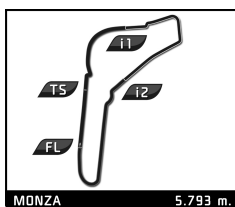


CLASSIC ENDURANCE RACING 1 MONZA HISTORIC QUALIFYING 2

Sector Analysis

Personal Best								Session Best		Crossing the finish line in pit lane					
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
2		CHEVRON B8 FVA 1968 P-2L													
1. Sandy WATSON															
2. Martin O'CONNELL															
1	1	3:28.557	1:50.374	51.628	46.555	100.0	3:28.557	11	1	2:23.448	44.495	50.898	48.055	202.5	33:54.601
2	1	2:10.064	41.082	44.153	44.829	182.4	5:38.621	12	1	2:20.095	43.316	47.893	48.886	203.6	36:14.696
3	1	2:09.564	40.473	44.232	44.859	200.6	7:48.185	13	1	2:21.005	45.272	48.103	47.630	169.1	38:35.701
4	1	2:37.368	44.663	50.805	1:01.900	180.9	10:25.553	15		CHEVRON B19 FVC 1971 P-2L					
5	1	6:45.035	5:08.730	47.989	48.316	129.1	17:10.588	1. John EMBERSON							
6	1	2:31.788	46.206	46.446	59.136	183.6	19:42.376	2. Bill WYKEHAM							
4		Porsche 917 1970 P+2L													
1. Claudio RODDARO															
1	1	3:10.262	1:40.461	45.164	44.637	126.3	3:10.262	1	1	3:27.083	1:50.130	50.343	46.610	131.8	3:27.083
2	1	2:02.954	38.707	41.659	42.588	199.5	5:13.216	2	1	2:06.578	39.567	42.908	44.103	205.1	5:33.661
3	1	2:02.083	36.808	40.883	44.392	217.0	7:15.299	3	1	2:07.732	40.464	43.502	43.766	169.9	7:41.393
4	1	2:11.452	37.624	42.345	51.483	237.9	9:26.751	4	1	2:16.469	38.732	42.403	55.334	209.5	9:57.862
5	1	14:10.889	...	1:03.539	1:21.454	156.4	23:37.640	5	1	3:57.604	2:31.272	42.968	43.364	146.3	13:55.466
6	1	6:02.915	4:39.749	40.884	42.282	179.4	29:40.554	6	1	2:02.693	38.613	41.605	42.475	218.8	15:58.159
7	1	2:00.832	37.966	41.179	41.687	212.3	31:41.386	7	1	2:02.436	38.181	41.637	42.618	227.9	18:00.595
8	1	1:58.052	37.107	40.246	40.699	203.6	33:39.438	8	1	2:14.932	38.732	42.019	54.181	216.1	20:15.527
9	1	1:57.225	36.873	39.782	40.570	196.6	35:36.663	9	1	9:10.728	7:42.276	44.453	43.999	173.1	29:26.254
10	1	1:56.321	36.247	39.553	40.521	216.6	37:32.984	10	1	2:02.640	38.566	41.763	42.311	214.0	31:28.894
5		Porsche 911 RSR 3,0i 1975 GT1													
1. Rainer BECKER															
1	1	3:09.662	1:17.776	56.875	55.011	126.7	3:09.662	11	1	2:01.780	37.946	41.198	42.636	224.2	33:30.674
2	1	2:28.197	48.465	50.201	49.531	145.3	5:37.859	12	1	2:02.232	38.049	41.598	42.585	222.8	35:32.906
3	1	2:20.638	44.504	47.995	48.139	178.2	7:58.497	13	1	2:01.940	38.621	41.061	42.258	224.6	37:34.846
4	1	2:17.785	43.303	46.968	47.514	195.5	10:16.282	20		LOLA T70 Mk III B 1969 P+2L					
5	1	2:29.938	43.472	48.245	58.221	186.2	12:46.220	1. David HART							
6	1	3:41.228	2:05.444	47.655	48.129	148.7	16:27.448	2. Nicky PASTORELLI							
7	1	2:17.029	42.776	46.674	47.579	198.4	18:44.477	1	1	2:16.462	48.497	43.989	43.976	148.1	2:16.462
8	1	2:37.537	42.397	46.627	1:08.513	217.9	21:22.014	2	1	2:00.197	37.884	40.902	41.411	207.5	4:16.659
9	1	8:10.755	6:34.972	48.377	47.406	150.4	29:32.768	3	1	1:56.535	36.024	39.783	40.728	246.5	6:13.194
10	1	2:20.709	44.668	48.183	47.858	176.2	31:53.477	4	1	1:55.716	35.614	39.342	40.760	224.2	8:08.910
11	1	2:15.863	42.646	46.236	46.981	205.1	34:09.340	5	1	1:55.525	35.301	39.412	40.812	236.9	10:04.435
