   | 53    | 1:37.137 | 23.860   | 76    | 1:32.288 |          |
| 71    | 1:40.192 | 21.590 | 6     | 1:52.189 | 1:10.273 | 75    | 1:38.430 | 55.694   | 122   | 1:35.958 | 27.181   | 47    | 1:42.389 | 1 Lap    |
| 248   | 1:41.187 | 22.085 | 4     | 1:57.651 | 1:24.691 | 19    | 1:42.892 | 56.252   | 7     | 1:35.862 | 28.048   | 22    | 1:42.457 | 1 Lap    |
| 19    | 1:42.011 | 24.710 | Lap 4 |          |          | 21    | 1:41.873 | 56.465   | 92    | 1:51.156 | 1 Lap    | 70    | 1:42.347 | 1 Lap    |
| 3     | 1:40.226 | 24.924 | 10    | 1:31.252 |          | 37    | 1:39.059 | 58.300   | 31    | 1:37.133 | 38.440   | 10    | 1:32.182 | 5.177    |
| 55    | 1:40.873 | 25.367 | 63    | 1:32.588 | 3.619    | 47    | 1:42.364 | 1:01.548 | 34    | 1:37.583 | 39.625   | 63    | 1:32.105 | 6.007    |
| 21    | 1:41.826 | 26.602 | 76    | 1:32.576 | 3.739    | 22    | 1:41.433 | 1:03.597 | 90    | 1:49.809 | 1 Lap    | 4     | 1:58.002 | 2 Laps   |
|       |          |        |       |          |          | 70    | 1:41.344 | 1:07.431 |       |          |          |       |          |          |



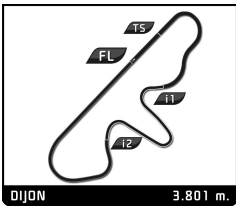


# HISTORIC RACING

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BY PETER AUTO



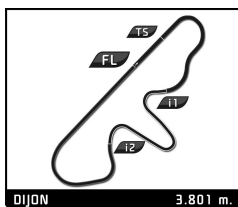


**HISTORIC GRAND PRIX CARS**  
**GRAND PRIX DE L'AGE D'OR**  
**RACE 1**

Analysis by lap

Lapped

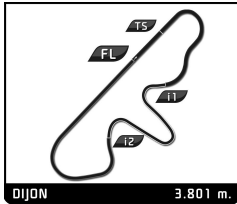
| Nr | Lap Time | Gap | Nr | Lap Time | Gap | Nr | Lap Time | Gap | Nr | Lap Time | Gap | Nr | Lap Time | Gap |
|----|----------|-----|----|----------|-----|----|----------|-----|----|----------|-----|----|----------|-----|
|----|----------|-----|----|----------|-----|----|----------|-----|----|----------|-----|----|----------|-----|



# HISTORIC GRAND PRIX CARSGRAND PRIX DE L'AGE D'ORRACE 1

## Fastest Lap Sequence

| Practice Time | Nr. | Driver        | Class | Car                | Time            | Kph   |   |
|---------------|-----|---------------|-------|--------------------|-----------------|-------|---|
| 3:07.745      | 10  | Will NUTHALL  | 7b    | Cooper T53 1960    | <b>1:31.047</b> | 150.3 | 2 |
| 4:41.455      | 63  | Michel KUIPER | 12    | Brabham BT4 1963   | <b>1:31.004</b> | 150.4 | 3 |
| 7:44.749      | 76  | Tim CHILD     | 12    | Brabham BT3/4 1962 | <b>1:30.586</b> | 151.1 | 5 |
| 10:46.567     | 76  | Tim CHILD     | 12    | Brabham BT3/4 1962 | <b>1:30.321</b> | 151.5 | 7 |



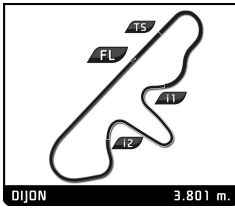
# **HISTORIC GRAND PRIX CARS** **GRAND PRIX DE L'AGE D'OR** **RACE 2 (25')**

## **Starting Grid**

|             |                               |     |        |     |                             |               |
|-------------|-------------------------------|-----|--------|-----|-----------------------------|---------------|
| SHAW        | Lotus 21 1961                 | 99  | - 18 - | 118 | Maserati 6CM 1938           | NEISIUS       |
| RETENMAIER  | Maserati 6 CM 1937            | 6   | - 17 - | 10  | Cooper T53 1960             | NUTHALL       |
| HUEZ        | Cooper T51 1959               | 90  | - 16 - | 4   | Maserati 250F 2508 1954     | RETENMAIER    |
| PHILLIPS    | Cooper Bristol Mk II 1953     | 33  | - 15 - | 92  | Cooper T45 1958             | BANHAM        |
| TIZZARD     | Cooper T43 1957               | 43  | - 14 - | 8   | Alfa F2 1952                | RETENMAIER    |
| SMITH       | Ferrari 246 Dino 1960         | 5   | - 13 - | 69  | Maserati 250F 1957          | MR. JOHN OF B |
| STAES       | Cooper Bristol T23 Mk II 1953 | 36  | - 12 - | 44  | Lotus 18 908 1961           | BERGS         |
| HANN        | Maserati 250F CM7 1958        | 22  | - 11 - | 70  | Lotus 18 370 1960           | CHISHOLM      |
| NUTHALL     | Cooper Bristol MkII 1953      | 21  | - 10 - | 19  | Cooper Bristol Mk 2 1953    | GRANT         |
| TAYLOR      | Lotus 18 914 1961             | 55  | - 9 -  | 47  | Cooper T45/51 1958          | JOLLIFFE      |
| CANNELL     | Cooper T51 1959               | 3   | - 8 -  | 248 | Maserati 250F CM5 1957      | LEHR          |
| PERK        | Heron F1 1960                 | 37  | - 7 -  | 2   | Lister Jaguar Monza GP 1958 | JOLLEY        |
| STORTONI    | Lotus 18 917 1961             | 23  | - 6 -  | 75  | Lotus 21 939/952 1961       | MORTON        |
| DE MESTRAL  | Brabham BT11A 1964            | 100 | - 5 -  | 71  | Cooper T53 Low Line 1961    | TOPLISS       |
| FERRO ELETA | Maserati 250F 2501/2523 1954  | 31  | - 4 -  | 34  | Maserati 250F 2516 1955     | SPIERS        |
| BLEES       | Brabham BT7A 1963             | 7   | - 3 -  | 53  | Cooper T53 1960             | MAEERS        |
| MCCARTHY    | Lotus 18 372 1960             | 18  | - 2 -  | 122 | Lotus 18/21 P1 1961         | HORSMAN       |
| CHILD       | Brabham BT3/4 1962            | 76  | - 1 -  | 63  | Brabham BT4 1963            | KUIPER        |

**Pole**

|                                                                           |                                     |
|---------------------------------------------------------------------------|-------------------------------------|
| <b>Stewards:</b><br>Pierre PELOSI<br>Arnaud VERCAUTEREN<br>Pascal NOMBLOT | <b>Timekeeper:</b><br>Xavier LOZANO |
|---------------------------------------------------------------------------|-------------------------------------|



# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 2 (25')

### Final Classification

| Nr. Drivers |                           | Car                           | Class | Laps | Total Time | Gap     | Kph   | Best Lap |                |
|-------------|---------------------------|-------------------------------|-------|------|------------|---------|-------|----------|----------------|
|             |                           |                               |       |      |            |         |       | Lap      | Time Kph       |
| 1           | 10 Will NUTHALL           | Cooper T53 1960               | 7b    | 17   | 26:10.584  | -       | 148.1 | 9        | 1:30.102 151.9 |
| 2           | 76 Tim CHILD              | Brabham BT3/4 1962            | 12    | 17   | 26:17.950  | +7.366  | 147.4 | 11       | 1:31.038 150.3 |
| 3           | 18 Clinton MCCARTHY       | Lotus 18 372 1960             | 7b    | 17   | 26:40.075  | +29.491 | 145.4 | 17       | 1:31.864 149.0 |
| 4           | 99 Mark SHAW              | Lotus 21 1961                 | 10a   | 17   | 27:07.771  | +57.187 | 142.9 | 12       | 1:32.854 147.4 |
| 5           | 7 Max BLEES               | Brabham BT7A 1963             | 12    | 17   | 27:07.788  | +57.204 | 142.9 | 17       | 1:33.218 146.8 |
| 6           | 122 Peter HORSMAN         | Lotus 18/21 P1 1961           | 12    | 16   | 25:43.769  | 1 Lap   | 141.8 | 14       | 1:32.941 147.2 |
| 7           | 71 Nick TOPLISS           | Cooper T53 Low Line 1961      | 12    | 16   | 26:17.872  | 1 Lap   | 138.8 | 9        | 1:37.018 141.0 |
| 8           | 34 John SPIERS            | Maserati 250F 2516 1955       | 6     | 16   | 26:19.230  | 1 Lap   | 138.6 | 11       | 1:36.284 142.1 |
| 9           | 31 Guillermo FIERRO ELETA | Maserati 250F 2501/2523 1954  | 6     | 16   | 26:20.106  | 1 Lap   | 138.6 | 14       | 1:36.496 141.8 |
| 10          | 100 Jean DE MESTRAL       | Brabham BT11A 1964            | 12    | 16   | 26:20.292  | 1 Lap   | 138.5 | 15       | 1:35.286 143.6 |
| 11          | 75 Alex MORTON            | Lotus 21 939/952 1961         | 10a   | 16   | 26:20.494  | 1 Lap   | 138.5 | 5        | 1:36.176 142.3 |
| 12          | 2 Rod JOLLEY              | Lister Jaguar Monza GP 1958   | 8     | 16   | 26:43.929  | 1 Lap   | 136.5 | 3        | 1:38.536 138.9 |
| 13          | 37 Eddy PERK              | Heron F1 1960                 | 10a   | 16   | 26:48.342  | 1 Lap   | 136.1 | 16       | 1:37.378 140.5 |
| 14          | 3 Barry CANNELL           | Cooper T51 1959               | 9     | 16   | 26:49.884  | 1 Lap   | 136.0 | 10       | 1:37.960 139.7 |
| 15          | 70 John CHISHOLM          | Lotus 18 370 1960             | 7c    | 16   | 26:57.257  | 1 Lap   | 135.4 | 16       | 1:38.374 139.1 |
| 16          | 55 Nick TAYLOR            | Lotus 18 914 1961             | 10a   | 16   | 26:59.310  | 1 Lap   | 135.2 | 10       | 1:39.372 137.7 |
| 17          | 21 Ian NUTHALL            | Cooper Bristol MkII 1953      | 5     | 16   | 27:15.295  | 1 Lap   | 133.9 | 10       | 1:39.283 137.8 |
| 18          | 19 Paul GRANT             | Cooper Bristol Mk 2 1953      | 5     | 16   | 27:17.229  | 1 Lap   | 133.7 | 5        | 1:40.883 135.6 |
| 19          | 47 Brian JOLLIFFE         | Cooper T45/51 1958            | 9     | 16   | 27:28.692  | 1 Lap   | 132.8 | 2        | 1:40.356 136.4 |
| 20          | 22 Elliott HANN           | Maserati 250F CM7 1958        | 6     | 16   | 27:30.849  | 1 Lap   | 132.6 | 13       | 1:40.236 136.5 |
| 21          | 248 Klaus LEHR            | Maserati 250F CM5 1957        | 6     | 16   | 27:32.463  | 1 Lap   | 132.5 | 16       | 1:41.081 135.4 |
| 22          | 44 Klaus BERGS            | Lotus 18 908 1961             | 10a   | 16   | 27:37.555  | 1 Lap   | 132.1 | 14       | 1:40.767 135.8 |
| 23          | 36 Erik STAES             | Cooper Bristol T23 Mk II 1953 | 5     | 16   | 27:41.781  | 1 Lap   | 131.7 | 11       | 1:41.240 135.2 |
| 24          | 33 Chris PHILLIPS         | Cooper Bristol Mk II 1953     | 5     | 15   | 26:52.335  | 2 Laps  | 127.3 | 15       | 1:44.566 130.9 |
| 25          | 8 Jakob RETTENMAIER       | Alfa F2 1952                  | 5     | 15   | 26:53.142  | 2 Laps  | 127.2 | 13       | 1:45.102 130.2 |
| 26          | 90 Olivier HUEZ           | Cooper T51 1959               | 7b    | 15   | 27:31.680  | 2 Laps  | 124.3 | 12       | 1:46.730 128.2 |
| 27          | 92 Stephen BANHAM         | Cooper T45 1958               | 7c    | 15   | 27:34.487  | 2 Laps  | 124.1 | 12       | 1:47.228 127.6 |
| 28          | 6 Stephan RETTENMAIER     | Maserati 6 CM 1937            | 3     | 14   | 27:08.964  | 3 Laps  | 117.6 | 11       | 1:52.679 121.4 |
| 29          | 4 Rebeca RETTENMAIER      | Maserati 250F 2508 1954       | 6     | 14   | 27:58.963  | 3 Laps  | 114.1 | 2        | 1:56.178 117.8 |
| 30          | 43 Stuart TIZZARD         | Cooper T43 1957               | 7C    | 10   | 18:32.877  | 7 Laps  | 123.0 | 9        | 1:47.654 127.1 |
| 31          | 53 Justin MAEERS          | Cooper T53 1960               | 12    | 3    | 4:55.127   | 14 Laps | 139.1 | 3        | 1:36.203 142.2 |
| 32          | 63 Michel KUIPER          | Brabham BT4 1963              | 12    | 2    | 3:08.464   | 15 Laps | 145.2 | 2        | 1:33.185 146.8 |
| 33          | 23 Andrea STORTONI        | Lotus 18 917 1961             | 10a   | 2    | 3:24.727   | 15 Laps | 133.7 | 2        | 1:39.274 137.8 |

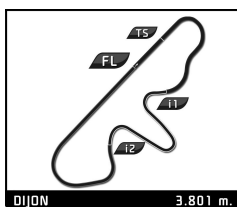
Not started

|               |               |                    |              |  |          |  |           |
|---------------|---------------|--------------------|--------------|--|----------|--|-----------|
| 69            | MR. JOHN OF B | Maserati 250F 1957 | 6            |  |          |  |           |
| Pole Position |               | T. CHILD           |              |  |          |  |           |
| Fastest Lap   |               | Lap 9              | Will NUTHALL |  | 1:30.102 |  | 151.9 Kph |

Published at: .....

