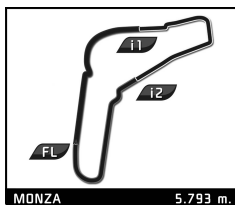




AUTODROMO NAZIONALE MONZA
**MONZA
HISTORIC**
10-11-12 JULY



CLASSIC ENDURANCE RACING 1 MONZA HISTORIC QUALIFYING 2

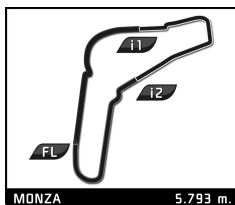
Analysis

Personal Best Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
1 1.Martin O'CONNELL 2.Andrew KIRKALDY								CHEVRON B 19 FVC PROTO 1							
1	1	2:23.711	52.195	46.854	44.662	145.1	2:23.711	1	1	2:51.015	1:10.668	50.543	49.804	121.9	2:51.015
2	1	1:56.815	37.103	39.217	40.495	178.5	4:20.526	2	1	2:10.820	41.517	43.907	45.396	159.4	5:01.835
3	1	1:57.980	36.370	39.203	42.407	176.8	6:18.506	3	1	2:10.175	41.446	43.566	45.163	160.2	7:12.010
4	1	2:00.264	36.831	40.215	43.218	173.4	8:18.770	4	1	2:08.681	40.207	43.435	45.039	162.1	9:20.691
5	1	1:55.830	36.463	39.039	40.328	180.0	10:14.600	5	1	2:08.720	40.486	43.151	45.083	162.0	11:29.411
6	1	2:28.016	37.593	48.018	1:02.405	140.9	12:42.616	6	1	2:25.529	41.887	43.990	59.652	143.3	13:54.940
7	1	17:13.570				20.2	29:56.186	7	1	4:48.899	3:13.400	47.708	47.791	72.2	18:43.839
9 1.Jean-Marc MERLIN								LOLA T70 Mk III PROTO 1							
1	1	3:43.582	1:54.923	56.600	52.059	93.3	3:43.582	8	1	2:18.962	42.768	47.602	48.592	150.1	21:02.801
2	1	2:12.224	41.213	44.003	47.008	157.7	5:55.806	9	1	2:15.539	42.759	46.165	46.615	153.9	23:18.340
3	1	2:04.540	37.966	42.905	43.669	167.5	8:00.346	10	1	2:14.116	42.805	45.358	45.953	155.5	25:32.456
4	1	2:04.847	38.693	42.576	43.578	167.0	10:05.193	11	1	2:12.518	41.893	44.713	45.912	157.4	27:44.974
5	1	2:05.047	38.634	41.836	44.577	166.8	12:10.240	12	1	2:13.745	42.147	45.289	46.309	155.9	29:58.719
6	1	2:05.108	38.595	42.298	44.215	166.7	14:15.348	13	1	2:14.223	42.375	45.444	46.404	155.4	32:12.942
7	1	2:03.653	38.611	41.819	43.223	168.7	16:19.001	22 1.Romain BELLETESTE 2.Eric JAMAR							
8	1	2:03.702	38.671	41.827	43.204	168.6	18:22.703	1	1	2:24.215	52.598	46.989	44.628	144.6	2:24.215
9	1	2:03.282	38.227	41.741	43.314	169.2	20:25.985	2	1	1:58.932	37.330	40.317	41.285	175.4	4:23.147
10	1	2:03.830	38.522	41.751	43.557	168.4	22:29.815	3	1	2:17.440	38.086	47.814	51.540	151.7	6:40.587
11	1	2:04.459	38.012	41.679	44.768	167.6	24:34.274	4	1	1:58.807	37.124	40.506	41.177	175.5	8:39.394
12	1	2:43.000	43.721	44.167	1:15.112	127.9	27:17.274	5	1	2:13.240	40.258	41.272	54.867	156.5	10:52.634
10 1.Patrick HAUTOT								Porsche 911 RS 3L GT 1							
1	1	2:45.026	1:14.204	46.051	44.771	126.4	2:45.026	6	1	4:07.217	2:37.223	44.246	45.748	84.4	14:59.851
2	1	2:03.944	37.627	42.374	43.943	168.3	4:48.970	7	1	2:07.368	39.637	42.690	45.041	163.7	17:07.219
3	1	2:11.043	38.169	48.268	44.606	159.1	7:00.013	8	1	2:09.566	40.078	43.647	45.841	161.0	19:16.785
4	1	2:03.593	38.172	41.896	43.525	168.7	9:03.606	9	1	3:09.176	51.077	1:04.781	1:13.318	110.2	22:25.961