12	1	2:15.469	42.799	45.866	46.804	179.7	36:24.809	6	1	1:55.041	35.870	39.010	40.161	232.3	11:59.476
7		LOLA T70 Mk III 1968 P+2L													
1. Toni SEILER															
1	1	2:34.973	1:05.013	45.393	44.567	131.9	2:34.973	7	1	1:53.882	34.840	38.966	40.076	262.6	13:53.358
2	1	2:00.472	37.176	41.184	42.112	235.8	4:35.445	8	1	1:56.150	34.744	39.873	41.533	259.5	15:49.508
3	1	2:18.709	39.361	43.632	55.716	200.6	6:54.154	9	1	1:53.347	34.623	39.064	39.660	258.9	17:42.855
4	1	24:45.794					31:39.947	10	1	2:08.005	38.311	44.609	45.085	234.3	19:50.860
8		CHEVRON B16 FVC 1970 P-2L													
1. Xavier GALANT															
2. Vincent NEURISSE															
1	1	3:27.036	1:42.915	52.984	51.137	99.9	3:27.036	11	1	2:44.278	38.492	53.215	1:12.571	203.6	22:35.138
2	1	2:19.454	44.211	47.409	47.834	196.2	5:46.490	12	1	7:00.138	5:35.395	42.882	41.861	138.5	29:35.275
3	1	2:21.617	44.796	47.046	49.775	158.5	8:08.107	13	1	1:57.517	36.448	40.098	40.971	195.5	31:32.792
4	1	2:18.412	42.483	47.244	48.685	194.5	10:26.519	14	1	1:55.695	35.338	39.696	40.661	236.3	33:28.487
5	1	2:20.116	43.835	47.519	48.762	193.1	12:46.635	15	1	1:57.415	35.690	40.668	41.057	224.2	35:25.902
6	1	2:18.621	43.139	46.964	48.518	195.2	15:05.256	16	1	1:55.812	35.470	39.585	40.757	246.0	37:21.714
7	1	2:21.456	43.774	49.159	48.523	185.5	17:26.712	21		DE TOMASO Pantera Gr. IV 1971 GT1					
8	1	2:19.055	43.597	47.190	48.268	197.7	19:45.767	1. Detlef VON DER LIECK							
9	1	2:47.112	42.346	53.419	1:11.347	215.3	22:32.879	2. Ralf KELLNERS							
10	1	8:58.275	7:19.556	49.290	49.429	160.4	31:31.153	1	1	3:10.271	1:21.320	55.329	53.622	110.5	3:10.271
23		CHEVRON B16 BMW 1971 P-2L													
1. Charles RUPP															
2. Philippe PEAUGER															
1	1	3:27.036	1:42.915	52.984	51.137	99.9	3:27.036	2	1	2:20.195	45.601	47.815	46.779	164.2	5:30.466
2	1	2:19.454	44.211	47.409	47.834	196.2	5:46.490	3	1	2:14.233	42.397	45.932	45.904	169.6	7:44.699
3	1	2:21.617	44.796	47.046	49.775	158.5	8:08.107	4	1	2:14.721	41.926	45.540	47.255	166.0	9:59.420
4	1	2:18.412	42.483	47.244	48.685	194.5	10:26.519	5	1	2:13.530	41.948	45.405	46.177	170.9	12:12.950
5	1	2:20.116	43.835	47.519	48.762	193.1	12:46.635	6	1	2:12.729	41.279	45.155	46.295	182.7	14:25.679
6	1	2:18.621	43.139	46.964	48.518	195.2	15:05.256	7	1	2:12.521	41.247	45.120	46.154	193.8	16:38.200
7	1	2:21.456	43.774	49.159	48.523	185.5	17:26.712	8	1	2:11.639	41.513	44.788	45.338	163.2	18:49.839
8	1	2:19.055	43.597	47.190	48.268	197.7	19:45.767	9	1	2:28.119	40.219	46.101	1:01.799	191.7	21:17.958
9	1	2:47.112	42.346	53.419	1:11.347	215.3	22:32.879	10	1	8:22.364	6:52.961	45.241	44.162	145.5	29:40.321
10	1	8:58.275	7:19.556	49.290	49.429	160.4	31:31.153	11	1	2:05.130	38.939	42.868	43.323	221.0	31:45.451
23		CHEVRON B16 BMW 1971 P-2L													
1. Charles RUPP															
2. Philippe PEAUGER															
1	1	3:27.036	1:42.915	52.984	51.137	99.9	3:27.036	12	1	2:04.477	38.399	42.568	43.510	226.5	33:49.928
2	1	2:19.454	44.211	47.409	47.834	196.2	5:46.490	13	1	2:26.374	42.426	46.534	57.414	174.0	36:16.302