Track Temp: 34,00 °C Air Temp: 19,28 °C Track Status: DRY

|               |                    |                |               |  |
|---------------|--------------------|----------------|---------------|--|
| Stewards:     |                    |                | Timekeeper:   |  |
| Pierre PELOSI | Arnaud VERCAUTEREN | Pascal NOMBLOT | Xavier LOZANO |  |



# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 2

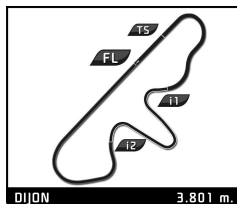
#### Final Classification by Class

|             |               |                        |                                                                  |            |           |           | Best Lap |      |                |
|-------------|---------------|------------------------|------------------------------------------------------------------|------------|-----------|-----------|----------|------|----------------|
| Nr. Drivers |               | Car                    | Laps                                                             | Total Time | Gap       | Kph       | Lap      | Time | Kph            |
| 10a         |               |                        | Fastest Lap by Mark SHAW: 1:32.854 (Lap 12, 147.4 Kph)           |            |           |           |          |      |                |
| 1           | 99            | Mark SHAW              | Lotus 21 1961                                                    | 17         | 27:07.771 |           | 142.9    | 12   | 1:32.854 147.4 |
| 2           | 75            | Alex MORTON            | Lotus 21 939/952 1961                                            | 16         | 26:20.494 | 1 Laps    | 138.5    | 5    | 1:36.176 142.3 |
| 3           | 37            | Eddy PERK              | Heron F1 1960                                                    | 16         | 26:48.342 | 1 Laps    | 136.1    | 16   | 1:37.378 140.5 |
| 4           | 55            | Nick TAYLOR            | Lotus 18 914 1961                                                | 16         | 26:59.310 | 1 Laps    | 135.2    | 10   | 1:39.372 137.7 |
| 5           | 44            | Klaus BERGS            | Lotus 18 908 1961                                                | 16         | 27:37.555 | 1 Laps    | 132.1    | 14   | 1:40.767 135.8 |
| 6           | 23            | Andrea STORTONI        | Lotus 18 917 1961                                                | 2          | 3:24.727  | 15 Laps   | 133.7    | 2    | 1:39.274 137.8 |
| 12          |               |                        | Fastest Lap by Tim CHILD: 1:31.038 (Lap 11, 150.3 Kph)           |            |           |           |          |      |                |
| 1           | 76            | Tim CHILD              | Brabham BT3/4 1962                                               | 17         | 26:17.950 |           | 147.4    | 11   | 1:31.038 150.3 |
| 2           | 7             | Max BLEES              | Brabham BT7A 1963                                                | 17         | 27:07.788 | +49.838   | 142.9    | 17   | 1:33.218 146.8 |
| 3           | 122           | Peter HORSMAN          | Lotus 18/21 P1 1961                                              | 16         | 25:43.769 | 1 Laps    | 141.8    | 14   | 1:32.941 147.2 |
| 4           | 71            | Nick TOPLISS           | Cooper T53 Low Line 1961                                         | 16         | 26:17.872 | 1 Laps    | 138.8    | 9    | 1:37.018 141.0 |
| 5           | 100           | Jean DE MESTRAL        | Brabham BT11A 1964                                               | 16         | 26:20.292 | 1 Laps    | 138.5    | 15   | 1:35.286 143.6 |
| 6           | 53            | Justin MAEERS          | Cooper T53 1960                                                  | 3          | 4:55.127  | 14 Laps   | 139.1    | 3    | 1:36.203 142.2 |
| 7           | 63            | Michel KUIPER          | Brabham BT4 1963                                                 | 2          | 3:08.464  | 15 Laps   | 145.2    | 2    | 1:33.185 146.8 |
| 3           |               |                        | Fastest Lap by Stephan RETTENMAIER: 1:52.679 (Lap 11, 121.4 Kph) |            |           |           |          |      |                |
| 1           | 6             | Stephan RETTENMAIER    | Maserati 6 CM 1937                                               | 14         | 27:08.964 |           | 117.6    | 11   | 1:52.679 121.4 |
| 5           |               |                        | Fastest Lap by Ian NUTHALL: 1:39.283 (Lap 10, 137.8 Kph)         |            |           |           |          |      |                |
| 1           | 21            | Ian NUTHALL            | Cooper Bristol MkII 1953                                         | 16         | 27:15.295 |           | 133.9    | 10   | 1:39.283 137.8 |
| 2           | 19            | Paul GRANT             | Cooper Bristol Mk 2 1953                                         | 16         | 27:17.229 | +1.934    | 133.7    | 5    | 1:40.883 135.6 |
| 3           | 36            | Erik STAES             | Cooper Bristol T23 Mk II 1953                                    | 16         | 27:41.781 | +26.486   | 131.7    | 11   | 1:41.240 135.2 |
| 4           | 33            | Chris PHILLIPS         | Cooper Bristol Mk II 1953                                        | 15         | 26:52.335 | 1 Laps    | 127.3    | 15   | 1:44.566 130.9 |
| 5           | 8             | Jakob RETTENMAIER      | Alfa F2 1952                                                     | 15         | 26:53.142 | 1 Laps    | 127.2    | 13   | 1:45.102 130.2 |
| 6           |               |                        | Fastest Lap by John SPIERS: 1:36.284 (Lap 11, 142.1 Kph)         |            |           |           |          |      |                |
| 1           | 34            | John SPIERS            | Maserati 250F 2516 1955                                          | 16         | 26:19.230 |           | 138.6    | 11   | 1:36.284 142.1 |
| 2           | 31            | Guillermo FIERRO ELETA | Maserati 250F 2501/2523 1954                                     | 16         | 26:20.106 | +0.876    | 138.6    | 14   | 1:36.496 141.8 |
| 3           | 22            | Elliott HANN           | Maserati 250F CM7 1958                                           | 16         | 27:30.849 | +1'11.619 | 132.6    | 13   | 1:40.236 136.5 |
| 4           | 248           | Klaus LEHR             | Maserati 250F CM5 1957                                           | 16         | 27:32.463 | +1'13.233 | 132.5    | 16   | 1:41.081 135.4 |
| 5           | 4             | Rebeca RETTENMAIER     | Maserati 250F 2508 1954                                          | 14         | 27:58.963 | 2 Laps    | 114.1    | 2    | 1:56.178 117.8 |
| Not started |               |                        |                                                                  |            |           |           |          |      |                |
| 69          | MR. JOHN OF B |                        | Maserati 250F 1957                                               |            |           |           |          |      |                |
| 7b          |               |                        | Fastest Lap by Will NUTHALL: 1:30.102 (Lap 9, 151.9 Kph)         |            |           |           |          |      |                |
| 1           | 10            | Will NUTHALL           | Cooper T53 1960                                                  | 17         | 26:10.584 |           | 148.1    | 9    | 1:30.102 151.9 |
| 2           | 18            | Clinton MCCARTHY       | Lotus 18 372 1960                                                | 17         | 26:40.075 | +29.491   | 145.4    | 17   | 1:31.864 149.0 |
| 3           | 90            | Olivier HUEZ           | Cooper T51 1959                                                  | 15         | 27:31.680 | 2 Laps    | 124.3    | 12   | 1:46.730 128.2 |
| 7c          |               |                        | Fastest Lap by John CHISHOLM: 1:38.374 (Lap 16, 139.1 Kph)       |            |           |           |          |      |                |
| 1           | 70            | John CHISHOLM          | Lotus 18 370 1960                                                | 16         | 26:57.257 |           | 135.4    | 16   | 1:38.374 139.1 |
| 2           | 92            | Stephen BANHAM         | Cooper T45 1958                                                  | 15         | 27:34.487 | 1 Laps    | 124.1    | 12   | 1:47.228 127.6 |
| 8           |               |                        | Fastest Lap by Rod JOLLEY: 1:38.536 (Lap 3, 138.9 Kph)           |            |           |           |          |      |                |
| 1           | 2             | Rod JOLLEY             | Lister Jaguar Monza GP 1958                                      | 16         | 26:43.929 |           | 136.5    | 3    | 1:38.536 138.9 |
| 9           |               |                        | Fastest Lap by Barry CANNELL: 1:37.960 (Lap 10, 139.7 Kph)       |            |           |           |          |      |                |
| 1           | 3             | Barry CANNELL          | Cooper T51 1959                                                  | 16         | 26:49.884 |           | 136.0    | 10   | 1:37.960 139.7 |
| 2           | 47            | Brian JOLLIFFE         | Cooper T45/51 1958                                               | 16         | 27:28.692 | +38.808   | 132.8    | 2    | 1:40.356 136.4 |

Published at: .....

Track Temp: 34,00 °C Air Temp: 19,28 °C Track Status: **DRY**

|               |                    |                |               |  |
|---------------|--------------------|----------------|---------------|--|
| Stewards:     |                    |                | Timekeeper:   |  |
| Pierre PELOSI | Arnaud VERCAUTEREN | Pascal NOMBLOT | Xavier LOZANO |  |



# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

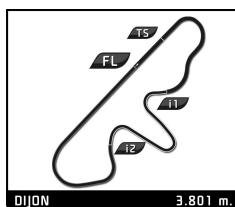
### RACE 2

#### Lap Chart

Light color: Lap in Full Course Yellow

|     |     | LAP  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Nr  | Pos | Grid | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  | 17  |
| 76  | 1   | 76   | 76  | 76  | 76  | 76  | 76  | 76  | 76  | 76  | 76  | 76  | 76  | 76  | 76  | 76  | 76  | 76  | 76  |
| 63  | 2   | 63   | 63  | 63  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 18  |
| 18  | 3   | 18   | 18  | 18  | 53  | 10  | 10  | 10  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 18  | 18  |
| 122 | 4   | 122  | 53  | 53  | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 99  | 99  | 99  | 99  | 99  |
| 7   | 5   | 7    | 7   | 7   | 10  | 71  | 100 | 99  | 99  | 99  | 99  | 99  | 99  | 99  | 7   | 7   | 7   | 7   | 7   |
| 53  | 6   | 53   | 31  | 71  | 71  | 100 | 99  | 100 | 100 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 | 122 |
| 31  | 7   | 31   | 34  | 31  | 100 | 31  | 71  | 122 | 122 | 100 | 100 | 71  | 71  | 71  | 71  | 71  | 71  | 71  | 71  |
| 34  | 8   | 34   | 71  | 34  | 34  | 99  | 31  | 31  | 31  | 31  | 31  | 31  | 31  | 31  | 31  | 31  | 31  | 34  | 34  |
| 100 | 9   | 100  | 100 | 100 | 31  | 34  | 34  | 71  | 71  | 71  | 71  | 75  | 34  | 34  | 34  | 34  | 75  | 31  | 31  |
| 71  | 10  | 71   | 23  | 10  | 99  | 75  | 75  | 34  | 75  | 75  | 75  | 34  | 75  | 75  | 75  | 75  | 34  | 100 | 100 |
| 23  | 11  | 23   | 75  | 23  | 75  | 2   | 122 | 75  | 34  | 34  | 34  | 100 | 100 | 100 | 100 | 100 | 100 | 75  | 75  |
| 75  | 12  | 75   | 37  | 75  | 2   | 122 | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   |
| 37  | 13  | 37   | 2   | 99  | 70  | 70  | 70  | 70  | 70  | 70  | 70  | 70  | 3   | 3   | 3   | 3   | 3   | 37  | 37  |
| 2   | 14  | 2    | 47  | 2   | 37  | 47  | 47  | 47  | 47  | 37  | 37  | 3   | 37  | 37  | 37  | 37  | 37  | 3   | 3   |
| 3   | 15  | 3    | 55  | 37  | 47  | 55  | 37  | 37  | 37  | 55  | 3   | 37  | 55  | 55  | 55  | 55  | 55  | 70  | 70  |
| 248 | 16  | 248  | 3   | 47  | 55  | 37  | 55  | 55  | 55  | 47  | 55  | 55  | 70  | 70  | 70  | 70  | 70  | 55  | 55  |
| 55  | 17  | 55   | 10  | 70  | 122 | 3   | 3   | 3   | 3   | 3   | 19  | 19  | 19  | 19  | 21  | 21  | 21  | 21  | 21  |
| 47  | 18  | 47   | 99  | 55  | 3   | 19  | 19  | 19  | 19  | 19  | 21  | 21  | 21  | 21  | 19  | 19  | 19  | 19  | 19  |
| 21  | 19  | 21   | 70  | 3   | 19  | 248 | 248 | 248 | 248 | 21  | 248 | 248 | 47  | 47  | 47  | 47  | 47  | 47  | 47  |
| 19  | 20  | 19   | 19  | 19  | 248 | 22  | 21  | 21  | 21  | 248 | 22  | 22  | 248 | 22  | 22  | 22  | 22  | 22  | 22  |
| 22  | 21  | 22   | 248 | 248 | 21  | 21  | 22  | 22  | 22  | 22  | 47  | 47  | 22  | 248 | 248 | 248 | 248 | 248 | 248 |
| 70  | 22  | 70   | 22  | 21  | 22  | 44  | 44  | 44  | 44  | 44  | 44  | 44  | 44  | 44  | 44  | 44  | 44  | 44  | 44  |
| 36  | 23  | 36   | 21  | 22  | 44  | 36  | 36  | 36  | 36  | 36  | 36  | 36  | 36  | 36  | 36  | 36  | 36  | 36  | 36  |
| 44  | 24  | 44   | 44  | 122 | 36  | 8   | 8   | 8   | 8   | 8   | 8   | 33  | 33  | 33  | 33  | 33  | 33  | 33  | 33  |
| 69  | 25  | 69   | 36  | 44  | 8   | 33  | 33  | 33  | 33  | 33  | 33  | 8   | 8   | 8   | 8   | 8   | 8   | 8   | 8   |
| 43  | 26  | 43   | 8   | 36  | 33  | 43  | 43  | 43  | 43  | 43  | 43  | 90  | 90  | 90  | 90  | 90  | 90  | 90  | 90  |
| 8   | 27  | 8    | 33  | 8   | 43  | 90  | 90  | 90  | 90  | 90  | 90  | 92  | 92  | 92  | 92  | 92  | 92  | 92  | 92  |
| 33  | 28  | 33   | 43  | 33  | 90  | 92  | 92  | 92  | 92  | 92  | 92  | 43  | 6   | 6   | 6   | 6   | 6   | 6   | 6   |
| 92  | 29  | 92   | 92  | 43  | 92  | 6   | 6   | 6   | 6   | 6   | 6   | 6   | 4   | 4   | 4   | 4   | 4   | 4   | 4   |
| 90  | 30  | 90   | 90  | 90  | 6   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   | 4   |
| 4   | 31  | 4    | 122 | 92  | 4   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 6   | 32  | 6    | 6   | 6   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 10  | 33  | 10   | 4   | 4   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 99  | 34  | 99   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |





# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 2

#### Best Sector Times

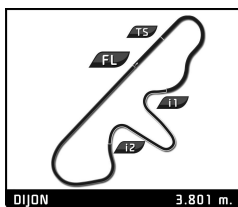
| SECTOR 1 |                   |        | SECTOR 2          |        |                   | SECTOR 3 |     |                                  |     |           |               |  |
|----------|-------------------|--------|-------------------|--------|-------------------|----------|-----|----------------------------------|-----|-----------|---------------|--|
| Pos      | Driver            | Time   | Driver            | Time   | Driver            | Time     | Pos | Car                              | Cl  | Ideal Lap | Best Lap      |  |
| 1        | 10 W.NUTHALL      | 24.525 | 10 W.NUTHALL      | 33.258 | 76 T.CHILD        | 31.644   | 1   | 10 Cooper T53 1960               | 7b  | 1:29.586  | 1:30.102 (1)  |  |
| 2        | 76 T.CHILD        | 24.783 | 76 T.CHILD        | 33.537 | 10 W.NUTHALL      | 31.803   | 2   | 76 Brabham BT3/4 1962            | 12  | 1:29.964  | 1:31.038 (2)  |  |
| 3        | 18 C.MCCARTHY     | 25.274 | 7 M.BLEES         | 33.919 | 18 C.MCCARTHY     | 32.073   | 3   | 18 Lotus 18 372 1960             | 7b  | 1:31.430  | 1:31.864 (3)  |  |
| 4        | 99 M.SHAW         | 25.432 | 18 C.MCCARTHY     | 34.083 | 63 M.KUIPER       | 32.226   | 4   | 63 Brabham BT4 1963              | 12  | 1:32.210  | 1:33.185 (6)  |  |
| 5        | 122 P.HORSMAN     | 25.504 | 99 M.SHAW         | 34.099 | 7 M.BLEES         | 32.670   | 5   | 99 Lotus 21 1961                 | 10a | 1:32.442  | 1:32.854 (4)  |  |
| 6        | 100 J.DE MESTRAL  | 25.690 | 63 M.KUIPER       | 34.228 | 122 P.HORSMAN     | 32.817   | 6   | 7 Brabham BT7A 1963              | 12  | 1:32.519  | 1:33.218 (7)  |  |
| 7        | 63 M.KUIPER       | 25.756 | 122 P.HORSMAN     | 34.427 | 99 M.SHAW         | 32.911   | 7   | 122 Lotus 18/21 P1 1961          | 12  | 1:32.748  | 1:32.941 (5)  |  |
| 8        | 7 M.BLEES         | 25.930 | 37 E.PERK         | 35.308 | 100 J.DE MESTRAL  | 33.090   | 8   | 100 Brabham BT11A 1964           | 12  | 1:34.156  | 1:35.286 (8)  |  |
| 9        | 75 A.MORTON       | 26.472 | 100 J.DE MESTRAL  | 35.376 | 75 A.MORTON       | 33.193   | 9   | 75 Lotus 21 939/952 1961         | 10a | 1:35.601  | 1:36.176 (9)  |  |
| 10       | 31 G.FIERRO ELETÀ | 26.534 | 34 J.SPIERS       | 35.495 | 53 J.MAEERS       | 33.358   | 10  | 34 Maserati 250F 2516 1955       | 6   | 1:35.853  | 1:36.284 (11) |  |
| 11       | 34 J.SPIERS       | 26.626 | 71 N.TOPLISS      | 35.760 | 34 J.SPIERS       | 33.732   | 11  | 53 Cooper T53 1960               | 12  | 1:36.203  | 1:36.203 (10) |  |
| 12       | 3 B.CANNELL       | 26.712 | 31 G.FIERRO ELETÀ | 35.764 | 71 N.TOPLISS      | 33.753   | 12  | 31 Maserati 250F 2501/2523 1954  | 6   | 1:36.392  | 1:36.496 (12) |  |
| 13       | 2 R.JOLLEY        | 26.811 | 53 J.MAEERS       | 35.909 | 31 G.FIERRO ELETÀ | 34.094   | 13  | 71 Cooper T53 Low Line 1961      | 12  | 1:36.394  | 1:37.018 (13) |  |
| 14       | 37 E.PERK         | 26.857 | 75 A.MORTON       | 35.936 | 3 B.CANNELL       | 34.380   | 14  | 37 Heron F1 1960                 | 10a | 1:36.651  | 1:37.378 (14) |  |
| 15       | 71 N.TOPLISS      | 26.881 | 70 J.CHISHOLM     | 36.260 | 37 E.PERK         | 34.486   | 15  | 3 Cooper T51 1959                | 9   | 1:37.534  | 1:37.960 (15) |  |
| 16       | 21 I.NUTHALL      | 26.896 | 55 N.TAYLOR       | 36.324 | 2 R.JOLLEY        | 34.486   | 16  | 2 Lister Jaguar Monza GP 1958    | 8   | 1:37.953  | 1:38.536 (17) |  |
| 17       | 23 A.STORTONI     | 26.931 | 21 I.NUTHALL      | 36.413 | 47 B.JOLLIFFE     | 34.592   | 17  | 70 Lotus 18 370 1960             | 7c  | 1:38.258  | 1:38.374 (16) |  |
| 18       | 53 J.MAEERS       | 26.936 | 3 B.CANNELL       | 36.442 | 22 E.HANN         | 34.863   | 18  | 47 Cooper T45/51 1958            | 9   | 1:38.510  | 1:40.356 (22) |  |
| 19       | 55 N.TAYLOR       | 26.940 | 23 A.STORTONI     | 36.592 | 70 J.CHISHOLM     | 34.918   | 19  | 55 Lotus 18 914 1961             | 10a | 1:38.544  | 1:39.372 (20) |  |
| 20       | 70 J.CHISHOLM     | 27.080 | 2 R.JOLLEY        | 36.656 | 248 K.LEHR        | 35.176   | 20  | 21 Cooper Bristol MkII 1953      | 5   | 1:39.172  | 1:39.283 (19) |  |
| 21       | 47 B.JOLLIFFE     | 27.096 | 19 P.GRANT        | 36.768 | 55 N.TAYLOR       | 35.280   | 21  | 23 Lotus 18 917 1961             | 10a | 1:39.211  | 1:39.274 (18) |  |
| 22       | 19 P.GRANT        | 27.487 | 47 B.JOLLIFFE     | 36.822 | 44 K.BERGS        | 35.439   | 22  | 22 Maserati 250F CM7 1958        | 6   | 1:39.763  | 1:40.236 (21) |  |
| 23       | 36 E.STAES        | 27.643 | 22 E.HANN         | 36.862 | 23 A.STORTONI     | 35.688   | 23  | 19 Cooper Bristol Mk 2 1953      | 5   | 1:40.425  | 1:40.883 (24) |  |
| 24       | 248 K.LEHR        | 27.656 | 44 K.BERGS        | 37.149 | 21 I.NUTHALL      | 35.863   | 24  | 44 Lotus 18 908 1961             | 10a | 1:40.574  | 1:40.767 (23) |  |
| 25       | 33 C.PHILLIPS     | 27.826 | 36 E.STAES        | 37.600 | 36 E.STAES        | 35.966   | 25  | 248 Maserati 250F CM5 1957       | 6   | 1:40.583  | 1:41.081 (25) |  |
| 26       | 44 K.BERGS        | 27.986 | 248 K.LEHR        | 37.751 | 19 P.GRANT        | 36.170   | 26  | 36 Cooper Bristol T23 Mk II 1953 | 5   | 1:41.209  | 1:41.240 (26) |  |
| 27       | 22 E.HANN         | 28.038 | 92 S.BANHAM       | 38.274 | 90 O.HUEZ         | 36.554   | 27  | 33 Cooper Bristol Mk II 1953     | 5   | 1:44.155  | 1:44.566 (27) |  |
| 28       | 8 J.RETTENMAIER   | 28.401 | 8 J.RETTENMAIER   | 39.112 | 8 J.RETTENMAIER   | 36.979   | 28  | 8 Alta F2 1952                   | 5   | 1:44.492  | 1:45.102 (28) |  |
| 29       | 43 S.TIZZARD      | 28.851 | 33 C.PHILLIPS     | 39.121 | 33 C.PHILLIPS     | 37.208   | 29  | 92 Cooper T45 1958               | 7c  | 1:45.599  | 1:47.228 (30) |  |
| 30       | 92 S.BANHAM       | 29.100 | 90 O.HUEZ         | 39.753 | 43 S.TIZZARD      | 37.783   | 30  | 90 Cooper T51 1959               | 7b  | 1:46.061  | 1:46.730 (29) |  |
| 31       | 90 O.HUEZ         | 29.754 | 43 S.TIZZARD      | 39.953 | 92 S.BANHAM       | 38.225   | 31  | 43 Cooper T43 1957               | 7C  | 1:46.587  | 1:47.654 (31) |  |
| 32       | 6 S.RETTENMAIER   | 31.455 | 6 S.RETTENMAIER   | 40.182 | 6 S.RETTENMAIER   | 40.299   | 32  | 6 Maserati 6 CM 1937             | 3   | 1:51.936  | 1:52.679 (32) |  |
| 33       | 4 R.RETTENMAIER   | 32.066 | 4 R.RETTENMAIER   | 42.415 | 4 R.RETTENMAIER   | 40.755   | 33  | 4 Maserati 250F 2508 1954        | 6   | 1:55.236  | 1:56.178 (33) |  |



# HISTORIC RACING

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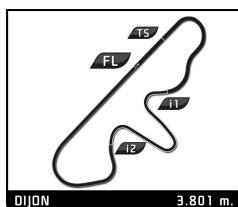
BY PETER AUTO



# HISTORIC GRAND PRIX CARSGRAND PRIX DE L'AGE D'ORRACE 2

## Fastest Lap Sequence

| Practice Time | Nr. | Driver        | Class | Car                | Time            | Kph   |   |
|---------------|-----|---------------|-------|--------------------|-----------------|-------|---|
| 3:08.282      | 76  | Tim CHILD     | 12    | Brabham BT3/4 1962 | <b>1:34.360</b> | 145.0 | 2 |
| 3:08.464      | 63  | Michel KUIPER | 12    | Brabham BT4 1963   | <b>1:33.185</b> | 146.8 | 2 |
| 4:40.651      | 76  | Tim CHILD     | 12    | Brabham BT3/4 1962 | <b>1:32.369</b> | 148.1 | 3 |
| 6:27.045      | 10  | Will NUTHALL  | 7b    | Cooper T53 1960    | <b>1:30.885</b> | 150.6 | 4 |
| 12:31.960     | 10  | Will NUTHALL  | 7b    | Cooper T53 1960    | <b>1:30.778</b> | 150.7 | 8 |
| 14:02.062     | 10  | Will NUTHALL  | 7b    | Cooper T53 1960    | <b>1:30.102</b> | 151.9 | 9 |



# HISTORIC GRAND PRIX CARS

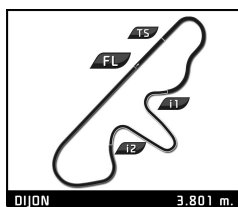
## GRAND PRIX DE L'AGE D'OR

### RACE 2

Analysis by lap

Lapped

| Nr    | Lap Time | Gap    | Nr    | Lap Time | Gap      | Nr    | Lap Time | Gap      | Nr     | Lap Time | Gap      | Nr     | Lap Time | Gap      |
|-------|----------|--------|-------|----------|----------|-------|----------|----------|--------|----------|----------|--------|----------|----------|
| Lap 1 |          |        | 21    | 1:42.694 | 27.537   | 122   | 1:35.013 | 32.420   | 122    | 1:37.133 | 36.040   | 7      | 1:36.216 | 26.025   |
| 76    | 1:33.922 |        | 22    | 1:43.574 | 28.371   | 70    | 1:39.998 | 36.052   | 31     | 1:39.184 | 36.670   | 90     | 1:48.588 | 1 Lap    |
| 63    | 1:35.279 | 1.357  | 122   | 1:34.682 | 29.180   | 47    | 1:40.596 | 37.743   | 71     | 1:40.832 | 37.147   | 99     | 1:34.464 | 37.111   |
| 18    | 1:36.240 | 2.318  | 44    | 1:44.309 | 30.422   | 55    | 1:42.013 | 39.256   | 34     | 1:39.390 | 37.645   | 92     | 1:48.482 | 1 Lap    |
| 53    | 1:41.546 | 7.624  | 36    | 1:45.384 | 32.428   | 37    | 1:42.954 | 39.412   | 75     | 1:39.288 | 37.815   | 122    | 1:34.805 | 41.043   |
| 7     | 1:41.978 | 8.056  | 8     | 1:46.871 | 36.985   | 3     | 1:41.900 | 39.575   | 4      | 2:00.857 | 1 Lap    | 100    | 1:37.517 | 43.417   |
| 31    | 1:43.513 | 9.591  | 33    | 1:47.059 | 37.671   | 19    | 1:41.800 | 43.737   | 2      | 1:39.797 | 42.415   | 31     | 1:37.233 | 49.714   |
| 34    | 1:43.826 | 9.904  | 43    | 1:47.885 | 40.323   | 248   | 1:42.391 | 44.879   | 70     | 1:40.691 | 49.396   | 71     | 1:38.104 | 50.831   |
| 71    | 1:44.118 | 10.196 | 90    | 1:51.388 | 45.639   | 22    | 1:42.501 | 45.977   | 47     | 1:41.079 | 52.214   | 75     | 1:38.025 | 51.628   |
| 100   | 1:45.218 | 11.296 | 92    | 1:54.447 | 48.539   | 21    | 1:42.538 | 45.995   | 37     | 1:40.325 | 52.607   | 34     | 1:38.201 | 52.196   |
| 23    | 1:45.453 | 11.531 | 6     | 1:53.364 | 52.759   | 44    | 1:44.725 | 50.802   | 55     | 1:40.819 | 53.292   | 2      | 1:39.092 | 58.378   |
| 75    | 1:46.605 | 12.683 | 4     | 1:56.178 | 57.452   | 36    | 1:43.300 | 52.240   | 3      | 1:40.693 | 53.536   | 70     | 1:40.006 | 1:06.882 |
| 37    | 1:47.860 | 13.938 | Lap 3 |          |          | 8     | 1:46.623 | 1:04.966 | 19     | 1:41.143 | 57.962   | 37     | 1:41.790 | 1:10.635 |
| 2     | 1:48.461 | 14.539 | 76    | 1:32.369 |          | 33    | 1:47.109 | 1:05.789 | 248    | 1:42.605 | 1:01.400 | 55     | 1:41.403 | 1:10.780 |
| 47    | 1:49.390 | 15.468 | 18    | 1:34.235 | 3.349    | 43    | 1:48.360 | 1:10.081 | 21     | 1:42.796 | 1:02.340 | 47     | 1:42.523 | 1:11.020 |
| 55    | 1:49.393 | 15.471 | 53    | 1:36.203 | 14.476   | 90    | 1:49.099 | 1:19.171 | 22     | 1:43.572 | 1:04.026 | 3      | 1:41.382 | 1:11.101 |
| 3     | 1:49.684 | 15.762 | 7     | 1:36.038 | 15.276   | 92    | 1:49.779 | 1:22.236 | 44     | 1:43.488 | 1:09.589 | 19     | 1:41.290 | 1:16.314 |
| 10    | 1:49.798 | 15.876 | 10    | 1:32.929 | 15.509   | Lap 5 |          |          | 36     | 1:43.859 | 1:11.222 | 6      | 1:55.975 | 1 Lap    |
| 99    | 1:50.322 | 16.400 | 71    | 1:38.259 | 20.399   | 76    | 1:33.528 |          | 8      | 1:47.270 | 1:31.337 | 21     | 1:41.172 | 1:20.656 |
| 70    | 1:51.367 | 17.445 | 100   | 1:38.736 | 21.197   | 6     | 1:56.080 | 1 Lap    | Lap 7  |          |          | 248    | 1:43.041 | 1:21.396 |
| 19    | 1:51.685 | 17.763 | 34    | 1:39.236 | 21.451   | 18    | 1:34.680 | 5.907    | 76     | 1:32.928 |          | 22     | 1:42.370 | 1:22.107 |
| 248   | 1:52.277 | 18.355 | 31    | 1:39.255 | 21.458   | 10    | 1:30.977 | 9.646    | 33     | 1:48.543 | 1 Lap    | Lap 9  |          |          |
| 22    | 1:53.079 | 19.157 | 99    | 1:35.625 | 22.183   | 4     | 1:58.294 | 1 Lap    | 10     | 1:31.517 | 5.605    | 76     | 1:31.898 |          |
| 21    | 1:53.125 | 19.203 | 75    | 1:38.870 | 22.999   | 7     | 1:34.802 | 17.413   | 43     | 1:50.593 | 1 Lap    | 44     | 1:45.358 | 1 Lap    |
| 44    | 1:54.395 | 20.473 | 2     | 1:38.536 | 25.701   | 100   | 1:35.713 | 29.177   | 18     | 1:35.602 | 9.623    | 36     | 1:44.253 | 1 Lap    |
| 36    | 1:55.326 | 21.404 | 70    | 1:40.389 | 30.251   | 99    | 1:36.370 | 30.149   | 90     | 1:49.935 | 1 Lap    | 10     | 1:30.102 | 2.616    |
| 8     | 1:58.396 | 24.474 | 37    | 1:41.632 | 30.655   | 71    | 1:38.722 | 30.588   | 92     | 1:49.625 | 1 Lap    | 4      | 2:00.639 | 2 Laps   |
| 33    | 1:58.894 | 24.972 | 47    | 1:42.249 | 31.344   | 31    | 1:38.260 | 31.759   | 7      | 1:35.573 | 21.780   | 18     | 1:33.895 | 14.185   |
| 43    | 2:00.720 | 26.798 | 55    | 1:40.360 | 31.440   | 34    | 1:36.931 | 32.528   | 99     | 1:34.654 | 34.618   | 8      | 1:46.174 | 1 Lap    |
| 92    | 2:02.374 | 28.452 | 122   | 1:34.793 | 31.604   | 75    | 1:36.176 | 32.800   | 100    | 1:36.801 | 37.871   | 33     | 1:46.324 | 1 Lap    |
| 90    | 2:02.533 | 28.611 | 3     | 1:40.535 | 31.872   | 122   | 1:34.288 | 33.180   | 122    | 1:35.097 | 38.209   | 7      | 1:37.298 | 31.425   |
| 122   | 2:02.780 | 28.858 | 19    | 1:42.700 | 36.134   | 2     | 1:39.198 | 36.891   | 31     | 1:40.710 | 44.452   | 99     | 1:34.429 | 39.642   |
| 6     | 2:07.677 | 33.755 | 248   | 1:42.625 | 36.685   | 70    | 1:40.454 | 42.978   | 71     | 1:40.479 | 44.698   | 43     | 1:49.681 | 1 Lap    |
| 4     | 2:09.556 | 35.634 | 21    | 1:42.486 | 37.654   | 47    | 1:41.193 | 45.408   | 75     | 1:40.687 | 45.574   | 122    | 1:36.550 | 45.695   |
| Lap 2 |          |        | 22    | 1:41.671 | 37.673   | 37    | 1:40.671 | 46.555   | 34     | 1:41.249 | 45.966   | 100    | 1:37.078 | 48.597   |
| 76    | 1:34.360 |        | 44    | 1:42.221 | 40.274   | 55    | 1:41.018 | 46.746   | 2      | 1:41.770 | 51.257   | 90     | 1:49.271 | 1 Lap    |
| 63    | 1:33.185 | 0.182  | 36    | 1:43.078 | 43.137   | 3     | 1:41.069 | 47.116   | 6      | 1:58.764 | 1 Lap    | 31     | 1:37.271 | 55.087   |
| 18    | 1:33.525 | 1.483  | 8     | 1:47.924 | 52.540   | 19    | 1:40.883 | 51.092   | 70     | 1:42.379 | 58.847   | 92     | 1:49.137 | 1 Lap    |
| 53    | 1:37.378 | 10.642 | 33    | 1:47.575 | 52.877   | 248   | 1:41.717 | 53.068   | 47     | 1:41.182 | 1:00.468 | 71     | 1:37.018 | 55.951   |
| 7     | 1:37.911 | 11.607 | 43    | 1:47.964 | 55.918   | 21    | 1:41.350 | 53.817   | 37     | 1:41.137 | 1:00.816 | 75     | 1:37.092 | 56.822   |
| 71    | 1:38.673 | 14.509 | 90    | 1:50.999 | 1:04.269 | 22    | 1:42.278 | 54.727   | 55     | 1:40.984 | 1:01.348 | 34     | 1:37.345 | 57.643   |
| 31    | 1:39.341 | 14.572 | 92    | 1:50.484 | 1:06.654 | 44    | 1:43.100 | 1:00.374 | 3      | 1:41.082 | 1:01.690 | 2      | 1:39.008 | 1:05.488 |
| 34    | 1:39.040 | 14.584 | 6     | 1:55.425 | 1:15.815 | 36    | 1:42.924 | 1:01.636 | 19     | 1:41.961 | 1:06.995 | 70     | 1:39.381 | 1:14.365 |
| 100   | 1:37.894 | 14.830 | 4     | 1:57.828 | 1:22.911 | 8     | 1:46.902 | 1:18.340 | 4      | 2:01.775 | 1 Lap    | 37     | 1:39.303 | 1:18.040 |
| 10    | 1:33.433 | 14.949 | Lap 4 |          |          | 33    | 1:46.524 | 1:18.785 | 248    | 1:41.854 | 1:10.326 | 3      | 1:39.004 | 1:18.207 |
| 23    | 1:39.274 | 16.445 | 76    | 1:34.197 |          | 43    | 1:47.872 | 1:24.425 | 21     | 1:42.043 | 1:11.455 | 55     | 1:39.484 | 1:18.366 |
| 75    | 1:38.175 | 16.498 | 18    | 1:35.603 | 4.755    | Lap 6 |          |          | 22     | 1:40.610 | 1:11.708 | 19     | 1:41.200 | 1:25.616 |
| 99    | 1:36.887 | 18.927 | 10    | 1:30.885 | 12.197   | 76    | 1:34.273 |          | 44     | 1:43.354 | 1:20.015 | 21     | 1:39.883 | 1:28.641 |
| 2     | 1:39.355 | 19.534 | 7     | 1:35.060 | 16.139   | 90    | 1:50.610 | 1 Lap    | Lap 8  |          |          | Lap 10 |          |          |
| 37    | 1:41.814 | 21.392 | 71    | 1:39.192 | 25.394   | 92    | 1:50.475 | 1 Lap    | 76     | 1:31.971 |          | 76     | 1:32.425 |          |
| 47    | 1:40.356 | 21.464 | 100   | 1:39.992 | 26.992   | 18    | 1:35.315 | 6.949    | 10     | 1:30.778 | 4.412    | 248    | 1:43.183 | 1 Lap    |
| 70    | 1:39.146 | 22.231 | 31    | 1:39.766 | 27.027   | 10    | 1:31.643 | 7.016    | 18     | 1:34.536 | 12.188   | 22     | 1:43.071 | 1 Lap    |
| 55    | 1:42.338 | 23.449 | 99    | 1:39.321 | 27.307   | 7     | 1:35.995 | 19.135   | 8      | 1:47.256 | 1 Lap    | 10     | 1:31.540 | 1.731    |
| 3     | 1:42.304 | 23.706 | 34    | 1:41.871 | 29.125   | 6     | 1:57.442 | 1 Lap    | 33     | 1:46.531 | 1 Lap    | 47     | 1:56.758 | 1 Lap    |
| 19    | 1:42.400 | 25.803 | 75    | 1:41.350 | 30.152   | 99    | 1:37.016 | 32.892   | 43     | 1:48.942 | 1 Lap    | 6      | 1:57.151 | 2 Laps   |
| 248   | 1:42.434 | 26.429 | 2     | 1:39.717 | 31.221   | 100   | 1:39.094 | 33.998   | Lap 10 |          |          | 44     | 1:42.290 | 1 Lap    |