5	1	2:06.629	39.063	43.228	44.338	164.7	11:10.235	23 1.Charles RUPP 2.Philippe PEAUGER							
6	1	2:04.544	38.195	42.476	43.873	167.4	13:14.779	1	1	2:55.924	1:11.808	53.806	50.310	118.5	2:55.924
7	1	2:16.119	39.971	42.493	53.655	153.2	15:30.898	2	1	2:18.660	44.437	46.507	47.716	150.4	5:14.584
8	1	4:10.119	2:42.316	42.422	45.381	83.4	19:41.017	3	1	2:16.174	42.072	46.292	47.810	153.1	7:30.758
9	1	2:06.772	38.499	43.022	45.251	164.5	21:47.789	4	1	2:15.905	41.709	46.156	48.040	153.5	9:46.663
10	1	2:05.532	38.166	43.207	44.159	166.1	23:53.321	5	1	2:27.746	42.831	46.258	58.657	141.2	12:14.409
11	1	2:04.298	38.297	42.050	43.951	167.8	25:57.619	6	1	3:52.653	2:11.344	49.378	51.931	89.6	16:07.062
12	1	2:05.627	37.798	43.551	44.278	166.0	28:03.246	7	1	2:25.595	44.544	49.144	51.907	143.2	18:32.657
13	1	2:04.301	38.138	41.938	44.225	167.8	30:07.547	8	1	2:24.921	45.190	47.815	51.916	143.9	20:57.578
14 1.Mauro POPONCINI								LOLA T70 Mk III B PROTO 1							
1	1	3:38.781	1:49.510	54.277	54.994	95.3	3:38.781	9	1	2:26.120	44.271	50.242	51.607	142.7	23:23.698
2	1	2:16.317	42.601	45.158	48.558	153.0	5:55.098	10	1	2:24.155	44.583	48.394	51.178	144.7	25:47.853
3	1	2:08.628	40.372	43.591	44.665	162.1	8:03.726	11	1	2:24.176	43.600	49.444	51.132	144.6	28:12.029
4	1	2:08.727	39.903	42.923	45.901	162.0	10:12.453	12	1	2:23.185	44.377	47.986	50.822	145.6	30:35.214
5	1	4:27.738	2:48.407	44.866	54.465	77.9	14:40.191	28 1.David HART							
6	1	10:04.870	8:37.307	43.290	44.273	34.5	24:45.061	1	1	6:55.929	5:27.084	45.264	43.581	50.1	6:55.929
7	1	2:07.123	39.495	42.857	44.771	164.1	26:52.184	2	1	2:02.370	37.757	41.361	43.252	170.4	8:58.299
8	1	2:09.450	41.356	43.653	44.441	161.1	29:01.634	3	1	2:01.240	37.178	40.763	43.299	172.0	10:59.539
9	1	2:04.436	38.926	41.775	43.735	167.6	31:06.070	4	1	1:58.967	36.505	41.048	41.414	175.3	12:58.506
15 1.John EMBERSON 2.Bill WYKEHAM								CHEVRON B8 BMW PROTO 1							
1	1	2:07.123	39.495	42.857	44.771	164.1	26:52.184	5	1	2:07.599	44.150	41.600	41.849	163.4	15:06.105
2	1	2:09.450	41.356	43.653	44.441	161.1	29:01.634	6	1	1:59.252	36.988	40.152	42.112	174.9	17:05.357
3	1	2:04.436	38.926	41.775	43.735	167.6	31:06.070	7	1	1:57.590	36.071	40.114	41.405	177.4	19:02.947
4	1	2:07.123	39.495	42.857	44.771	164.1	26:52.184	8	1	1:58.340	36.366	39.717	42.257	176.2	21:01.287
5	1	4:27.738	2:48.407	44.866	54.465	77.9	14:40.191	9	1	2:03.370	40.212	40.880	42.278	169.0	23:04.657
6	1	10:04.870	8:37.307	43.290	44.273	34.5	24:45.061	10	1	2:01.794	36.248	41.787	43.759	171.2	25:06.451
7	1	2:07.123	39.495	42.857	44.771	164.1	26:52.184	11	1	2:02.546	39.837	40.118	42.591	170.2	27:08.997
8	1	2:09.450	41.356	43.653	44.441	161.1	29:01.634	12	1	2:32.940	36.809	43.030	1:13.101	136.4	29:41.937
9	1	2:04.436	38.926	41.775	43.735	167.6	31:06.070								