CLASSIC ENDURANCE RACING 1

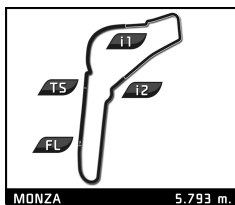
MONZA HISTORIC

QUALIFYING 2

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed																	
1	1	2:52.848	B	1:05.602	51.528	55.718	119.1	2:52.848							LOLA T70 Mk III B 1969																	
2	1	5:13.307		3:40.123	45.756	47.428	139.6	8:06.155							P+2L																	
3	1	2:13.173		42.835	45.151	45.187	209.9	10:19.328																								
4	1	2:10.691		41.008	44.358	45.325	221.4	12:30.019																								
5	1	2:11.177		41.282	44.445	45.450	212.8	14:41.196																								
6	1	2:22.973	B	41.019	45.400	56.554	218.8	17:04.169																								
7	1	4:29.369	B	2:32.886	46.856	1:09.627	160.1	21:33.538																								
8	1	7:55.452		6:20.770	46.552	48.130	164.7	29:28.989																								
9	1	2:17.149		42.242	47.421	47.486	226.0	31:46.138																								
10	1	2:14.470		42.380	45.423	46.667	202.1	34:00.608																								
11	1	2:15.814		42.041	45.839	47.934	224.2	36:16.422																								
12	1	2:17.597		43.675	46.198	47.724	159.9	38:34.019																								
30 1. Anthony SCHRAUWEN LOTUS 30 1964 P+2L								33 1. Richard MILLE 2. Carlos TAVARES LOLA T70 Mk III B 1969 P+2L																								
1	1	2:41.951		59.929	52.360	49.662	118.9	2:41.951	1	1	3:08.514	1:28.047	50.018	50.449	105.7	3:08.514																
2	1	2:12.771		41.777	45.565	45.429	168.0	4:54.722	2	1	2:09.510	41.870	43.744	43.896	173.7	5:18.024																
3	1	2:10.755		40.445	44.410	45.900	187.1	7:05.477	3	1	2:02.296	37.646	41.924	42.726	216.6	7:20.320																
4	1	2:09.198		39.849	43.686	45.663	189.1	9:14.675	4	1	2:01.137	37.047	41.578	42.512	222.3	9:21.457																
5	1	2:10.336		40.069	44.291	45.976	173.4	11:25.011	5	1	2:14.904	B	36.901	43.900	54.103	216.1	11:36.361															
6	1	2:08.693		39.880	43.695	45.118	175.4	13:33.704	6	1	3:42.483	2:16.541	43.769	42.173	152.5	15:18.844																
7	1	2:07.779		39.783	43.411	44.585	190.7	15:41.483	7	1	1:59.022	36.359	41.053	41.610	228.9	17:17.866																
8	1	2:06.825		39.028	43.569	44.228	203.6	17:48.308	8	1	2:03.105	36.862	43.710	42.533	232.3	19:20.971																
9	1	2:07.223		38.444	43.709	45.070	209.9	19:55.531	9	1	2:25.186	B	37.046	41.296	1:06.844	215.7	21:46.157															
10	1	2:48.325	B	38.728	52.047	1:17.550	199.9	22:43.856	10	1	7:51.564	6:23.454	44.767	43.343	147.5	29:37.720																
11	1	6:49.716		5:20.728	44.907	44.081	147.7	29:33.571	11	1	2:02.671	38.144	42.280	42.247	209.1	31:40.391																
12	1	2:06.547		39.129	43.333	44.085	198.0	31:40.118	12	1	1:58.711	36.390	40.964	41.357	222.8	33:39.102																
13	1	2:06.533		39.128	43.562	43.843	199.1	33:46.651	13	1	2:07.105	40.009	42.726	44.370	175.9	35:46.207																
14	1	2:23.357	B	38.829	43.439	1:01.089	219.6	36:10.008	40 1. Patrick BIEHLER PORSCHE 911 RSR 3,0i 1974 GT1																							
31 1. Armand MILLE CHEVRON B16 BMW 1969 P-2L								1								1	2:35.482	59.242	48.061	48.179	124.4	2:35.482										