# HISTORIC GRAND PRIX CARS

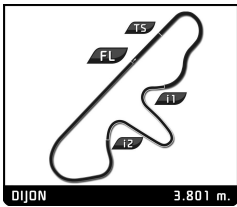
## GRAND PRIX DE L'AGE D'OR

### RACE 2

Analysis by lap

Lapped

| Nr     | Lap Time | Gap      | Nr     | Lap Time | Gap      | Nr     | Lap Time | Gap      | Nr     | Lap Time | Gap      | Nr | Lap Time | Gap |
|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|----|----------|-----|
| 36     | 1:43.441 | 1 Lap    | 21     | 1:40.317 | 1 Lap    | 4      | 2:00.238 | 3 Laps   | 3      | 1:39.046 | 1 Lap    |    |          |     |
| 18     | 1:33.290 | 15.050   | 18     | 1:34.581 | 21.492   | 18     | 1:32.011 | 23.483   | 37     | 1:38.992 | 1 Lap    |    |          |     |
| 4      | 1:56.573 | 2 Laps   | 47     | 1:42.366 | 1 Lap    | 90     | 1:46.730 | 2 Laps   | 6      | 1:55.844 | 3 Laps   |    |          |     |
| 7      | 1:36.060 | 35.060   | 248    | 1:44.610 | 1 Lap    | 21     | 1:40.351 | 1 Lap    | 55     | 1:39.984 | 1 Lap    |    |          |     |
| 99     | 1:34.002 | 41.219   | 22     | 1:44.433 | 1 Lap    | 92     | 1:47.228 | 2 Laps   | 70     | 1:39.323 | 1 Lap    |    |          |     |
| 8      | 1:46.820 | 1 Lap    | 44     | 1:42.848 | 1 Lap    | 19     | 1:41.773 | 1 Lap    | 21     | 1:41.661 | 1 Lap    |    |          |     |
| 33     | 1:46.118 | 1 Lap    | 36     | 1:41.240 | 1 Lap    | 47     | 1:40.703 | 1 Lap    | 99     | 1:34.162 | 54.884   |    |          |     |
| 122    | 1:33.892 | 47.162   | 7      | 1:35.466 | 43.935   | 22     | 1:40.236 | 1 Lap    | 7      | 1:33.471 | 55.129   |    |          |     |
| 43     | 1:47.654 | 1 Lap    | 99     | 1:32.854 | 45.476   | 99     | 1:33.779 | 49.696   | 19     | 1:42.458 | 1 Lap    |    |          |     |
| 71     | 1:38.118 | 1:01.644 | 122    | 1:33.496 | 53.063   | 7      | 1:33.704 | 49.853   | 122    | 1:34.812 | 1:04.328 |    |          |     |
| 31     | 1:39.086 | 1:01.748 | 6      | 1:53.420 | 2 Laps   | 248    | 1:43.304 | 1 Lap    | 90     | 1:49.636 | 2 Laps   |    |          |     |
| 75     | 1:38.666 | 1:03.063 | 33     | 1:46.323 | 1 Lap    | 122    | 1:32.941 | 56.833   | 47     | 1:42.292 | 1 Lap    |    |          |     |
| 34     | 1:38.891 | 1:04.109 | 71     | 1:37.124 | 1:13.458 | 44     | 1:42.091 | 1 Lap    | 92     | 1:48.867 | 2 Laps   |    |          |     |
| 100    | 1:54.255 | 1:10.427 | 31     | 1:37.191 | 1:14.798 | 36     | 1:43.274 | 1 Lap    | 22     | 1:46.206 | 1 Lap    |    |          |     |
| 90     | 1:50.151 | 1 Lap    | 8      | 1:47.740 | 1 Lap    | 71     | 1:37.850 | 1:26.325 | 248    | 1:41.141 | 1 Lap    |    |          |     |
| 92     | 1:49.395 | 1 Lap    | 34     | 1:37.271 | 1:15.165 | 31     | 1:36.496 | 1:27.341 | 44     | 1:41.004 | 1 Lap    |    |          |     |
| 2      | 1:40.542 | 1:13.605 | 75     | 1:37.471 | 1:15.390 | 34     | 1:36.971 | 1:27.878 | 36     | 1:41.858 | 1 Lap    |    |          |     |
| 70     | 1:41.370 | 1:23.310 | 100    | 1:36.206 | 1:20.295 | 75     | 1:36.935 | 1:28.125 | 4      | 2:00.118 | 3 Laps   |    |          |     |
| 3      | 1:37.960 | 1:23.742 | 4      | 1:59.212 | 2 Laps   |        |          |          |        |          |          |    |          |     |
| 37     | 1:38.847 | 1:24.462 | 2      | 1:39.126 | 1:30.070 |        |          |          |        |          |          |    |          |     |
| 55     | 1:39.372 | 1:25.313 |        |          |          |        |          |          |        |          |          |    |          |     |
| Lap 11 |          |          | Lap 13 |          |          | Lap 15 |          |          | Lap 17 |          |          |    |          |     |
| 76     | 1:31.038 |          | 10     | 1:30.743 |          | 10     | 1:30.816 |          | 10     | 1:31.143 |          |    |          |     |
| 10     | 1:30.325 | 1.018    | 76     | 1:32.517 | 2.488    | 100    | 1:36.603 | 1 Lap    | 71     | 1:37.276 | 1 Lap    |    |          |     |
| 19     | 1:40.994 | 1 Lap    | 3      | 1:39.671 | 1 Lap    | 76     | 1:32.520 | 4.053    | 76     | 1:34.079 | 7.366    |    |          |     |
| 21     | 1:39.283 | 1 Lap    | 37     | 1:39.046 | 1 Lap    | 6      | 1:57.061 | 3 Laps   | 34     | 1:36.648 | 1 Lap    |    |          |     |
| 248    | 1:44.466 | 1 Lap    | 55     | 1:39.889 | 1 Lap    | 33     | 1:45.680 | 2 Laps   | 31     | 1:37.925 | 1 Lap    |    |          |     |
| 22     | 1:44.469 | 1 Lap    | 70     | 1:40.639 | 1 Lap    | 8      | 1:45.102 | 2 Laps   | 100    | 1:35.457 | 1 Lap    |    |          |     |
| 47     | 1:42.169 | 1 Lap    | 90     | 1:49.848 | 2 Laps   | 2      | 1:38.888 | 1 Lap    | 75     | 1:38.099 | 1 Lap    |    |          |     |
| 18     | 1:34.360 | 18.372   | 92     | 1:50.134 | 2 Laps   | 3      | 1:39.148 | 1 Lap    | 18     | 1:31.864 | 29.491   |    |          |     |
| 44     | 1:42.772 | 1 Lap    | 18     | 1:32.460 | 23.209   | 37     | 1:39.247 | 1 Lap    | 2      | 1:39.520 | 1 Lap    |    |          |     |
| 36     | 1:43.911 | 1 Lap    | 21     | 1:40.854 | 1 Lap    | 18     | 1:33.941 | 26.608   | 37     | 1:37.378 | 1 Lap    |    |          |     |
| 6      | 1:54.639 | 2 Laps   | 47     | 1:41.188 | 1 Lap    | 55     | 1:40.460 | 1 Lap    | 3      | 1:39.067 | 1 Lap    |    |          |     |
| 7      | 1:35.908 | 39.930   | 22     | 1:40.943 | 1 Lap    | 70     | 1:40.749 | 1 Lap    | 33     | 1:44.566 | 2 Laps   |    |          |     |
| 99     | 1:33.902 | 44.083   | 248    | 1:42.636 | 1 Lap    | 21     | 1:41.828 | 1 Lap    | 8      | 1:45.155 | 2 Laps   |    |          |     |
| 122    | 1:34.904 | 51.028   | 44     | 1:42.981 | 1 Lap    | 19     | 1:42.810 | 1 Lap    | 70     | 1:38.374 | 1 Lap    |    |          |     |
| 4      | 1:58.489 | 2 Laps   | 36     | 1:42.308 | 1 Lap    | 90     | 1:47.714 | 2 Laps   | 55     | 1:40.514 | 1 Lap    |    |          |     |
| 33     | 1:45.800 | 1 Lap    | 99     | 1:42.921 | 47.654   | 92     | 1:48.092 | 2 Laps   | 99     | 1:33.446 | 57.187   |    |          |     |
| 8      | 1:47.193 | 1 Lap    | 7      | 1:34.694 | 47.886   | 4      | 2:00.418 | 3 Laps   | 7      | 1:33.218 | 57.204   |    |          |     |
| 71     | 1:37.189 | 1:07.795 | 122    | 1:33.309 | 55.629   | 7      | 1:34.396 | 53.433   | 6      | 1:53.443 | 3 Laps   |    |          |     |
| 31     | 1:38.358 | 1:09.068 | 6      | 1:52.679 | 2 Laps   | 47     | 1:41.375 | 1 Lap    | 21     | 1:42.914 | 1 Lap    |    |          |     |
| 34     | 1:36.284 | 1:09.355 | 71     | 1:37.497 | 1:20.212 | 22     | 1:41.158 | 1 Lap    | 19     | 1:41.802 | 1 Lap    |    |          |     |
| 75     | 1:37.355 | 1:09.380 | 31     | 1:38.527 | 1:22.582 | 122    | 1:35.274 | 1:01.291 | 47     | 1:43.273 | 1 Lap    |    |          |     |
| 100    | 1:36.161 | 1:15.550 | 34     | 1:38.222 | 1:22.644 | 248    | 1:43.098 | 1 Lap    | 22     | 1:40.678 | 1 Lap    |    |          |     |
| 2      | 1:39.838 | 1:22.405 | 75     | 1:38.280 | 1:22.927 | 44     | 1:40.767 | 1 Lap    | 90     | 1:47.117 | 2 Laps   |    |          |     |
| 90     | 1:48.061 | 1 Lap    | 100    | 1:38.281 | 1:27.833 | 36     | 1:41.986 | 1 Lap    | 248    | 1:41.081 | 1 Lap    |    |          |     |
| 92     | 1:48.374 | 1 Lap    | 33     | 1:48.073 | 1 Lap    |        |          |          | 92     | 1:47.594 | 2 Laps   |    |          |     |
| 43     | 2:03.206 | 1 Lap    | 8      | 1:46.911 | 1 Lap    |        |          |          | 44     | 1:41.852 | 1 Lap    |    |          |     |
| Lap 12 |          |          | Lap 14 |          |          | Lap 16 |          |          |        |          |          |    |          |     |
| 10     | 1:30.443 |          | 10     | 1:31.737 |          | 10     | 1:31.775 |          | 4      | 1:58.788 | 3 Laps   |    |          |     |
| 3      | 1:38.867 | 1 Lap    | 76     | 1:31.598 | 2.349    | 71     | 1:37.421 | 1 Lap    |        |          |          |    |          |     |
| 76     | 1:32.175 | 0.714    | 2      | 1:40.279 | 1 Lap    | 31     | 1:37.990 | 1 Lap    |        |          |          |    |          |     |
| 37     | 1:38.917 | 1 Lap    | 3      | 1:38.472 | 1 Lap    | 75     | 1:37.420 | 1 Lap    |        |          |          |    |          |     |
| 55     | 1:41.736 | 1 Lap    | 37     | 1:38.429 | 1 Lap    | 34     | 1:37.854 | 1 Lap    |        |          |          |    |          |     |
| 70     | 1:44.061 | 1 Lap    | 55     | 1:39.543 | 1 Lap    | 76     | 1:32.152 | 4.430    |        |          |          |    |          |     |
| 19     | 1:41.307 | 1 Lap    | 70     | 1:38.930 | 1 Lap    | 100    | 1:35.286 | 1 Lap    |        |          |          |    |          |     |
|        |          |          |        |          |          | 2      | 1:40.802 | 1 Lap    |        |          |          |    |          |     |
|        |          |          |        |          |          | 33     | 1:47.216 | 2 Laps   |        |          |          |    |          |     |
|        |          |          |        |          |          | 8      | 1:46.805 | 2 Laps   |        |          |          |    |          |     |
|        |          |          |        |          |          | 18     | 1:33.937 | 28.770   |        |          |          |    |          |     |



# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 2

Analysis by lap

Lapped

| Nr | Lap Time | Gap | Nr | Lap Time | Gap | Nr | Lap Time | Gap | Nr | Lap Time | Gap | Nr | Lap Time | Gap |
|----|----------|-----|----|----------|-----|----|----------|-----|----|----------|-----|----|----------|-----|
|----|----------|-----|----|----------|-----|----|----------|-----|----|----------|-----|----|----------|-----|



# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 2

## Sector Analysis

Lap under Red Flag

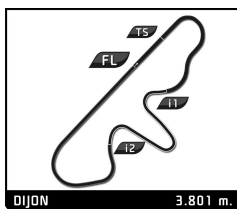
Invalidated Lap

Personal Best

Session Best

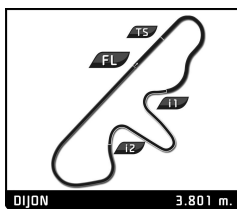
B Crossing the pit lane

| 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   | Lister Jaguar Monza GP 1958<br>1.Rod JOLLEY     |      |          |          |          |        |          | 8   | 6 | Maserati 6 CM 1937<br>1.Stephan RETTENMAIER |          |          |          |        |         | 3  |        |           |           |
|     | 1                                               | 1    | 1:48.461 | 35.103   | 37.821   | 35.537 | 1:48.461 |     |   | 13                                          | 1        | 2:00.118 | 33.430   | 44.625 | 42.063  |    | 152.1  | 26:00.175 |           |
|     | 2                                               | 1    | 1:39.355 | 27.352   | 37.018   | 34.985 | 192.2    |     |   | 3:27.816                                    | 14       | 1        | 1:58.788 | 32.721 | 42.750  |    | 43.317 | 152.1     | 27:58.963 |
|     | 3                                               | 1    | 1:38.536 | 26.811   | 37.181   | 34.544 | 190.5    |     |   | 5:06.352                                    | 1        | 1        | 2:07.677 | 44.860 | 42.035  |    | 40.782 |           | 2:07.677  |
|     | 4                                               | 1    | 1:39.717 | 27.458   | 37.386   | 34.873 | 182.1    |     |   | 6:46.069                                    | 2        | 1        | 1:53.364 | 31.455 | 41.507  |    | 40.402 | 153.4     | 4:01.041  |
|     | 5                                               | 1    | 1:39.198 | 27.569   | 37.143   | 34.486 | 191.8    |     |   | 8:25.267                                    | 3        | 1        | 1:55.425 | 32.303 | 42.044  |    | 41.078 | 145.2     | 5:56.466  |
|     | 6                                               | 1    | 1:39.797 | 27.269   | 37.609   | 34.919 | 190.5    |     |   | 10:05.064                                   | 4        | 1        | 1:56.080 | 32.761 | 41.875  |    | 41.444 | 138.1     | 7:52.546  |
|     | 7                                               | 1    | 1:41.770 | 28.833   | 37.740   | 35.197 | 175.3    |     |   | 11:46.834                                   | 5        | 1        | 1:57.442 | 32.995 | 42.747  |    | 41.700 | 143.8     | 9:49.988  |
|     | 8                                               | 1    | 1:39.092 | 27.553   | 36.710   | 34.829 | 184.9    |     |   | 13:25.926                                   | 6        | 1        | 1:58.764 | 33.408 | 43.544  |    | 41.812 | 138.3     | 11:48.752 |
|     | 9                                               | 1    | 1:39.008 | 27.445   | 36.763   | 34.800 | 195.3    |     |   | 15:04.934                                   | 7        | 1        | 1:55.975 | 32.148 | 42.653  |    | 41.174 | 143.0     | 13:44.727 |
|     | 10                                              | 1    | 1:40.542 | 28.780   | 36.656   | 35.106 | 181.5    |     |   | 16:45.476                                   | 8        | 1        | 1:57.151 | 33.027 | 42.666  |    | 41.458 | 151.3     | 15:41.878 |
|     | 11                                              | 1    | 1:39.838 | 27.731   | 37.031   | 35.076 | 199.3    |     |   | 18:25.314                                   | 9        | 1        | 1:54.639 | 32.622 | 41.718  |    | 40.299 | 149.6     | 17:36.517 |
|     | 12                                              | 1    | 1:39.126 | 27.495   | 36.697   | 34.934 | 184.3    |     |   | 20:04.440                                   | 10       | 1        | 1:53.420 | 31.583 | 41.093  |    | 40.744 | 154.9     | 19:29.937 |
|     | 13                                              | 1    | 1:40.279 | 28.368   | 37.017   | 34.894 | 186.9    |     |   | 21:44.719                                   | 11       | 1        | 1:52.679 | 31.456 | 40.629  |    | 40.594 | 151.9     | 21:22.616 |
|     | 14                                              | 1    | 1:38.888 | 27.156   | 36.694   | 35.038 | 189.8    |     |   | 23:23.607                                   | 12       | 1        | 1:57.061 | 33.835 | 41.777  |    | 41.449 | 156.1     | 23:19.677 |
|     | 15                                              | 1    | 1:40.802 | 28.123   | 37.606   | 35.073 | 176.8    |     |   | 25:04.409                                   | 13       | 1        | 1:55.844 | 33.625 | 40.719  |    | 41.500 | 146.3     | 25:15.521 |
|     | 16                                              | 1    | 1:39.520 | 27.823   | 36.678   | 35.019 | 183.7    |     |   | 26:43.929                                   | 14       | 1        | 1:53.443 | 32.794 | 40.182  |    | 40.467 | 155.4     | 27:08.964 |
| 3   | Cooper T51 1959<br>1.Barry CANNELL              |      |          |          |          |        |          | 9   | 7 | Brabham BT7A 1963<br>1.Max BLEES            |          |          |          |        |         | 12 |        |           |           |
|     | 1                                               | 1    | 1:49.684 | 35.397   | 38.496   | 35.791 | 1:49.684 |     |   | 1                                           | 1        | 1:41.978 | 31.600   | 35.931 | 34.447  |    |        | 1:41.978  |           |
|     | 2                                               | 1    | 1:42.304 | 28.274   | 38.515   | 35.515 | 190.1    |     |   | 3:31.988                                    | 2        | 1        | 1:37.911 | 27.083 | 36.416  |    | 34.412 | 192.9     | 3:19.889  |
|     | 3                                               | 1    | 1:40.535 | 27.791   | 37.464   | 35.280 | 173.9    |     |   | 5:12.523                                    | 3        | 1        | 1:36.038 | 26.294 | 35.780  |    | 33.964 | 206.1     | 4:55.927  |
|     | 4                                               | 1    | 1:41.900 | 28.180   | 38.215   | 35.505 | 179.7    |     |   | 6:54.423                                    | 4        | 1        | 1:35.060 | 26.277 | 35.014  |    | 33.769 | 208.5     | 6:30.987  |
|     | 5                                               | 1    | 1:41.069 | 27.973   | 37.587   | 35.509 | 177.9    |     |   | 8:35.492                                    | 5        | 1        | 1:34.802 | 26.109 | 34.953  |    | 33.740 | 213.0     | 8:05.789  |
|     | 6                                               | 1    | 1:40.693 | 27.508   | 37.723   | 35.462 | 187.8    |     |   | 10:16.185                                   | 6        | 1        | 1:35.995 | 26.428 | 36.085  |    | 33.482 | 210.1     | 9:41.784  |
|     | 7                                               | 1    | 1:41.082 | 27.655   | 37.878   | 35.549 | 170.6    |     |   | 11:57.267                                   | 7        | 1        | 1:35.573 | 26.182 | 35.564  |    | 33.827 | 202.6     | 11:17.357 |
|     | 8                                               | 1    | 1:41.382 | 27.984   | 38.175   | 35.223 | 169.0    |     |   | 13:38.649                                   | 8        | 1        | 1:36.216 | 27.082 | 35.447  |    | 33.687 | 205.3     | 12:53.573 |
|     | 9                                               | 1    | 1:39.004 | 27.396   | 36.460   | 35.148 | 193.5    |     |   | 15:17.653                                   | 9        | 1        | 1:37.298 | 28.192 | 35.133  |    | 33.973 | 183.1     | 14:30.871 |
|     | 10                                              | 1    | 1:37.960 | 26.822   | 36.758   | 34.380 | 205.3    |     |   | 16:55.613                                   | 10       | 1        | 1:36.060 | 26.943 | 35.389  |    | 33.728 | 191.5     | 16:06.931 |
|     | 11                                              | 1    | 1:38.867 | 27.357   | 36.442   | 35.068 | 175.0    |     |   | 18:34.480                                   | 11       | 1        | 1:35.908 | 26.943 | 34.907  |    | 34.058 | 203.4     | 17:42.839 |
|     | 12                                              | 1    | 1:39.671 | 28.111   | 36.567   | 34.993 | 185.6    |     |   | 20:14.151                                   | 12       | 1        | 1:35.466 | 26.912 | 35.396  |    | 33.158 | 194.9     | 19:18.305 |
|     | 13                                              | 1    | 1:38.472 | 26.712   | 36.558   | 35.202 | 201.1    |     |   | 21:52.623                                   | 13       | 1        | 1:34.694 | 25.930 | 35.522  |    | 33.242 | 210.5     | 20:52.999 |
|     | 14                                              | 1    | 1:39.148 | 27.021   | 37.010   | 35.117 | 192.9    |     |   | 23:31.771                                   | 14       | 1        | 1:33.704 | 26.412 | 34.204  |    | 33.088 | 201.9     | 22:26.703 |
|     | 15                                              | 1    | 1:39.046 | 26.865   | 36.561   | 35.620 | 197.4    |     |   | 25:10.817                                   | 15       | 1        | 1:34.396 | 25.997 | 35.367  |    | 33.032 | 214.7     | 24:01.099 |
|     | 16                                              | 1    | 1:39.067 | 27.492   | 36.570   | 35.005 | 194.9    |     |   | 26:49.884                                   | 16       | 1        | 1:33.471 | 26.287 | 34.514  |    | 32.670 | 193.5     | 25:34.570 |
| 4   | Maserati 250F 2508 1954<br>1.Rebeca RETTENMAIER |      |          |          |          |        |          | 6   | 8 | Alfa F2 1952<br>1.Jakob RETTENMAIER         |          |          |          |        |         | 5  |        |           |           |
|     | 1                                               | 1    | 2:09.556 | 44.700   | 43.922   | 40.934 | 2:09.556 |     |   | 17                                          | 1        | 1:33.218 | 26.421   | 33.919 | 32.878  |    | 199.3  | 27:07.788 |           |
|     | 2                                               | 1    | 1:56.178 | 32.066   | 43.357   | 40.755 | 154.9    |     |   | 4:05.734                                    | 1        | 1        | 1:58.396 | 39.096 | 40.860  |    | 38.440 |           | 1:58.396  |
|     | 3                                               | 1    | 1:57.828 | 32.583   | 44.110   | 41.135 | 158.4    |     |   | 6:03.562                                    | 2        | 1        | 1:46.871 | 28.872 | 39.838  |    | 38.161 | 188.2     | 3:45.267  |
|     | 4                                               | 1    | 1:58.294 | 32.362   | 43.285   | 42.647 | 153.2    |     |   | 8:01.856                                    | 3        | 1        | 1:47.924 | 29.197 | 40.487  |    | 38.240 | 171.7     | 5:33.191  |
|     | 5                                               | 1    | 2:00.857 | 33.889   | 43.891   | 43.077 | 153.4    |     |   | 10:02.713                                   | 4        | 1        | 1:46.623 | 29.228 | 39.509  |    | 37.886 | 171.4     | 7:19.814  |
|     | 6                                               | 1    | 2:01.775 | 33.484   | 44.286   | 44.005 | 149.8    |     |   | 12:04.488                                   | 5        | 1        | 1:46.902 | 29.177 | 39.417  |    | 38.308 | 167.2     | 9:06.716  |
|     | 7                                               | 1    | 2:00.639 | 34.520   | 43.285   | 42.834 | 142.7    |     |   | 14:05.127                                   | 6        | 1        | 1:47.270 | 28.901 | 40.482  |    | 37.887 | 160.5     | 10:53.986 |
|     | 8                                               | 1    | 1:56.573 | 32.942   | 42.415   | 41.216 | 147.5    |     |   | 16:01.700                                   | 7        | 1        | 1:47.256 | 29.409 | 39.819  |    | 38.028 | 167.2     | 12:41.242 |
|     | 9                                               | 1    | 1:58.489 | 33.461   | 43.396   | 41.632 | 156.5    |     |   | 18:00.189                                   | 8        | 1        | 1:46.174 | 28.982 | 39.161  |    | 38.031 | 171.4     | 14:27.416 |
|     | 10                                              | 1    | 1:59.212 | 33.670   | 43.910   | 41.632 | 143.4    |     |   | 19:59.401                                   | 9        | 1        | 1:46.820 | 29.131 | 39.895  |    | 37.794 | 174.5     | 16:14.236 |
|     | 11                                              | 1    | 2:00.238 | 33.757   | 43.695   | 42.786 | 142.3    |     |   | 21:59.639                                   | 10       | 1        | 1:47.193 | 29.746 | 39.799  |    | 37.648 | 168.7     | 18:01.429 |
|     | 12                                              | 1    | 2:00.418 | 32.963   | 44.459   | 42.996 | 152.8    |     |   | 24:00.057                                   | 11       | 1        | 1:47.740 | 30.720 | 39.112  |    | 37.908 | 168.5     | 19:49.169 |