AUTODROMO NAZIONALE MONZA
MONZA HISTORIC
10-11-12 JULY



CLASSIC ENDURANCE RACING 1 MONZA HISTORIC QUALIFYING 2

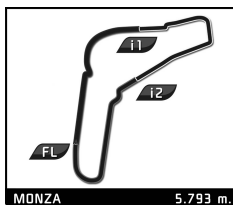
Analysis

Personal Best Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
30 1. Anthony SCHRAUWEN LOTUS 30 PROTO 1								1	1	3:11.494	1:30.719	51.555	49.220	108.9	3:11.494
2	1	2:18.978	45.093	46.329	47.556	150.1	5:33.025	2	1	2:12.478	40.875	44.919	46.684	157.4	5:23.972
3	1	2:10.963	40.289	44.010	46.664	159.2	7:43.988	3	1	2:11.523	40.491	44.438	46.594	158.6	7:35.495
4	1	2:10.723	40.157	44.482	46.084	159.5	9:54.711	4	1	2:10.882	40.145	43.967	46.770	159.3	9:46.377
5	1	2:10.809	39.682	44.049	47.078	159.4	12:05.520	41 1. Afschin FATEMI PORSCHE 911 RSR 2. Wolfgang KAUFMANN GT 1							
6	1	2:11.188	40.194	44.469	46.525	159.0	14:16.708	1	1	2:27.750	52.343	49.086	46.321	141.1	2:27.750
7	1	2:10.301	40.204	43.430	46.667	160.1	16:27.009	2	1	2:09.499	40.672	43.812	45.015	161.0	4:37.249
8	1	2:11.978	41.059	44.511	46.408	158.0	18:38.987	3	1	2:08.030	40.097	43.123	44.810	162.9	6:45.279
9	1	2:09.620	39.916	43.513	46.191	160.9	20:48.607	4	1	2:09.200	40.182	43.371	45.647	161.4	8:54.479
10	1	2:09.591	39.212	43.783	46.596	160.9	22:58.198	5	1	2:17.485 B	40.712	44.210	52.563	151.7	11:11.964
11	1	2:10.182	39.948	43.323	46.911	160.2	25:08.380	6	1	3:36.912	2:01.185	46.838	48.889	96.1	14:48.876
12	1	2:09.047	40.083	43.285	45.679	161.6	27:17.427	7	1	2:15.468	41.058	46.469	47.941	153.9	17:04.344
13	1	2:08.619	39.504	43.274	45.841	162.1	29:26.046	8	1	2:17.351	41.493	46.338	49.520	151.8	19:21.695
14	1	2:08.823	39.689	43.379	45.755	161.9	31:34.869	9	1	2:13.564	41.338	44.815	47.411	156.1	21:35.259
33 1. Richard MILLE LOLA T70 Mk III B 2. Carlos TAVARES PROTO 1								10	1	2:12.061	40.775	44.967	46.319	157.9	23:47.320
1	1	2:57.278	1:25.101	45.893	46.284	117.6	2:57.278	11	1	2:12.266	41.051	44.719	46.496	157.7	25:59.586
2	1	2:09.577	43.325	43.510	42.742	160.9	5:06.855	12	1	2:12.245	40.759	44.991	46.495	157.7	28:11.831
3	1	2:08.647	40.509	43.438	44.700	162.1	7:15.502	13	1	2:21.554	44.687	49.221	47.646	147.3	30:33.385
4	1	2:02.830	38.559	41.003	43.268	169.8	9:18.332	42 1. Philipp BRUEHWILER CHEVRON B 19 FVC PROTO 1							
5	1	2:02.532	37.936	39.980	44.616	170.2	11:20.864	1	1	4:13.335	2:33.631	44.330	55.374	82.3	4:13.335
6	1	2:06.561	41.699	42.105	42.757	164.8	13:27.425	2	1	2:10.498	46.496	41.916	42.086	159.8	6:23.833
7	1	2:01.411	36.768	40.097	44.546	171.8	15:28.836	3	1	2:03.056	38.245	40.601	44.210	169.5	8:26.889
8	1	2:04.000	36.960	42.516	44.524	168.2	17:32.836	4	1	1:59.208	37.902	40.027	41.279	174.9	10:26.097
9	1	2:19.352 B	39.399	40.751	59.202	149.7	19:52.188	5	1	2:00.241	37.759	40.691	41.791	173.4	12:26.338