2	1	2:16.337		42.345	45.407	48.585	184.9	5:27.002	2	1	2:16.790	42.374	47.051	47.365	207.1	4:52.272	3	1	2:16.638	42.855	46.921	46.862	189.4	7:08.910								
3	1	2:24.451	B	42.766	45.186	56.499	180.0	7:51.453	4	1	2:16.431	42.089	47.307	47.035	216.6	9:25.341	5	1	2:32.439	B	42.493	48.836	1:01.110	204.7	11:57.780							
4	1	3:36.066		2:01.848	45.891	48.327	176.2	11:27.519	6	1	3:30.276	1:54.248	47.875	48.153	156.2	15:28.056	7	1	2:15.657	42.534	46.457	46.666	210.3	17:43.713								
5	1	2:23.435	B	42.847	44.449	56.139	177.9	13:50.954	8	1	2:14.018	41.794	45.636	46.588	226.5	19:57.731	9	1	3:10.919	B	42.757	1:04.863	1:23.299	231.3	23:08.650							
6	1	6:32.841		5:02.197	44.961	45.683	177.6	20:23.795	10	1	6:32.588	4:57.969	47.075	47.544	151.4	29:41.237	11	1	2:15.503	42.357	46.348	46.798	202.1	31:56.740								
7	1	3:16.176	B	50.633	1:02.730	1:22.813	164.2	23:39.971	12	1	2:13.743	41.786	45.608	46.349	217.9	34:10.483	13	1	2:14.595	42.104	45.647	46.844	185.2	36:25.078								
8	1	7:07.935		5:36.778	45.697	45.460	167.5	30:47.905	14	1	2:13.731	41.573	45.418	46.740	215.7	38:38.809	42 1. Philipp BRUEHWILER CHEVRON B19 FVC 1971 P-2L															
9	1	2:21.872	B	42.162	44.572	55.138	202.1	33:09.777	1	1	4:22.420	2:55.666	43.666	43.088	129.3	4:22.420	2	1	2:00.509	37.768	41.310	41.431	226.0	6:22.929								
10	1	3:19.708		1:50.331	44.365	45.012	175.9	36:29.485	3	1	2:06.080	43.723	40.991	41.366	247.7	8:29.009	4	1	2:13.766	B	37.596	43.468	52.702	221.4	10:42.775							
11	1	2:11.740		42.141	44.369	45.230	194.1	38:41.225	5	1	4:55.955	3:32.179	42.180	41.596	184.6	15:38.730	6	1	2:01.714	37.194	42.663	41.857	234.3	17:40.444								
32 1. Henrique GEMPERLE 2. Marc de SIEBENTHAL CHEVRON B8 BMW 1969 P-2L								7								1	2:00.982	37.456	40.961	42.565	225.1	19:41.426	8	1	2:46.045	B	36.900	50.669	1:18.476	241.6	22:27.471	
1	1	2:34.299		58.443	48.166	47.690	125.5	2:34.299	51 1. Peter MUELDER 2. Christian TRABER PORSCHE 911 RSR 3,0i 1974 GT1								1	1	3:34.312	1:48.155	55.263	50.894	120.5	3:34.312	2	1	2:19.732	44.594	47.582	47.556	173.1	5:54.044
2	1	2:12.956		41.469	45.589	45.898	220.1	4:47.255	3	1	2:22.591	44.693	49.010	48.888	174.8	8:16.635	4	1	3:05.438	B	47.907	59.321	1:18.210	193.8	11:22.073							
3	1	2:15.293		42.175	46.153	46.965	200.2	7:02.548	52 1. Andrea MARAZZI 2. Raffaele BRUZZO PORSCHE 911 RSR 3,0i 1974 GT1								1	1	2:52.235	1:12.471	50.890	48.874	134.4	2:52.235	2	1	2:19.767	42.306	50.096	47.365	217.9	5:12.002
4	1	2:14.093		41.701	44.839	47.553	211.9	9:16.641	3	1	2:12.734	41.657	45.363	45.714	214.4	7:24.732	1	1	2:52.235	1:12.471	50.890	48.874	134.4	2:52.235								
5	1	2:28.453	B	41.474	48.619	58.360	211.1	11:45.094									2	1	2:19.767	42.306	50.096	47.365	217.9	5:12.002								
6	1	4:31.354		2:59.505	45.941	45.908	173.7	16:16.448									3	1	2:12.734	41.657	45.363	45.714	214.4	7:24.732								
7	1	2:11.971		41.170	45.092	45.709	222.8	18:28.419									1	1	2:52.235	1:12.471	50.890	48.874	134.4	2:52.235								
8	1	2:29.171	B	41.220	44.473	1:03.478	219.2	20:57.590									2	1	2:19.767	42.306	50.096	47.365	217.9	5:12.002								
9	1	7:17.328	B					28:14.917									3	1	2:12.734	41.657	45.363	45.714	214.4	7:24.732								