HISTORIC GRAND PRIX CARS  
GRAND PRIX DE L'AGE D'OR  
RACE 2

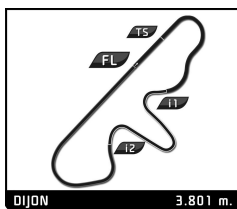
## Sector Analysis

| Lap under Red Flag                                                                      |   |          |          |          |          |        |           |                                                                                          |   |          |          |          |          |        |           | Invalidated Lap |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           | Personal Best |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Session Best |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | B Crossing the 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   | Lap             | D | Time     | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   | Lap | D | Time     | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12                                                                                      | 1 | 1:46.911 | 29.060   | 39.378   | 38.473   | 164.1  | 21:36.080 | 7                                                                                        | 1 | 1:41.961 | 27.534   | 37.736   | 36.691   | 189.1  | 12:02.572 | 8               | 1 | 1:41.290 | 27.567   | 37.085   | 36.638   | 188.2  | 13:43.862 | 9   | 1 | 1:41.200 | 27.818   | 36.768   | 36.614   | 177.0  | 15:25.062 |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13                                                                                      | 1 | 1:45.102 | 28.449   | 39.425   | 37.228   | 177.3  | 23:21.182 | 10                                                                                       | 1 | 1:40.994 | 27.619   | 36.798   | 36.577   | 179.1  | 17:06.056 | 11              | 1 | 1:41.307 | 28.176   | 36.961   | 36.170   | 192.5  | 18:47.363 | 12  | 1 | 1:41.023 | 27.858   | 36.867   | 36.298   | 176.2  | 20:28.386 |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 14                                                                                      | 1 | 1:46.805 | 29.400   | 40.075   | 37.330   | 166.2  | 25:07.987 | 13                                                                                       | 1 | 1:41.773 | 28.241   | 37.356   | 36.176   | 193.5  | 22:10.159 | 14              | 1 | 1:42.810 | 28.158   | 37.527   | 37.125   | 169.3  | 23:52.969 | 15  | 1 | 1:42.458 | 28.738   | 37.054   | 36.666   | 177.6  | 25:35.427 |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15                                                                                      | 1 | 1:45.155 | 28.401   | 39.775   | 36.979   | 181.8  | 26:53.142 | 16                                                                                       | 1 | 1:41.802 | 28.461   | 36.872   | 36.469   | 176.5  | 27:17.229 |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <div>10</div> <div>Cooper T53 1960</div> <div>1. Will NUTHALL</div> <div>7b</div>       |   |          |          |          |          |        |           | <div>21</div> <div>Cooper Bristol MkII 1953</div> <div>1. Ian NUTHALL</div> <div>5</div> |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1                                                                                       | 1 | 1:49.798 | 38.839   | 37.612   | 33.347   |        | 1:49.798  | 1                                                                                        | 1 | 1:53.125 | 36.264   | 40.722   | 36.139   |        | 1:53.125  | 2               | 1 | 1:42.694 | 29.454   | 36.940   | 36.300   | 173.9  | 3:35.819  | 3   | 1 | 1:42.486 | 28.410   | 37.851   | 36.225   | 193.5  | 5:18.305  |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2                                                                                       | 1 | 1:33.433 | 26.585   | 34.115   | 32.733   | 196.0  | 3:23.231  | 4                                                                                        | 1 | 1:42.538 | 28.068   | 38.353   | 36.117   | 182.7  | 7:00.843  | 5               | 1 | 1:41.350 | 27.329   | 37.493   | 36.528   | 191.5  | 8:42.193  | 6   | 1 | 1:42.796 | 28.045   | 37.874   | 36.877   | 192.2  | 10:24.989 |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3                                                                                       | 1 | 1:32.929 | 26.723   | 34.138   | 32.068   | 201.9  | 4:56.160  | 7                                                                                        | 1 | 1:42.043 | 27.628   | 37.826   | 36.589   | 189.5  | 12:07.032 | 8               | 1 | 1:41.172 | 27.916   | 37.164   | 36.092   | 188.8  | 13:48.204 | 9   | 1 | 1:39.883 | 27.538   | 36.413   | 35.932   | 204.2  | 15:28.087 |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4                                                                                       | 1 | 1:30.885 | 25.192   | 33.605   | 32.088   | 213.9  | 6:27.045  | 10                                                                                       | 1 | 1:39.283 | 26.896   | 36.414   | 35.973   | 201.9  | 17:07.370 | 11              | 1 | 1:40.317 | 27.583   | 36.698   | 36.036   | 194.6  | 18:47.687 | 12  | 1 | 1:40.854 | 27.932   | 37.059   | 35.863   | 172.5  | 20:28.541 |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5                                                                                       | 1 | 1:30.977 | 25.181   | 33.408   | 32.388   | 199.6  | 7:58.022  | 13                                                                                       | 1 | 1:40.351 | 27.409   | 36.830   | 36.112   | 194.6  | 22:08.892 | 14              | 1 | 1:41.828 | 28.242   | 37.219   | 36.367   | 192.5  | 23:50.720 | 15  | 1 | 1:41.661 | 27.909   | 37.270   | 36.482   | 182.7  | 25:32.381 |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6                                                                                       | 1 | 1:31.643 | 25.461   | 33.805   | 32.377   | 207.3  | 9:29.665  | 16                                                                                       | 1 | 1:42.914 | 29.031   | 37.450   | 36.433   | 182.1  | 27:15.295 |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7                                                                                       | 1 | 1:31.517 | 25.774   | 33.506   | 32.237   | 197.4  | 11:01.182 | <div>22</div> <div>Maserati 250F CM7 1958</div> <div>1. Elliott HANN</div> <div>6</div>  |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8                                                                                       | 1 | 1:30.778 | 24.867   | 33.838   | 32.073   | 215.1  | 12:31.960 | 1                                                                                        | 1 | 1:53.079 | 37.123   | 40.319   | 35.637   |        | 1:53.079  | 2               | 1 | 1:43.574 | 30.629   | 37.532   | 35.413   | 172.0  | 3:36.653  | 3   | 1 | 1:41.671 | 28.495   | 37.565   | 35.611   | 175.9  | 5:18.324  |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9                                                                                       | 1 | 1:30.102 | 24.970   | 33.329   | 31.803   | 217.7  | 14:02.062 | 4                                                                                        | 1 | 1:42.501 | 29.388   | 37.832   | 35.281   | 172.8  | 7:00.825  | 5               | 1 | 1:42.278 | 28.038   | 38.035   | 36.205   | 172.2  | 8:43.103  | 6   | 1 | 1:43.572 | 29.949   | 38.130   | 35.493   | 165.1  | 10:26.675 |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10                                                                                      | 1 | 1:31.540 | 25.937   | 33.258   | 32.345   | 185.9  | 15:33.602 | 7                                                                                        | 1 | 1:40.610 | 28.475   | 37.090   | 35.045   | 162.4  | 12:07.285 | 8               | 1 | 1:42.370 | 29.121   | 37.191   | 36.058   | 162.7  | 13:49.655 | 9   | 1 | 1:43.071 | 28.839   | 38.064   | 36.168   | 160.5  | 15:32.726 |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11                                                                                      | 1 | 1:30.325 | 24.951   | 33.358   | 32.016   | 194.2  | 17:03.927 | 10                                                                                       | 1 | 1:44.469 | 30.212   | 38.799   | 35.458   | 161.9  | 17:17.195 | 11              | 1 | 1:44.433 | 29.600   | 39.141   | 35.692   | 161.0  | 19:01.628 | 12  | 1 | 1:40.943 | 28.681   | 37.243   | 35.019   | 168.2  | 20:42.571 |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12                                                                                      | 1 | 1:30.443 | 24.525   | 34.039   | 31.879   | 219.5  | 18:34.370 | 13                                                                                       | 1 | 1:40.236 | 28.288   | 36.925   | 35.023   | 171.7  | 22:22.807 | 14              | 1 | 1:41.158 | 28.413   | 37.882   | 34.863   | 166.9  | 24:03.965 | 15  | 1 | 1:46.206 | 29.537   | 41.205   | 35.464   | 157.9  | 25:50.171 |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13                                                                                      | 1 | 1:30.743 | 25.517   | 33.393   | 31.833   | 211.4  | 20:05.113 | 16                                                                                       | 1 | 1:40.678 | 28.290   | 36.862   | 35.526   | 175.0  | 27:30.849 |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 14                                                                                      | 1 | 1:31.737 | 25.462   | 34.293   | 31.982   | 205.7  | 21:36.850 | <div>23</div> <div>Lotus 18 917 1961</div> <div>1. Andrea STORTONI</div> <div>10a</div>  |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15                                                                                      | 1 | 1:30.816 | 24.925   | 33.835   | 32.056   | 208.5  | 23:07.666 | 1                                                                                        | 1 | 1:45.453 | 32.940   | 36.825   | 35.688   |        | 1:45.453  | 2               | 1 | 1:39.274 | 26.931   | 36.592   | 35.751   | 183.1  | 3:24.722  | 3   | 1 | 1:42.700 | 28.612   | 37.383   | 36.705   | 179.7  | 5:16.785  |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 16                                                                                      | 1 | 1:31.775 | 24.858   | 34.361   | 32.556   | 216.0  | 24:39.441 | 4                                                                                        | 1 | 1:41.800 | 27.793   | 37.599   | 36.408   | 187.8  | 6:58.585  | 5               | 1 | 1:40.883 | 27.487   | 36.923   | 36.473   | 188.5  | 8:39.468  | 6   | 1 | 1:41.143 | 27.562   | 37.259   | 36.322   | 180.3  | 10:20.611 |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 17                                                                                      | 1 | 1:31.143 | 25.131   | 33.617   | 32.395   | 203.0  | 26:10.584 |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <div>18</div> <div>Lotus 18 372 1960</div> <div>1. Clinton MCCARTHY</div> <div>7b</div> |   |          |          |          |          |        |           |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1                                                                                       | 1 | 1:36.240 | 29.581   | 34.337   | 32.322   |        | 1:36.240  |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2                                                                                       | 1 | 1:33.525 | 25.989   | 34.620   | 32.916   | 210.1  | 3:09.765  |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3                                                                                       | 1 | 1:34.235 | 26.555   | 34.400   | 33.280   | 185.9  | 4:44.000  |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4                                                                                       | 1 | 1:35.603 | 26.201   | 36.423   | 32.979   | 222.7  | 6:19.603  |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5                                                                                       | 1 | 1:34.680 | 26.205   | 35.028   | 33.447   | 230.3  | 7:54.283  |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6                                                                                       | 1 | 1:35.315 | 26.319   | 35.724   | 33.272   | 196.7  | 9:29.598  |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7                                                                                       | 1 | 1:35.602 | 26.860   | 35.921   | 32.821   | 196.0  | 11:05.200 |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8                                                                                       | 1 | 1:34.536 | 26.201   | 35.943   | 32.392   | 213.9  | 12:39.736 |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9                                                                                       | 1 | 1:33.895 | 26.382   | 34.991   | 32.522   | 211.8  | 14:13.631 |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10                                                                                      | 1 | 1:33.290 | 25.985   | 34.525   | 32.780   | 224.1  | 15:46.921 |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11                                                                                      | 1 | 1:34.360 | 27.454   | 34.708   | 32.198   | 193.9  | 17:21.281 |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12                                                                                      | 1 | 1:34.581 | 25.820   | 36.286   | 32.475   | 216.4  | 18:55.862 |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13                                                                                      | 1 | 1:32.460 | 25.335   | 34.860   | 32.265   | 213.0  | 20:28.322 |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 14                                                                                      | 1 | 1:32.011 | 25.639   | 34.222   | 32.150   | 218.2  | 22:00.333 |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15                                                                                      | 1 | 1:33.941 | 26.162   | 35.706   | 32.073   | 204.9  | 23:34.274 |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 16                                                                                      | 1 | 1:33.937 | 25.292   | 36.163   | 32.482   | 210.5  | 25:08.211 |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 17                                                                                      | 1 | 1:31.864 | 25.274   | 34.083   | 32.507   | 233.8  | 26:40.075 |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <div>19</div> <div>Cooper Bristol Mk 2 1953</div> <div>1. Paul GRANT</div> <div>5</div> |   |          |          |          |          |        |           |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1                                                                                       | 1 | 1:51.685 | 36.197   | 38.975   | 36.513   |        | 1:51.685  |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2                                                                                       | 1 | 1:42.400 | 28.591   | 37.231   | 36.578   | 179.1  | 3:34.085  |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3                                                                                       | 1 | 1:42.700 | 28.612   | 37.383   | 36.705   | 179.7  | 5:16.785  |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4                                                                                       | 1 | 1:41.800 | 27.793   | 37.599   | 36.408   | 187.8  | 6:58.585  |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5                                                                                       | 1 | 1:40.883 | 27.487   | 36.923   | 36.473   | 188.5  | 8:39.468  |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6                                                                                       | 1 | 1:41.143 | 27.562   | 37.259   | 36.322   | 180.3  | 10:20.611 |                                                                                          |   |          |          |          |          |        |           |                 |   |          |          |          |          |        |           |     |   |          |          |          |          |        |           |               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

HISTORIC GRAND PRIX CARS  
GRAND PRIX DE L'AGE D'OR  
RACE 2

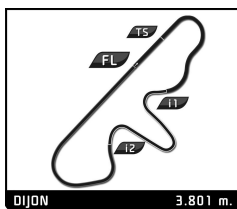
## Sector Analysis

| Lap under Red Flag |   |                                                          |          |          |          |        |          |     |   |          | Invalidated Lap |          |          |        |          |     |   |          |          |          |          | Personal Best |          |        |       |           |          |          |          |          |          |        | Session Best |          |           |          |          |        |          |        |        |          |        | B Crossing the 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  | Lap | D | Time     | Sector 1 | Sector 2 | Sector 3 | T. Spd        | Elapsed  | Lap    | D     | Time      | Sector 1 | Sector 2 | Sector 3 | T. Spd   | Elapsed  | Lap    | D            | Time     | Sector 1  | Sector 2 | Sector 3 | T. Spd | Elapsed  |        |        |          |        |                         |        |       |          |          |        |          |        |        |          |       |           |   |          |          |        |        |        |          |           |   |   |          |        |        |        |       |           |    |   |          |          |        |        |        |           |           |   |          |        |          |        |        |           |       |           |          |        |        |          |        |           |        |       |           |        |        |        |          |           |        |        |          |           |        |        |       |           |        |        |          |        |           |        |       |           |          |        |          |        |        |           |       |           |   |          |        |        |        |       |           |    |  |   |          |        |        |        |       |           |    |  |   |          |        |        |        |       |           |
| 31                 |   | Maserati 250F 2501/2523 1954<br>1.Guillermo FIERRO ELETA |          |          |          |        |          |     |   |          |                 |          |          |        |          | 6   |   | 14       |          | 1        | 1:36.971 | 27.212        | 35.592   | 34.167 | 208.9 | 23:04.728 | 15       |          | 1        | 1:37.854 | 27.104   | 37.018 | 33.732       | 213.0    | 24:42.582 | 16       |          | 1      | 1:36.648 | 26.626 | 35.495 | 34.527   | 202.6  | 26:19.230               |        |       |          |          |        |          |        |        |          |       |           |   |          |          |        |        |        |          |           |   |   |          |        |        |        |       |           |    |   |          |          |        |        |        |           |           |   |          |        |          |        |        |           |       |           |          |        |        |          |        |           |        |       |           |        |        |        |          |           |        |        |          |           |        |        |       |           |        |        |          |        |           |        |       |           |          |        |          |        |        |           |       |           |   |          |        |        |        |       |           |    |  |   |          |        |        |        |       |           |    |  |   |          |        |        |        |       |           |
| 1                  | 1 | 1:43.513                                                 | 32.062   | 36.751   | 34.700   |        | 1:43.513 | 2   | 1 | 1:39.341 | 27.570          | 36.319   | 35.452   | 192.2  | 3:22.854 | 3   | 1 | 1:39.255 | 27.615   | 37.133   | 34.507   | 201.9         | 5:02.109 | 4      | 1     | 1:39.766  | 27.547   | 37.798   | 34.421   | 206.5    | 6:41.875 | 5      | 1            | 1:38.260 | 27.036    | 36.349   | 34.875   | 195.3  | 8:20.135 | 6      | 1      | 1:39.184 | 27.035 | 36.871                  | 35.278 | 200.0 | 9:59.319 | 7        | 1      | 1:40.710 | 26.934 | 38.988 | 34.788   | 195.7 | 11:40.029 | 8 | 1        | 1:37.233 | 26.951 | 35.764 | 34.518 | 195.3    | 13:17.262 | 9 | 1 | 1:37.271 | 26.738 | 36.169 | 34.364 | 197.8 | 14:54.533 | 10 | 1 | 1:39.086 | 28.199   | 36.009 | 34.878 | 197.4  | 16:33.619 | 11        | 1 | 1:38.358 | 27.145 | 36.207   | 35.006 | 192.2  | 18:11.977 | 12    | 1         | 1:37.191 | 26.833 | 35.992 | 34.366   | 202.2  | 19:49.168 | 13     | 1     | 1:38.527  | 27.563 | 36.665 | 34.299 | 201.1    | 21:27.695 | 14     | 1      | 1:36.496 | 26.534    | 35.868 | 34.094 | 206.1 | 23:04.191 | 15     | 1      | 1:37.990 | 27.311 | 36.425    | 34.254 | 204.5 | 24:42.181 | 16       | 1      | 1:37.925 | 27.542 | 36.004 | 34.379    | 194.6 | 26:20.106 |   |          |        |        |        |       |           |    |  |   |          |        |        |        |       |           |    |  |   |          |        |        |        |       |           |
| 33                 |   | Cooper Bristol Mk II 1953<br>1.Chris PHILLIPS            |          |          |          |        |          |     |   |          |                 |          |          |        |          | 5   |   | 1        |          | 1        | 1:58.894 | 39.960        | 40.759   | 38.175 |       | 1:58.894  | 2        |          | 1        | 1:47.059 | 29.671   | 39.618 | 37.770       | 147.1    | 3:45.953  | 3        |          | 1      | 1:47.575 | 29.450 | 40.275 | 37.850   | 153.2  | 5:33.528                | 4      |       | 1        | 1:47.109 | 29.430 | 39.810   | 37.869 | 155.2  | 7:20.637 | 5     |           | 1 | 1:46.524 | 29.256   | 39.713 | 37.555 | 160.2  | 9:07.161 | 6         |   | 1 | 1:48.543 | 29.509 | 41.034 | 38.000 | 150.0 | 10:55.704 | 7  |   | 1        | 1:46.531 | 29.044 | 39.933 | 37.554 | 161.0     | 12:42.235 | 8 |          | 1      | 1:46.324 | 28.860 | 39.812 | 37.652    | 161.4 | 14:28.559 | 9        |        | 1      | 1:46.118 | 28.892 | 39.603    | 37.623 | 161.4 | 16:14.677 | 10     |        | 1      | 1:45.800 | 28.882    | 39.710 | 37.208 | 172.8    | 18:00.477 | 11     |        | 1     | 1:46.323  | 29.254 | 39.252 | 37.817   | 153.8  | 19:46.800 | 12     |       | 1         | 1:48.073 | 29.914 | 40.317   | 37.842 | 154.5  | 21:34.873 | 13    |           | 1 | 1:45.680 | 28.970 | 39.121 | 37.589 | 168.0 | 23:20.553 | 14 |  | 1 | 1:47.216 | 29.416 | 40.275 | 37.525 | 161.0 | 25:07.769 | 15 |  | 1 | 1:44.566 | 27.826 | 39.225 | 37.515 | 181.2 | 26:52.335 |
| 34                 |   | Maserati 250F 2516 1955<br>1.John SPIERS                 |          |          |          |        |          |     |   |          |                 |          |          |        |          | 6   |   | 1        |          | 1        | 1:43.826 | 32.468        | 36.908   | 34.450 |       | 1:43.826  | 2        |          | 1        | 1:39.040 | 27.712   | 36.422 | 34.906       | 194.6    | 3:22.866  | 3        |          | 1      | 1:39.236 | 27.364 | 36.994 | 34.878   | 207.3  | 5:02.102                | 4      |       | 1        | 1:41.871 | 28.448 | 38.785   | 34.638 | 190.5  | 6:43.973 | 5     |           | 1 | 1:36.931 | 26.878   | 35.652 | 34.401 | 208.5  | 8:20.904 | 6         |   | 1 | 1:39.390 | 27.276 | 36.929 | 35.185 | 212.6 | 10:00.294 | 7  |   | 1        | 1:41.249 | 27.975 | 38.601 | 34.673 | 190.1     | 11:41.543 | 8 |          | 1      | 1:38.201 | 27.671 | 36.139 | 34.391    | 180.0 | 13:19.744 | 9        |        | 1      | 1:37.345 | 27.519 | 35.627    | 34.199 | 196.0 | 14:57.089 | 10     |        | 1      | 1:38.891 | 28.923    | 36.091 | 33.877 | 172.2    | 16:35.980 | 11     |        | 1     | 1:36.284  | 26.774 | 35.625 | 33.885   | 201.1  | 18:12.264 | 12     |       | 1         | 1:37.271 | 27.060 | 36.178   | 34.033 | 201.1  | 19:49.535 | 13    |           | 1 | 1:38.222 | 27.512 | 36.589 | 34.121 | 198.2 | 21:27.757 |    |  |   |          |        |        |        |       |           |    |  |   |          |        |        |        |       |           |