10	1	4:44.820	3:19.186	41.530	44.104	73.2	24:37.008	6	1	1:59.528	37.324	40.359	41.845	174.5	14:25.866
11	1	2:02.841	38.230	40.325	44.286	169.8	26:39.849	7	1	1:59.252	37.488	39.936	41.828	174.9	16:25.118
12	1	1:59.504	37.229	40.356	41.919	174.5	28:39.353	8	1	2:39.667 B	42.141	53.191	1:04.335	130.6	19:04.785
13	1	1:59.619	36.427	40.277	42.915	174.3	30:38.972	9	1	5:58.615	4:23.040	49.730	45.845	58.2	25:03.400
35 1. Gianluca RATAZZI ALFA ROMEO T33/3 2. Nanni GALLI PROTO 1								10	1	1:59.358	38.099	39.722	41.537	174.7	27:02.758
1	1	3:30.783	1:45.586	52.096	53.101	98.9	3:30.783	11	1	1:57.772	36.853	39.401	41.518	177.1	29:00.530
2	1	2:39.446 B	45.087	50.307	1:04.052	130.8	6:10.229	12	1	1:58.022	36.334	40.087	41.601	176.7	30:58.552
3	1	4:08.835	2:27.062	50.597	51.176	83.8	10:19.064	43 1. Jean-Marie BELLETESTE CHEVRON B8 BMW 2. Pierre AVIRON-VIOLET PROTO 1							
4	1	2:40.107 B	45.340	49.502	1:05.265	130.3	12:59.171	1	1	3:43.976	1:53.942	56.020	54.014	93.1	3:43.976
5	1	6:23.684 B	4:09.567	57.295	1:16.822	54.4	19:22.855	2	1	2:23.534	44.729	48.265	50.540	145.3	6:07.510
37 1. Xavier GALANT CHEVRON B16 FVC 2. Vincent NEURISSE PROTO 1								3	1	2:21.863	43.885	47.861	50.117	147.0	8:29.373
1	1	3:47.594	1:57.547	56.578	53.469	91.6	3:47.594	4	1	2:20.198	43.496	47.269	49.433	148.8	10:49.571
2	1	2:27.530	46.816	49.002	51.712	141.4	6:15.124	5	1	2:21.750	45.279	48.001	48.470	147.1	13:11.321
3	1	2:33.637 B	45.682	47.778	1:00.177	135.7	8:48.761	6	1	2:22.387	43.927	48.116	50.344	146.5	15:33.708
4	1	4:25.178	2:42.813	52.464	49.901	78.6	13:13.939	7	1	2:18.443	43.418	46.510	48.515	150.6	17:52.151
5	1	2:20.038	43.785	46.775	49.478	148.9	15:33.977	8	1	2:18.840	42.825	47.338	48.677	150.2	20:10.991
6	1	2:18.991	44.155	46.902	47.934	150.0	17:52.968	9	1	2:21.628	44.869	46.874	49.885	147.3	22:32.619
7	1	2:18.623	42.651	47.806	48.166	150.4	20:11.591	10	1	2:46.937 B	47.001	51.616	1:08.320	124.9	25:19.556
8	1	2:17.459	42.654	46.003	48.802	151.7	22:29.050	44 1. David FERRER LOLA T70 Mk III PROTO 1							
9	1	2:37.758 B	42.769	47.079	1:07.910	132.2	25:06.808	1	1	5:43.372	4:04.169	48.664	50.539	60.7	5:43.372
40 1. Tim SUMMERS FERRARI 365 GTB/4 2. James COTTINGHAM GT 1								2	1	2:06.438	41.968	41.999	42.471	164.9	7:49.810
1	1	5:43.372	4:04.169	48.664	50.539	60.7	5:43.372	3	1	1:57.610	36.159	40.397	41.054	177.3	9:47.420
2	1	2:06.438	41.968	41.999	42.471	164.9	7:49.810	4	1	2:18.982	35.291	39.806	1:03.885	150.1	12:06.402
3	1	1:57.610	36.159	40.397	41.054	177.3	9:47.420	5	1	2:01.784	39.056	40.599	42.129	171.2	14:08.186
4	1	2:18.982	35.291	39.806	1:03.885	150.1	12:06.402								
5	1	2:01.784	39.056	40.599	42.129	171.2	14:08.186								