CLASSIC ENDURANCE RACING 1

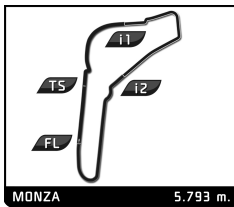
MONZA HISTORIC

QUALIFYING 2

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
4	1	2:23.495 B	43.146	46.106	54.243	199.1	9:48.231	13	1	1:59.966	37.188	40.056	42.722	229.9	37:32.120
5	1	3:38.414	2:03.735	47.516	47.163	162.0	13:26.645	71 1.Oilly BRYANT							LOLA T70 Mk III B 1969 P+2L
6	1	2:15.818	42.698	45.779	47.341	219.6	15:42.463	1	1	2:49.589	1:19.607	45.508	44.474	125.4	2:49.589
7	1	2:38.223 B	43.665	47.424	1:07.134	214.0	18:20.686	2	1	1:58.064	36.072	40.612	41.380	233.3	4:47.653
8	1	5:47.119 B	3:08.041	1:07.787	1:31.291	144.8	24:07.805	3	1	1:56.504	35.911	40.011	40.582	225.6	6:44.157
9	1	6:28.395 B					30:36.199	4	1	1:55.527	35.773	39.386	40.368	241.1	8:39.684
54 1.Alexis de BEAUMONT							PORSCHE 911 RS 3,0i 1974 GT1	5	1	2:09.005 B	35.401	42.134	51.470	256.4	10:48.689
1	1	6:48.349	5:13.479	47.585	47.285	148.1	6:48.349	6	1	6:19.015	4:53.283	41.792	43.940	156.0	17:07.704
2	1	2:18.192	42.896	47.898	47.398	204.4	9:06.541	7	1	1:55.612	35.687	39.723	40.202	232.8	19:03.316
3	1	2:16.826	42.905	46.410	47.511	214.0	11:23.367	8	1	2:22.580 B	35.352	40.081	1:07.147	251.1	21:25.896
4	1	2:17.864	44.347	45.678	47.839	162.0	13:41.231	9	1	8:04.292	6:42.086	40.701	41.505	151.0	29:30.187
5	1	2:16.547	42.571	46.476	47.500	210.3	15:57.778	10	1	1:55.877	35.398	40.284	40.195	249.9	31:26.064
6	1	2:15.010	42.563	45.614	46.833	213.6	18:12.788	11	1	1:54.813	35.449	39.317	40.047	244.9	33:20.877
56 1.Peter VÖGELE							PORSCHE 917 1970 P+2L	12	1	2:20.937 B	35.341	47.053	58.543	242.1	35:41.814
1	1	7:16.480	5:45.723	44.391	46.366	132.6	7:16.480	77 1.Martin WACHTER							LOLA T70 MkII Spyder 1967 P+2L
2	1	2:09.001	39.026	44.563	45.412	224.6	9:25.481	1	1	2:38.029	1:00.946	49.430	47.653	110.5	2:38.029
3	1	2:16.906 B	39.919	43.704	53.283	218.8	11:42.387	2	1	2:13.863	42.173	45.410	46.280	159.4	4:51.892
4	1	3:43.374	2:15.510	43.945	43.919	179.1	15:25.761	3	1	2:09.923	39.574	44.418	45.931	185.2	7:01.815
5	1	2:04.868	38.542	42.856	43.470	216.6	17:30.629	4	1	2:09.739	40.356	44.371	45.012	192.8	9:11.554
6	1	2:16.020 B	38.960	43.478	53.582	229.4	19:46.649	5	1	2:23.589 B	39.984	45.684	57.921	192.1	11:35.143
58 1.Urs BECK							PORSCHE 911 RSR 3,0i 1974 GT1	6	1	4:16.784	2:46.722	44.745	45.317	152.3	15:51.927
1	1	2:52.837	1:13.283	50.543	49.011	142.9	2:52.837	7	1	2:09.325	39.854	44.661	44.810	193.5	18:01.252
2	1	2:15.830	42.068	46.371	47.391	202.5	5:08.667	8	1	2:08.315	40.074	43.528	44.713	182.7	20:09.567