HISTORIC GRAND PRIX CARS  
GRAND PRIX DE L'AGE D'OR  
RACE 2

## Sector Analysis

| Lap under Red Flag                                                                   |   |          |          |          |          |        |           | Invalidated Lap                                                                           |   | Personal Best |          | Session Best |          | B Crossing the 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   |          |        |        |        |  |          |
| 10                                                                                   | 1 | 2:03.206 | 33.453   | 45.301   | 44.452   | 164.4  | 18:32.877 | 6                                                                                         | 1 | 1:40.819      | 27.558   | 37.291       | 35.970   | 208.9                   | 10:15.941 |          |        |        |        |  |          |
| <div>44</div> <div>Lotus 18 908 1961</div> <div>1.Klaus BERGS</div> <div>10a</div>   |   |          |          |          |          |        |           | 7                                                                                         | 1 | 1:40.984      | 27.515   | 37.673       | 35.796   | 191.8                   | 11:56.925 |          |        |        |        |  |          |
| 1                                                                                    | 1 | 1:54.395 | 38.051   | 40.130   | 36.214   |        | 1:54.395  | 8                                                                                         | 1 | 1:41.403      | 28.029   | 37.941       | 35.433   | 197.1                   | 13:38.328 |          |        |        |        |  |          |
| 2                                                                                    | 1 | 1:44.309 | 29.795   | 38.440   | 36.074   | 161.2  | 3:38.704  | 9                                                                                         | 1 | 1:39.484      | 26.940   | 36.616       | 35.928   | 218.2                   | 15:17.812 |          |        |        |        |  |          |
| 3                                                                                    | 1 | 1:42.221 | 28.704   | 37.676   | 35.841   | 184.6  | 5:20.925  | 10                                                                                        | 1 | 1:39.372      | 27.558   | 36.534       | 35.280   | 197.8                   | 16:57.184 |          |        |        |        |  |          |
| 4                                                                                    | 1 | 1:44.725 | 29.621   | 38.773   | 36.331   | 173.9  | 7:05.650  | 11                                                                                        | 1 | 1:41.736      | 27.447   | 37.641       | 36.648   | 198.9                   | 18:38.920 |          |        |        |        |  |          |
| 5                                                                                    | 1 | 1:43.100 | 28.934   | 37.953   | 36.213   | 182.1  | 8:48.750  | 12                                                                                        | 1 | 1:39.889      | 27.196   | 36.786       | 35.907   | 200.0                   | 20:18.809 |          |        |        |        |  |          |
| 6                                                                                    | 1 | 1:43.488 | 29.154   | 38.150   | 36.184   | 168.2  | 10:32.238 | 13                                                                                        | 1 | 1:39.543      | 27.312   | 36.324       | 35.907   | 204.9                   | 21:58.352 |          |        |        |        |  |          |
| 7                                                                                    | 1 | 1:43.354 | 29.112   | 38.047   | 36.195   | 162.7  | 12:15.592 | 14                                                                                        | 1 | 1:40.460      | 27.746   | 37.062       | 35.652   | 197.4                   | 23:38.812 |          |        |        |        |  |          |
| 8                                                                                    | 1 | 1:45.358 | 29.350   | 38.371   | 37.637   | 176.8  | 14:00.950 | 15                                                                                        | 1 | 1:39.984      | 27.415   | 36.384       | 36.185   | 203.4                   | 25:18.796 |          |        |        |        |  |          |
| 9                                                                                    | 1 | 1:42.290 | 29.316   | 37.342   | 35.632   | 187.8  | 15:43.240 | 16                                                                                        | 1 | 1:40.514      | 28.104   | 36.484       | 35.926   | 194.6                   | 26:59.310 |          |        |        |        |  |          |
| 10                                                                                   | 1 | 1:42.772 | 28.878   | 38.368   | 35.526   | 178.5  | 17:26.012 | <div>63</div> <div>Brabham BT4 1963</div> <div>1.Michel KUIPER</div> <div>12</div>        |   |               |          |              |          |                         | 1         | 1:35.279 | 28.825 | 34.228 | 32.226 |  | 1:35.279 |
| 11                                                                                   | 1 | 1:42.848 | 28.865   | 37.991   | 35.992   | 180.9  | 19:08.860 | 2                                                                                         | 1 | 1:33.185      | 25.756   | 34.622       | 32.807   | 202.2                   | 3:08.464  |          |        |        |        |  |          |
| 12                                                                                   | 1 | 1:42.981 | 28.265   | 37.691   | 37.025   | 184.0  | 20:51.841 | <div>70</div> <div>Lotus 18 370 1960</div> <div>1.John CHISHOLM</div> <div>7c</div>       |   |               |          |              |          |                         | 1         | 1:51.367 | 36.681 | 39.080 | 35.606 |  | 1:51.367 |
| 13                                                                                   | 1 | 1:42.091 | 29.266   | 37.326   | 35.499   | 198.2  | 22:33.932 | 2                                                                                         | 1 | 1:39.146      | 27.138   | 37.090       | 34.918   | 194.6                   | 3:30.513  |          |        |        |        |  |          |
| 14                                                                                   | 1 | 1:40.767 | 28.179   | 37.149   | 35.439   | 190.1  | 24:14.699 | 3                                                                                         | 1 | 1:40.389      | 27.391   | 37.681       | 35.317   | 188.2                   | 5:10.902  |          |        |        |        |  |          |
| 15                                                                                   | 1 | 1:41.004 | 27.986   | 37.200   | 35.818   | 191.5  | 25:55.703 | 4                                                                                         | 1 | 1:39.998      | 27.273   | 37.135       | 35.590   | 200.0                   | 6:50.900  |          |        |        |        |  |          |
| 16                                                                                   | 1 | 1:41.852 | 28.374   | 37.585   | 35.893   | 201.5  | 27:37.555 | 5                                                                                         | 1 | 1:40.454      | 27.353   | 37.486       | 35.615   | 185.9                   | 8:31.354  |          |        |        |        |  |          |
| <div>47</div> <div>Cooper T45/51 1958</div> <div>1.Brian JOLLIFFE</div> <div>9</div> |   |          |          |          |          |        |           | 6                                                                                         | 1 | 1:40.691      | 27.842   | 37.176       | 35.673   | 168.5                   | 10:12.045 |          |        |        |        |  |          |
| 1                                                                                    | 1 | 1:49.390 | 35.671   | 39.127   | 34.592   |        | 1:49.390  | 7                                                                                         | 1 | 1:42.379      | 27.589   | 38.971       | 35.819   | 189.8                   | 11:54.424 |          |        |        |        |  |          |
| 2                                                                                    | 1 | 1:40.356 | 27.865   | 37.845   | 34.646   | 206.1  | 3:29.746  | 8                                                                                         | 1 | 1:40.006      | 28.211   | 36.260       | 35.535   | 177.6                   | 13:34.430 |          |        |        |        |  |          |
| 3                                                                                    | 1 | 1:42.249 | 27.170   | 39.970   | 35.109   | 203.8  | 5:11.995  | 9                                                                                         | 1 | 1:39.381      | 27.650   | 36.572       | 35.159   | 189.5                   | 15:13.811 |          |        |        |        |  |          |
| 4                                                                                    | 1 | 1:40.596 | 27.659   | 37.180   | 35.757   | 197.4  | 6:52.591  | 10                                                                                        | 1 | 1:41.370      | 28.202   | 36.724       | 36.444   | 193.5                   | 16:55.181 |          |        |        |        |  |          |
| 5                                                                                    | 1 | 1:41.193 | 27.414   | 38.562   | 35.217   | 189.1  | 8:33.784  | 11                                                                                        | 1 | 1:44.061      | 28.809   | 39.156       | 36.096   | 176.8                   | 18:39.242 |          |        |        |        |  |          |
| 6                                                                                    | 1 | 1:41.079 | 27.515   | 38.034   | 35.530   | 188.5  | 10:14.863 | 12                                                                                        | 1 | 1:40.639      | 28.179   | 36.791       | 35.669   | 193.5                   | 20:19.881 |          |        |        |        |  |          |
| 7                                                                                    | 1 | 1:41.182 | 27.096   | 38.597   | 35.489   | 188.8  | 11:56.045 | 13                                                                                        | 1 | 1:38.930      | 27.425   | 36.311       | 35.194   | 199.6                   | 21:58.811 |          |        |        |        |  |          |
| 8                                                                                    | 1 | 1:42.523 | 28.438   | 39.255   | 34.830   | 185.9  | 13:38.568 | 14                                                                                        | 1 | 1:40.749      | 28.535   | 37.070       | 35.144   | 190.5                   | 23:39.560 |          |        |        |        |  |          |
| 9                                                                                    | 1 | 1:56.758 | 27.989   | 36.822   | 51.947   | 200.0  | 15:35.326 | 15                                                                                        | 1 | 1:39.323      | 27.614   | 36.418       | 35.291   | 204.5                   | 25:18.883 |          |        |        |        |  |          |
| 10                                                                                   | 1 | 1:42.169 | 28.023   | 39.138   | 35.008   | 181.5  | 17:17.495 | 16                                                                                        | 1 | 1:38.374      | 27.080   | 36.295       | 34.999   | 193.9                   | 26:57.257 |          |        |        |        |  |          |
| 11                                                                                   | 1 | 1:42.366 | 28.560   | 38.850   | 34.956   | 179.4  | 18:59.861 | <div>71</div> <div>Cooper T53 Low Line 1961</div> <div>1.Nick TOPLISS</div> <div>12</div> |   |               |          |              |          |                         | 1         | 1:44.118 | 32.854 | 37.511 | 33.753 |  | 1:44.118 |
| 12                                                                                   | 1 | 1:41.188 | 27.605   | 37.531   | 36.052   | 193.9  | 20:41.049 | 2                                                                                         | 1 | 1:38.673      | 27.844   | 36.570       | 34.259   | 201.9                   | 3:22.791  |          |        |        |        |  |          |
| 13                                                                                   | 1 | 1:40.703 | 28.106   | 37.363   | 35.234   | 186.9  | 22:21.752 | 3                                                                                         | 1 | 1:38.259      | 27.021   | 36.973       | 34.265   | 219.1                   | 5:01.050  |          |        |        |        |  |          |
| 14                                                                                   | 1 | 1:41.375 | 28.312   | 37.814   | 35.249   | 206.5  | 24:03.127 | 4                                                                                         | 1 | 1:39.192      | 27.762   | 36.883       | 34.547   | 200.4                   | 6:40.242  |          |        |        |        |  |          |
| 15                                                                                   | 1 | 1:42.292 | 28.336   | 37.732   | 36.224   | 187.2  | 25:45.419 | 5                                                                                         | 1 | 1:38.722      | 27.064   | 36.854       | 34.804   | 208.9                   | 8:18.964  |          |        |        |        |  |          |
| 16                                                                                   | 1 | 1:43.273 | 29.278   | 37.299   | 36.696   | 177.9  | 27:28.692 | 6                                                                                         | 1 | 1:40.832      | 27.297   | 37.514       | 36.021   | 198.2                   | 9:59.796  |          |        |        |        |  |          |
| <div>53</div> <div>Cooper T53 1960</div> <div>1.Justin MAEERS</div> <div>12</div>    |   |          |          |          |          |        |           | 7                                                                                         | 1 | 1:40.479      | 27.275   | 38.805       | 34.399   | 200.0                   | 11:40.275 |          |        |        |        |  |          |
| 1                                                                                    | 1 | 1:41.546 | 31.369   | 36.225   | 33.952   |        | 1:41.546  | 8                                                                                         | 1 | 1:38.104      | 27.831   | 36.063       | 34.210   | 193.2                   | 13:18.379 |          |        |        |        |  |          |
| 2                                                                                    | 1 | 1:37.378 | 27.306   | 36.425   | 33.647   | 194.6  | 3:18.924  | 9                                                                                         | 1 | 1:37.018      | 27.029   | 35.868       | 34.121   | 216.4                   | 14:55.397 |          |        |        |        |  |          |
| 3                                                                                    | 1 | 1:36.203 | 26.936   | 35.909   | 33.358   | 217.3  | 4:55.127  | 10                                                                                        | 1 | 1:38.118      | 27.793   | 36.268       | 34.057   | 201.1                   | 16:33.515 |          |        |        |        |  |          |
| <div>55</div> <div>Lotus 18 914 1961</div> <div>1.Nick TAYLOR</div> <div>10a</div>   |   |          |          |          |          |        |           | 11                                                                                        | 1 | 1:37.189      | 26.881   | 36.141       | 34.167   | 216.9                   | 18:10.704 |          |        |        |        |  |          |
| 1                                                                                    | 1 | 1:49.393 | 35.265   | 38.183   | 35.945   |        | 1:49.393  | 12                                                                                        | 1 | 1:37.124      | 27.265   | 36.013       | 33.846   | 221.8                   | 19:47.828 |          |        |        |        |  |          |
| 2                                                                                    | 1 | 1:42.338 | 28.269   | 38.347   | 35.722   | 204.5  | 3:31.731  | 13                                                                                        | 1 | 1:37.497      | 27.355   | 35.760       | 34.382   | 204.2                   | 21:25.325 |          |        |        |        |  |          |
| 3                                                                                    | 1 | 1:40.360 | 27.351   | 37.151   | 35.858   | 201.9  | 5:12.091  | 14                                                                                        | 1 | 1:37.850      | 27.744   | 36.189       | 33.917   | 205.3                   | 23:03.175 |          |        |        |        |  |          |
| 4                                                                                    | 1 | 1:42.013 | 28.335   | 37.618   | 36.060   | 191.5  | 6:54.104  | 15                                                                                        | 1 | 1:37.421      | 27.122   | 35.873       | 34.426   | 211.4                   | 24:40.596 |          |        |        |        |  |          |
| 5                                                                                    | 1 | 1:41.018 | 27.211   | 37.948   | 35.859   | 205.3  | 8:35.122  |                                                                                           |   |               |          |              |          |                         |           |          |        |        |        |  |          |