AUTODROMO NAZIONALE MONZA
**MONZA
HISTORIC**
10-11-12 JULY



CLASSIC ENDURANCE RACING 1 MONZA HISTORIC QUALIFYING 2

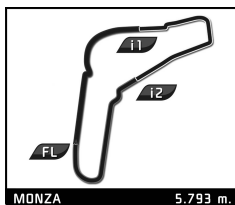
Analysis

■ Personal Best ■ Session Best ■ Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
6	1	2:11.659 B	35.970	41.166	54.523	158.4	16:19.845	12	1	2:04.758	38.737	41.996	44.025	167.2	31:41.293
48 1. Peter VÖGELE PORSCHE 908/3 PROTO 1								63 1. Toni SEILER LOLA T70 Mk III PROTO 1							
1	1	3:34.374	1:50.409	54.649	49.316	97.3	3:34.374	1	1	3:44.877	2:07.575	49.699	47.603	92.7	3:44.877
2	1	2:14.186	42.229	46.284	45.673	155.4	5:48.560	2	1	2:08.722	39.071	43.361	46.290	162.0	5:53.599
3	1	2:10.738	40.892	43.787	46.059	159.5	7:59.298	3	1	2:13.102 B	36.498	41.005	55.599	156.7	8:06.701
4	1	2:10.510	41.641	43.762	45.107	159.8	10:09.808	4	1	6:13.847	4:45.605	43.960	44.282	55.8	14:20.548
5	1	2:12.209	40.601	43.235	48.373	157.7	12:22.017	5	1	2:15.419	45.554	45.014	44.851	154.0	16:35.967
6	1	2:19.694	45.195	45.345	49.154	149.3	14:41.711	6	1	2:25.984 B	45.767	44.327	55.890	142.9	19:01.951
7	1	2:08.415	40.404	42.925	45.086	162.4	16:50.126	7	1	6:35.068	5:04.884	44.134	46.050	52.8	25:37.019
8	1	2:34.781 B	40.551	44.583	1:09.647	134.7	19:24.907	8	1	2:01.218	36.967	41.423	42.828	172.0	27:38.237
9	1	5:59.550	4:29.428	44.250	45.872	58.0	25:24.457	9	1	2:01.862	37.511	41.053	43.298	171.1	29:40.099
10	1	2:07.879	40.035	43.072	44.772	163.1	27:32.336	10	1	2:00.516	36.537	41.180	42.799	173.0	31:40.615
54 1. David FRANKLIN FERRARI 312 P PROTO 1								75 1. Ralf HUBER GUTIERREZ CHEVROLET Corvette C3 GT 1							
1	1	4:00.751	2:06.995	57.190	56.566	86.6	4:00.751	1	1	3:53.688	1:59.463	57.732	56.493	89.2	3:53.688
2	1	2:18.730	47.393	45.135	46.202	150.3	6:19.481	2	1	2:35.542	47.482	51.354	56.706	134.1	6:29.230
3	1	2:04.142	38.929	41.803	43.410	168.0	8:23.623	3	1	2:29.612	46.686	50.306	52.620	139.4	8:58.842
4	1	2:01.535	37.087	41.377	43.071	171.6	10:25.158	4	1	2:27.981	46.594	49.996	51.391	140.9	11:26.823
5	1	2:03.012	38.456	41.785	42.771	169.5	12:28.170	5	1	2:24.856	45.398	48.664	50.794	144.0	13:51.679
6	1	2:02.041	37.671	41.058	43.312	170.9	14:30.211	6	1	2:38.428 B	44.535	49.197	1:04.696	131.6	16:30.107
7	1	2:00.871	37.191	40.945	42.735	172.5	16:31.082	7	1	5:23.950	3:39.678	51.333	52.939	64.4	21:54.057
8	1	2:21.343	42.742	50.454	48.147	147.5	18:52.425	8	1	2:25.639	45.135	48.972	51.532	143.2	24:19.696
9	1	2:00.756	36.797	41.395	42.564	172.7	20:53.181	9	1	2:25.525	44.763	48.857	51.905	143.3	26:45.221