3	1	2:13.231	41.144	45.681	46.406	224.2	7:21.898	9	1	3:13.685 B	45.995	59.522	1:28.168	195.2	23:23.252
4	1	2:12.248	41.210	45.013	46.025	217.0	9:34.146	10	1	6:32.733	5:01.783	44.758	46.192	134.9	29:55.984
5	1	2:11.130	40.921	44.750	45.459	227.4	11:45.276	11	1	2:07.630	39.222	43.380	45.028	176.5	32:03.614
6	1	2:41.042 B	50.269	50.714	1:00.059	131.3	14:26.318	12	1	2:06.993	38.475	43.763	44.755	207.9	34:10.607
7	1	5:06.582 B	3:15.328	47.141	1:04.113	174.2	19:32.900	13	1	2:06.338	38.218	43.457	44.663	207.9	36:16.945
8	1	10:05.397 B	8:22.917	47.986	54.494	163.2	29:38.296	14	1	2:10.386	41.403	43.843	45.140	154.2	38:27.331
61 1.Thomas STUDER							McLaren M6 GT 1969 P+2L	78 1.Philippe VANDROMME 2.Jacques LAFFITE							LOLA T70 Mk III P+2L
1	1	4:58.777 B	3:05.002	51.746	1:02.029	149.1	4:58.777	1	1	3:39.578 B	1:41.281	52.972	1:05.325	102.4	3:39.578
2	1	6:29.334 B	4:45.886	44.606	58.842	160.6	11:28.111	2	1	4:32.532	2:56.456	48.171	47.905	106.1	8:12.110
3	1	5:56.975 B	4:18.217	43.093	55.665	174.5	17:25.086	3	1	2:09.984	40.731	44.797	44.456	186.5	10:22.094
4	1	12:05.888 B	...	43.499	56.403	164.7	29:30.973	4	1	2:35.111 B	48.988	46.381	59.742	189.4	12:57.205
67 1.Maurizio BIANCO							CHEVRON B19 FVC 1971 P-2L	5	1	4:58.881	3:17.230	54.938	46.713	100.0	17:56.086
1	1	3:14.205	1:38.018	47.717	48.470	114.8	3:14.205	6	1	2:32.946	40.046	51.592	1:01.308	188.1	20:29.032
2	1	2:17.009	43.486	44.780	48.743	144.2	5:31.214	7	1	3:30.840 B	57.872	1:08.909	1:24.059	187.1	23:59.872
3	1	2:31.506	46.483	58.923	46.100	143.2	8:02.720	82 1.Michel LECOURT 2.Raymond NARAC							PORSCHE 911 RSR 3,0i 1974 GT1
4	1	2:03.184	38.744	41.390	43.050	200.2	10:05.904	1	1	3:17.905	1:39.695	48.584	49.626	114.0	3:17.905
5	1	2:01.052	37.356	41.471	42.225	226.5	12:06.956	2	1	2:12.996	42.924	44.806	45.266	201.3	5:30.901
6	1	2:00.563	37.880	40.583	42.100	218.8	14:07.519	3	1	2:09.978	41.623	43.682	44.673	190.7	7:40.879
7	1	2:15.000 B	39.134	43.046	52.820	208.7	16:22.519	4	1	2:37.633 B	48.706	48.630	1:00.297	172.0	10:18.512
8	1	7:12.121 B	4:48.627	1:02.362	1:21.132	133.2	23:34.640	5	1	5:52.741	4:20.559	46.496	45.686	155.8	16:11.253
9	1	5:50.582	4:22.414	44.250	43.918	152.9	29:25.221	6	1	2:18.611 B	41.438	44.831	52.342	205.5	18:29.864
10	1	2:01.871	37.626	40.429	43.816	223.2	31:27.092	7	1	11:03.774	9:32.992	45.393	45.389	161.3	29:33.637
11	1	1:58.939	37.128	40.494	41.317	232.3	33:26.031	8	1	2:12.827	42.301	45.145	45.381	183.0	31:46.464
12	1	2:06.123	37.443	44.709	43.971	225.6	35:32.154	9	1	2:11.013	41.136	44.750	45.127	207.5	33:57.477
								10	1	2:20.679 B	41.087	45.134	54.458	207.1	36:18.156