# HISTORIC GRAND PRIX CARS

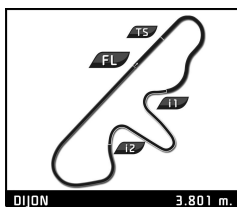
## GRAND PRIX DE L'AGE D'OR

### RACE 2

#### Sector Analysis

| Lap under Red Flag                                                                     |   |          |          |          |          |        |           | Invalidated Lap                                                                         |   | Personal Best |          | Session Best |          | B Crossing the 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   |
| 16                                                                                     | 1 | 1:37.276 | 27.072   | 36.087   | 34.117   | 203.8  | 26:17.872 | 11                                                                                      | 1 | 1:49.848      | 31.263   | 41.017       | 37.568   | 187.8                   | 20:20.483 |
| <div>75</div> <div>Lotus 21 939/952 1961</div> <div>1.Alex MORTON</div> <div>10a</div> |   |          |          |          |          |        |           | <div>92</div> <div>Cooper T45 1958</div> <div>1.Stephen BANHAM</div> <div>7c</div>      |   |               |          |              |          |                         |           |
| 1                                                                                      | 1 | 1:46.605 | 33.900   | 37.664   | 35.041   |        | 1:46.605  | 1                                                                                       | 1 | 2:02.374      | 40.788   | 42.514       | 39.072   |                         | 2:02.374  |
| 2                                                                                      | 1 | 1:38.175 | 27.329   | 36.396   | 34.450   | 178.8  | 3:24.780  | 2                                                                                       | 1 | 1:54.447      | 31.858   | 41.665       | 40.924   | 167.7                   | 3:56.821  |
| 3                                                                                      | 1 | 1:38.870 | 26.819   | 37.644   | 34.407   | 196.7  | 5:03.650  | 3                                                                                       | 1 | 1:50.484      | 30.290   | 40.239       | 39.955   | 167.7                   | 5:47.305  |
| 4                                                                                      | 1 | 1:41.350 | 27.317   | 38.743   | 35.290   | 184.9  | 6:45.000  | 4                                                                                       | 1 | 1:49.779      | 30.435   | 39.674       | 39.670   | 170.3                   | 7:37.084  |
| 5                                                                                      | 1 | 1:36.176 | 26.734   | 35.936   | 33.506   | 196.7  | 8:21.176  | 5                                                                                       | 1 | 1:50.475      | 30.093   | 40.599       | 39.783   | 169.8                   | 9:27.559  |
| 6                                                                                      | 1 | 1:39.288 | 27.351   | 37.136   | 34.801   | 197.1  | 10:00.464 | 6                                                                                       | 1 | 1:49.625      | 31.713   | 39.673       | 38.239   | 168.2                   | 11:17.184 |
| 7                                                                                      | 1 | 1:40.687 | 27.024   | 38.903   | 34.760   | 191.5  | 11:41.151 | 7                                                                                       | 1 | 1:48.482      | 30.732   | 39.139       | 38.611   | 159.1                   | 13:05.666 |
| 8                                                                                      | 1 | 1:38.025 | 27.095   | 36.581   | 34.349   | 183.1  | 13:19.176 | 8                                                                                       | 1 | 1:49.137      | 29.679   | 40.620       | 38.838   | 179.4                   | 14:54.803 |
| 9                                                                                      | 1 | 1:37.092 | 26.472   | 36.164   | 34.456   | 197.4  | 14:56.268 | 9                                                                                       | 1 | 1:49.395      | 30.835   | 39.768       | 38.792   | 166.7                   | 16:44.198 |
| 10                                                                                     | 1 | 1:38.666 | 29.014   | 36.459   | 33.193   | 167.2  | 16:34.934 | 10                                                                                      | 1 | 1:48.374      | 30.093   | 40.056       | 38.225   | 187.2                   | 18:32.572 |
| 11                                                                                     | 1 | 1:37.355 | 26.750   | 36.183   | 34.422   | 186.9  | 18:12.289 | 11                                                                                      | 1 | 1:50.134      | 31.504   | 40.048       | 38.582   | 178.2                   | 20:22.706 |
| 12                                                                                     | 1 | 1:37.471 | 27.323   | 36.766   | 33.382   | 183.7  | 19:49.760 | 12                                                                                      | 1 | 1:47.228      | 29.263   | 39.005       | 38.960   | 177.6                   | 22:09.934 |
| 13                                                                                     | 1 | 1:38.280 | 27.562   | 36.797   | 33.921   | 193.2  | 21:28.040 | 13                                                                                      | 1 | 1:48.092      | 30.280   | 38.479       | 39.333   | 157.0                   | 23:58.026 |
| 14                                                                                     | 1 | 1:36.935 | 27.172   | 35.993   | 33.770   | 198.2  | 23:04.975 | 14                                                                                      | 1 | 1:48.867      | 30.441   | 39.604       | 38.822   | 173.6                   | 25:46.893 |
| 15                                                                                     | 1 | 1:37.420 | 27.204   | 36.146   | 34.070   | 193.9  | 24:42.395 | 15                                                                                      | 1 | 1:47.594      | 29.100   | 38.274       | 40.220   | 177.0                   | 27:34.487 |
| 16                                                                                     | 1 | 1:38.099 | 27.719   | 36.425   | 33.955   | 189.5  | 26:20.494 | <div>99</div> <div>Lotus 21 1961</div> <div>1.Mark SHAW</div> <div>10a</div>            |   |               |          |              |          |                         |           |
| 1                                                                                      | 1 | 1:33.922 | 27.942   | 33.714   | 32.266   |        | 1:33.922  | 1                                                                                       | 1 | 1:50.322      | 38.529   | 37.726       | 34.067   |                         | 1:50.322  |
| 2                                                                                      | 1 | 1:34.360 | 25.653   | 35.846   | 32.861   | 208.5  | 3:08.282  | 2                                                                                       | 1 | 1:36.887      | 27.087   | 35.545       | 34.255   | 197.4                   | 3:27.209  |
| 3                                                                                      | 1 | 1:32.369 | 25.449   | 34.433   | 32.487   | 210.5  | 4:40.651  | 3                                                                                       | 1 | 1:35.625      | 25.809   | 35.278       | 34.538   | 206.1                   | 5:02.834  |
| 4                                                                                      | 1 | 1:34.197 | 25.739   | 35.847   | 32.611   | 200.0  | 6:14.848  | 4                                                                                       | 1 | 1:39.321      | 27.069   | 38.606       | 33.646   | 206.1                   | 6:42.155  |
| 5                                                                                      | 1 | 1:33.528 | 25.607   | 35.107   | 32.814   | 204.5  | 7:48.376  | 5                                                                                       | 1 | 1:36.370      | 26.891   | 35.367       | 34.112   | 206.5                   | 8:18.525  |
| 6                                                                                      | 1 | 1:34.273 | 25.656   | 35.015   | 33.602   | 208.1  | 9:22.649  | 6                                                                                       | 1 | 1:37.016      | 25.639   | 37.709       | 33.668   | 213.0                   | 9:55.541  |
| 7                                                                                      | 1 | 1:32.928 | 25.168   | 35.748   | 32.012   | 214.7  | 10:55.577 | 7                                                                                       | 1 | 1:34.654      | 26.405   | 34.701       | 33.548   | 202.2                   | 11:30.195 |
| 8                                                                                      | 1 | 1:31.971 | 25.600   | 34.319   | 32.052   | 202.6  | 12:27.548 | 8                                                                                       | 1 | 1:34.464      | 25.951   | 34.971       | 33.542   | 203.4                   | 13:04.659 |
| 9                                                                                      | 1 | 1:31.898 | 25.266   | 33.706   | 32.926   | 219.1  | 13:59.446 | 9                                                                                       | 1 | 1:34.429      | 25.999   | 34.423       | 34.007   | 213.9                   | 14:39.088 |
| 10                                                                                     | 1 | 1:32.425 | 25.213   | 34.172   | 33.040   | 213.0  | 15:31.871 | 10                                                                                      | 1 | 1:34.002      | 25.893   | 34.197       | 33.912   | 204.2                   | 16:13.090 |
| 11                                                                                     | 1 | 1:31.038 | 24.783   | 33.537   | 32.718   | 228.3  | 17:02.909 | 11                                                                                      | 1 | 1:33.902      | 25.704   | 34.733       | 33.465   | 208.1                   | 17:46.992 |
| 12                                                                                     | 1 | 1:32.175 | 25.030   | 35.130   | 32.015   | 220.4  | 18:35.084 | 12                                                                                      | 1 | 1:32.854      | 25.658   | 34.285       | 32.911   | 211.4                   | 19:19.846 |
| 13                                                                                     | 1 | 1:32.517 | 26.986   | 33.887   | 31.644   | 194.9  | 20:07.601 | 13                                                                                      | 1 | 1:32.921      | 25.432   | 34.267       | 33.222   | 214.3                   | 20:52.767 |
| 14                                                                                     | 1 | 1:31.598 | 25.549   | 33.943   | 32.106   | 211.4  | 21:39.199 | 14                                                                                      | 1 | 1:33.779      | 25.765   | 34.169       | 33.845   | 213.9                   | 22:26.546 |
| 15                                                                                     | 1 | 1:32.520 | 25.652   | 34.330   | 32.538   | 196.7  | 23:11.719 | 15                                                                                      | 1 | 1:33.617      | 25.683   | 34.930       | 33.004   | 203.0                   | 24:00.163 |
| 16                                                                                     | 1 | 1:32.152 | 25.472   | 34.223   | 32.457   | 209.3  | 24:43.871 | 16                                                                                      | 1 | 1:34.162      | 26.221   | 34.195       | 33.746   | 210.9                   | 25:34.325 |
| 17                                                                                     | 1 | 1:34.079 | 26.360   | 34.969   | 32.750   | 203.8  | 26:17.950 | 17                                                                                      | 1 | 1:33.446      | 26.161   | 34.099       | 33.186   | 203.8                   | 27:07.771 |
| <div>90</div> <div>Cooper T51 1959</div> <div>1.Olivier HUEZ</div> <div>7b</div>       |   |          |          |          |          |        |           | <div>100</div> <div>Brabham BT11A 1964</div> <div>1.Jean DE MESTRAL</div> <div>12</div> |   |               |          |              |          |                         |           |
| 1                                                                                      | 1 | 2:02.533 | 43.252   | 41.221   | 38.060   |        | 2:02.533  | 1                                                                                       | 1 | 1:45.218      | 33.577   | 37.403       | 34.238   |                         | 1:45.218  |
| 2                                                                                      | 1 | 1:51.388 | 31.366   | 41.608   | 38.414   | 171.2  | 3:53.921  | 2                                                                                       | 1 | 1:37.894      | 27.330   | 36.848       | 33.716   | 190.8                   | 3:23.112  |
| 3                                                                                      | 1 | 1:50.999 | 31.497   | 41.560   | 37.942   | 165.1  | 5:44.920  | 3                                                                                       | 1 | 1:38.736      | 27.998   | 36.864       | 33.874   | 190.1                   | 5:01.848  |
| 4                                                                                      | 1 | 1:49.099 | 30.938   | 40.242   | 37.919   | 166.2  | 7:34.019  | 4                                                                                       | 1 | 1:39.992      | 27.428   | 38.861       | 33.703   | 202.2                   | 6:41.840  |
| 5                                                                                      | 1 | 1:50.610 | 31.953   | 40.827   | 37.830   | 175.0  | 9:24.629  | 5                                                                                       | 1 | 1:35.713      | 26.245   | 35.637       | 33.831   | 217.3                   | 8:17.553  |
| 6                                                                                      | 1 | 1:49.935 | 31.325   | 41.115   | 37.495   | 175.9  | 11:14.564 | 6                                                                                       | 1 | 1:39.094      | 26.079   | 38.945       | 34.070   | 233.8                   | 9:56.647  |
| 7                                                                                      | 1 | 1:48.588 | 31.576   | 40.334   | 36.678   | 165.1  | 13:03.152 | 7                                                                                       | 1 | 1:36.801      | 26.525   | 36.806       | 33.470   | 210.9                   | 11:33.448 |
| 8                                                                                      | 1 | 1:49.271 | 31.277   | 41.440   | 36.554   | 183.7  | 14:52.423 |                                                                                         |   |               |          |              |          |                         |           |
| 9                                                                                      | 1 | 1:50.151 | 30.306   | 42.087   | 37.758   | 170.6  | 16:42.574 |                                                                                         |   |               |          |              |          |                         |           |
| 10                                                                                     | 1 | 1:48.061 | 31.159   | 40.152   | 36.750   | 172.8  | 18:30.635 |                                                                                         |   |               |          |              |          |                         |           |





# HISTORIC GRAND PRIX CARS

## GRAND PRIX DE L'AGE D'OR

### RACE 2

#### Sector Analysis

| Lap under Red Flag |   |                      |                    |                    |                    |        |           | Invalidated Lap | <div></div> Personal Best | <div></div> Session Best | <div></div> Crossing the 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 |
| 8                  | 1 | 1:37.517             | 26.617             | 37.045             | 33.855             | 227.8  | 13:10.965 |                 |                           |                          |                                   |          |          |        |         |
| 9                  | 1 | 1:37.078             | 26.280             | 36.694             | 34.104             | 229.3  | 14:48.043 |                 |                           |                          |                                   |          |          |        |         |
| 10                 | 1 | 1:54.255             | 41.159             | 37.290             | 35.806             | 240.5  | 16:42.298 |                 |                           |                          |                                   |          |          |        |         |
| 11                 | 1 | 1:36.161             | 26.398             | 35.973             | 33.790             | 218.6  | 18:18.459 |                 |                           |                          |                                   |          |          |        |         |
| 12                 | 1 | 1:36.206             | 26.110             | 35.530             | 34.566             | 230.8  | 19:54.665 |                 |                           |                          |                                   |          |          |        |         |
| 13                 | 1 | 1:38.281             | 26.407             | 36.723             | 35.151             | 224.1  | 21:32.946 |                 |                           |                          |                                   |          |          |        |         |
| 14                 | 1 | 1:36.603             | <div></div> 25.690 | 36.131             | 34.782             | 235.3  | 23:09.549 |                 |                           |                          |                                   |          |          |        |         |
| 15                 | 1 | <div></div> 1:35.286 | 26.191             | <div></div> 35.376 | 33.719             | 215.1  | 24:44.835 |                 |                           |                          |                                   |          |          |        |         |
| 16                 | 1 | 1:35.457             | 26.505             | 35.862             | <div></div> 33.090 | 197.1  | 26:20.292 |                 |                           |                          |                                   |          |          |        |         |

|            |                     |    |
|------------|---------------------|----|
| <b>122</b> | Lotus 18/21 P1 1961 | 12 |
|            | 1. Peter HORSMAN    |    |

|    |   |          |        |        |        |       |           |
|----|---|----------|--------|--------|--------|-------|-----------|
| 1  | 1 | 2:02.780 | 30.082 | 58.783 | 33.915 |       | 2:02.780  |
| 2  | 1 | 1:34.682 | 26.029 | 35.098 | 33.555 | 209.3 | 3:37.462  |
| 3  | 1 | 1:34.793 | 26.395 | 35.441 | 32.957 | 205.3 | 5:12.255  |
| 4  | 1 | 1:35.013 | 26.276 | 35.829 | 32.908 | 203.4 | 6:47.268  |
| 5  | 1 | 1:34.288 | 26.466 | 34.966 | 32.856 | 210.5 | 8:21.556  |
| 6  | 1 | 1:37.133 | 26.613 | 36.408 | 34.112 | 221.8 | 9:58.689  |
| 7  | 1 | 1:35.097 | 25.864 | 35.634 | 33.599 | 199.3 | 11:33.786 |
| 8  | 1 | 1:34.805 | 26.444 | 35.195 | 33.166 | 226.9 | 13:08.591 |
| 9  | 1 | 1:36.550 | 26.558 | 36.726 | 33.266 | 203.4 | 14:45.141 |
| 10 | 1 | 1:33.892 | 26.042 | 34.857 | 32.993 | 203.8 | 16:19.033 |
| 11 | 1 | 1:34.904 | 25.899 | 35.265 | 33.740 | 207.7 | 17:53.937 |
| 12 | 1 | 1:33.496 | 25.578 | 34.848 | 33.070 | 219.1 | 19:27.433 |
| 13 | 1 | 1:33.309 | 25.854 | 34.638 | 32.817 | 210.5 | 21:00.742 |
| 14 | 1 | 1:32.941 | 25.504 | 34.614 | 32.823 | 211.8 | 22:33.683 |
| 15 | 1 | 1:35.274 | 25.946 | 36.038 | 33.290 | 203.0 | 24:08.957 |
| 16 | 1 | 1:34.812 | 25.640 | 35.202 | 33.970 | 209.7 | 25:43.769 |

|            |                        |   |
|------------|------------------------|---|
| <b>248</b> | Maserati 250F CM5 1957 | 6 |
|            | 1. Klaus LEHR          |   |

|    |   |          |        |        |        |       |           |
|----|---|----------|--------|--------|--------|-------|-----------|
| 1  | 1 | 1:52.277 | 36.050 | 40.470 | 35.757 |       | 1:52.277  |
| 2  | 1 | 1:42.434 | 28.938 | 37.954 | 35.542 | 168.0 | 3:34.711  |
| 3  | 1 | 1:42.625 | 28.837 | 38.380 | 35.408 | 172.8 | 5:17.336  |
| 4  | 1 | 1:42.391 | 28.794 | 37.925 | 35.672 | 178.8 | 6:59.727  |
| 5  | 1 | 1:41.717 | 27.715 | 38.069 | 35.933 | 196.4 | 8:41.444  |
| 6  | 1 | 1:42.605 | 28.495 | 37.965 | 36.145 | 179.7 | 10:24.049 |
| 7  | 1 | 1:41.854 | 28.274 | 37.751 | 35.829 | 182.4 | 12:05.903 |
| 8  | 1 | 1:43.041 | 28.950 | 38.282 | 35.809 | 180.9 | 13:48.944 |
| 9  | 1 | 1:43.183 | 29.041 | 37.895 | 36.247 | 183.7 | 15:32.127 |
| 10 | 1 | 1:44.466 | 29.189 | 38.649 | 36.628 | 176.8 | 17:16.593 |
| 11 | 1 | 1:44.610 | 29.856 | 39.158 | 35.596 | 180.0 | 19:01.203 |
| 12 | 1 | 1:42.636 | 28.709 | 38.192 | 35.735 | 174.8 | 20:43.839 |
| 13 | 1 | 1:43.304 | 28.668 | 38.302 | 36.334 | 170.1 | 22:27.143 |
| 14 | 1 | 1:43.098 | 28.381 | 38.856 | 35.861 | 188.5 | 24:10.241 |
| 15 | 1 | 1:41.141 | 27.656 | 38.154 | 35.331 | 193.9 | 25:51.382 |
| 16 | 1 | 1:41.081 | 28.148 | 37.757 | 35.176 | 171.7 | 27:32.463 |