10	1	2:50.434 B	48.057	57.484	1:04.893	122.4	23:43.615	82 1. Michel LECOURT PORSCHE 911 RSR 3L GT 1 2. Raymond NARAC							
1	1	4:01.704	2:10.535	55.056	56.113	86.3	4:01.704	1	1	4:04.168	2:25.920	50.360	47.888	85.4	4:04.168
2	1	2:21.461	47.434	46.271	47.756	147.4	6:23.165	2	1	2:09.550	41.687	43.677	44.186	161.0	6:13.718
3	1	2:09.866	40.514	43.541	45.811	160.6	8:33.031	3	1	2:07.184	39.854	43.424	43.906	164.0	8:20.902
4	1	2:09.309	40.067	44.248	44.994	161.3	10:42.340	4	1	2:07.087	39.797	43.367	43.923	164.1	10:27.989
5	1	2:12.236	41.008	44.905	46.323	157.7	12:54.576	5	1	2:05.948	39.584	42.589	43.775	165.6	12:33.937
6	1	2:09.803	39.836	43.990	45.977	160.7	15:04.379	6	1	2:23.119 B	43.199	44.587	55.333	145.7	14:57.056
7	1	2:21.503 B	39.681	43.794	58.028	147.4	17:25.882	7	1	4:07.205	2:35.427	44.534	47.244	84.4	19:04.261
8	1	4:03.924	2:34.901	43.630	45.393	85.5	21:29.806	8	1	2:09.436	40.536	43.529	45.371	161.1	21:13.697
9	1	2:11.404	39.396	43.495	48.513	158.7	23:41.210	9	1	2:07.839	39.764	43.199	44.876	163.1	23:21.536
10	1	2:12.029	41.421	44.180	46.428	158.0	25:53.239	10	1	2:09.595	40.462	43.819	45.314	160.9	25:31.131
11	1	2:15.806	39.476	48.691	47.639	153.6	28:09.045	11	1	2:09.116	40.597	43.403	45.116	161.5	27:40.247
12	1	2:11.716	40.612	44.509	46.595	158.3	30:20.761	12	1	2:21.993 B	40.486	43.553	57.954	146.9	30:02.240
61 1. Thomas STUDER McLAREN M6 GT PROTO 1								87 1. Bob EARL FERRARI 512 S PROTO 1 2. Emanuele PIRRO							
1	1	3:32.416	1:47.988	51.670	52.758	98.2	3:32.416	1	1	2:40.145	1:12.944	45.096	42.105	130.2	2:40.145
2	1	2:19.374	44.636	47.529	47.209	149.6	5:51.790	2	1	1:56.275	35.535	39.426	41.314	179.4	4:36.420
3	1	2:11.332	40.880	45.463	44.989	158.8	8:03.122	3	1	1:54.587	35.030	38.727	40.830	182.0	6:31.007
4	1	2:16.430	40.822	45.569	50.039	152.9	10:19.552	4	1	2:03.861	38.121	42.201	43.539	168.4	8:34.868
5	1	2:09.057	39.761	43.018	46.278	161.6	12:28.609	5	1	2:27.464	41.650	58.681	47.133	141.4	11:02.332
6	1	2:09.350	40.837	43.139	45.374	161.2	14:37.959	6	1	2:04.234 B	35.029	41.692	47.513	167.9	13:06.566
7	1	2:07.513	39.972	43.340	44.201	163.6	16:45.472	7	1	5:24.047	3:58.085	43.193	42.769	64.4	18:30.613
8	1	2:41.342 B	38.861	52.090	1:10.391	129.3	19:26.814	8	1	1:58.556	36.556	40.240	41.760	175.9	20:29.169
9	1	5:55.967	4:29.029	42.529	44.409	58.6	25:22.781	9	1	1:58.282	36.582	39.997	41.703	176.3	22:27.451
10	1	2:06.860	39.506	42.456	44.898	164.4	27:29.641	10	1	2:16.298 B	36.313	46.522	53.463	153.0	24:43.749
11	1	2:06.894	38.966	42.796	45.132	164.3	29:36.535	11	1	5:34.825 B				62.3	30:18.574