CLASSIC ENDURANCE RACING 1

MONZA HISTORIC

QUALIFYING 2

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
85 1. Graham ADELMAN LOLA T212 FVC 1971 P+2L															
1	1	8:27.346	6:55.621	46.323	45.402	137.1	8:27.346								
2	1	2:09.944	41.318	45.886	42.740	199.1	10:37.290								
3	1	2:06.322	40.630	42.514	43.178	228.9	12:43.612								
4	1	2:04.286	38.462	42.522	43.302	232.3	14:47.898								
5	1	2:19.308 B	39.257	42.713	57.338	215.3	17:07.206								
6	1	15:26.161 B					32:33.366								
117 1. Carlos MONTEVERDE FERRARI 512 M 1970 P+2L 2. Gary PEARSON															
1	1	2:24.334	1:00.179	43.898	40.257	119.3	2:24.334								
2	1	1:53.727	35.491	39.053	39.183	228.9	4:18.061								
3	1	2:11.723 B	35.269	41.206	55.248	231.8	6:29.784								
4	1	9:24.536	8:00.715	42.457	41.364	159.4	15:54.320								
5	1	2:00.301	37.199	41.712	41.390	227.9	17:54.621								
6	1	2:18.936 B	38.776	41.801	58.359	241.1	20:13.557								
7	1	9:21.900	7:57.872	42.465	41.563	142.9	29:35.456								
8	1	1:58.893	38.474	40.622	39.797	189.1	31:34.349								
9	1	1:54.328	34.864	38.897	40.567	236.3	33:28.677								
10	1	2:14.293 B	35.076	42.729	56.488	242.1	35:42.970								
121 1. Steve TANDY LOLA T70 Mk III B 1969 P+2L															
1	1	4:46.354	3:00.163	55.056	51.135	121.3	4:46.354								
2	1	2:15.566	41.714	49.131	44.721	191.4	7:01.920								
3	1	2:12.782	45.837	43.548	43.397	241.1	9:14.702								
4	1	2:02.540	38.247	42.657	41.636	191.1	11:17.242								
5	1	1:59.025	36.641	41.345	41.039	225.1	13:16.267								
6	1	1:59.822	36.582	41.996	41.244	231.3	15:16.089								
7	1	1:58.075	36.236	41.007	40.832	227.9	17:14.164								
8	1	2:12.609	39.484	46.696	46.429	214.4	19:26.773								
9	1	2:26.658 B	36.322	40.676	1:09.660	240.5	21:53.431								