AUTODROMO NAZIONALE MONZA
**MONZA
HISTORIC**
10-11-12 JULY



CLASSIC ENDURANCE RACING 1 MONZA HISTORIC QUALIFYING 2

Analysis

■ Personal Best ■ Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
100 1.Thierry de LATRE DU BOSQUEA LOLA T70 Mk III PROTO 1								1 1 3:24.927 1:43.836 51.897 49.194 101.8 3:24.927							
2 1 2:09.010 40.304 43.338 45.368 161.7 6:23.451								2 1 2:17.312 41.833 46.812 48.667 151.9 5:42.239							
3 1 2:05.249 38.105 42.886 44.258 166.5 8:28.700								3 1 2:17.247 41.985 47.295 47.967 152.0 7:59.486							
4 1 2:02.437 37.612 41.794 43.031 170.3 10:31.137								4 1 2:30.845 B 43.276 46.407 1:01.162 138.3 10:30.331							
5 1 2:04.225 38.175 42.806 43.244 167.9 12:35.362								5 1 5:02.752 3:29.121 45.754 47.877 68.9 15:33.083							
6 1 2:03.603 38.218 42.095 43.290 168.7 14:38.965								6 1 2:15.610 40.843 48.234 46.533 153.8 17:48.693							
7 1 2:07.295 38.724 45.457 43.114 163.8 16:46.260								7 1 2:13.009 41.014 45.254 46.741 156.8 20:01.702							
8 1 2:20.937 B 38.408 43.836 58.693 148.0 19:07.197								8 1 2:13.999 40.789 45.937 47.273 155.6 22:15.701							
9 1 4:59.202 3:34.321 41.745 43.136 69.7 24:06.399								9 1 2:25.021 46.647 46.110 52.264 143.8 24:40.722							
10 1 2:02.906 38.067 41.542 43.297 169.7 26:09.305								10 1 2:44.828 B 41.704 47.770 1:15.354 126.5 27:25.550							
11 1 2:02.129 37.437 41.334 43.358 170.8 28:11.434								<div colspan="8"><div>107</div><div>1.Francesco MATRICARDI</div><div>2.Nicola MATRICARDI</div><div>PORSCHE 911 RSR 3i GT1</div></div>							
12 1 2:03.335 37.985 41.677 43.673 169.1 30:14.769								1 1 4:04.317 1:51.134 1:06.559 1:06.624 85.4 4:04.317							
<div colspan="8"><div>101</div><div>1.David TOMLIN</div><div>LOLA T210 PROTO 1</div></div>								2 1 2:30.702 48.974 47.260 54.468 138.4 6:35.019							
1 1 2:42.389 1:10.252 45.715 46.422 128.4 2:42.389								3 1 2:13.492 41.842 45.131 46.519 156.2 8:48.511							
2 1 2:06.432 39.647 42.587 44.198 164.9 4:48.821								4 1 2:17.317 42.126 45.014 50.177 151.9 11:05.828							
3 1 2:08.767 40.385 44.516 43.866 162.0 6:57.588								5 1 2:15.124 41.877 46.360 46.887 154.3 13:20.952							
4 1 2:03.538 39.030 41.778 42.730 168.8 9:01.126								6 1 2:13.695 41.787 45.055 46.853 156.0 15:34.647							
5 1 2:18.368 B 40.655 41.951 55.762 150.7 11:19.494								7 1 2:44.820 B 51.864 47.569 1:05.387 126.5 18:19.467							
6 1 18:42.958 B 18.6 30:02.452								8 1 4:44.876 3:01.162 51.952 51.762 73.2 23:04.343							
<div colspan="8"><div>103</div><div>1.Steven READ</div><div>2.Giovanni LAVAGGI</div><div>FERRARI 512 M PROTO 1</div></div>								9 1 2:12.937 42.138 44.189 46.610 156.9 25:17.280							
1 1 2:25.397 56.848 44.772 43.777 143.4 2:25.397								10 1 2:14.012 42.502 44.356 47.154 155.6 27:31.292							
2 1 1:58.333 37.079 40.265 40.989 176.2 4:23.730								1 1 2:25.397 56.848 44.772 43.777 143.4 2:25.397							
3 1 1:57.156 35.929 39.364 41.863 178.0 6:20.886								2 1 1:58.333 37.079 40.265 40.989 176.2 4:23.730							
4 1 1:56.390 36.460 39.385 40.545 179.2 8:17.276								3 1 1:57.156 35.929 39.364 41.863 178.0 6:20.886							
5 1 1:56.294 34.815 38.801 42.678 179.3 10:13.570								4 1 1:56.390 36.460 39.385 40.545 179.2 8:17.276							
6 1 1:54.562 34.891 38.942 40.729 182.0 12:08.132								5 1 1:56.294 34.815 38.801 42.678 179.3 10:13.570							
7 1 2:11.901 B 38.296 42.889 50.716 158.1 14:20.033								6 1 1:54.562 34.891 38.942 40.729 182.0 12:08.132							
8 1 4:15.019 2:42.980 45.796 46.243 81.8 18:35.052								7 1 2:11.901 B 38.296 42.889 50.716 158.1 14:20.033							
9 1 2:10.228 39.524 44.133 46.571 160.1 20:45.280								8 1 4:15.019 2:42.980 45.796 46.243 81.8 18:35.052							
10 1 2:09.189 39.383 43.210 46.596 161.4 22:54.469								9 1 2:10.228 39.524 44.133 46.571 160.1 20:45.280							
11 1 2:13.161 40.495 44.189 48.477 156.6 25:07.630								10 1 2:09.189 39.383 43.210 46.596 161.4 22:54.469							
12 1 2:20.541 B 38.643 42.684 59.214 148.4 27:28.171								11 1 2:13.161 40.495 44.189 48.477 156.6 25:07.630							
13 1 3:49.507 2:20.012 43.569 45.926 90.9 31:17.678								12 1 2:20.541 B 38.643 42.684 59.214 148.4 27:28.171							
<div colspan="8"><div>104</div><div>1.Alexander RITTWEGGER</div><div>2.Sam HANCOCK</div><div>ALFA ROMEO T33/2 PROTO 1</div></div>								13 1 3:49.507 2:20.012 43.569 45.926 90.9 31:17.678							
1 1 3:12.581 B 1:28.502 47.874 56.205 108.3 3:12.581								1 1 3:12.581 B 1:28.502 47.874 56.205 108.3 3:12.581							
2 1 4:29.889 2:55.969 44.893 49.027 77.3 7:42.470								2 1 4:29.889 2:55.969 44.893 49.027 77.3 7:42.470							
3 1 2:10.362 40.564 43.927 45.871 160.0 9:52.832								3 1 2:10.362 40.564 43.927 45.871 160.0 9:52.832							
4 1 2:18.948 B 40.816 43.669 54.463 150.1 12:11.780								4 1 2:18.948 B 40.816 43.669 54.463 150.1 12:11.780							
5 1 6:45.880 5:05.556 48.294 52.030 51.4 18:57.660								5 1 6:45.880 5:05.556 48.294 52.030 51.4 18:57.660							
6 1 2:18.581 42.961 46.759 48.861 150.5 21:16.241								6 1 2:18.581 42.961 46.759 48.861 150.5 21:16.241							
7 1 2:17.399 41.526 45.383 50.490 151.8 23:33.640								7 1 2:17.399 41.526 45.383 50.490 151.8 23:33.640							
8 1 2:37.147 1:00.983 46.979 49.185 132.7 26:10.787								8 1 2:37.147 1:00.983 46.979 49.185 132.7 26:10.787							
9 1 2:15.868 42.371 45.335 48.162 153.5 28:26.655								9 1 2:15.868 42.371 45.335 48.162 153.5 28:26.655							
10 1 2:16.112 41.935 45.880 48.297 153.2 30:42.767								10 1 2:16.112 41.935 45.880 48.297 153.2 30:42.767							
<div colspan="8"><div>106</div><div>1.Hugo MEZARD</div><div>CHEVRON B16 FVC PROTO 1</div></div>								1 1 3:12.581 B 1:28.502 47.874 56.205 108.3 3:12.581							