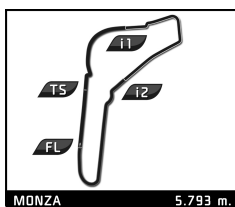


CLASSIC ENDURANCE RACING 1 MONZA HISTORIC RACE

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	
2 1.Sandy WATSON 2.Martin O'CONNELL CHEVRON B8 FVA 1968 P-2L								24	1	1:58.234	36.547	40.251	41.436	225.1	49:29.429	
1	1	2:10.364	42.359	44.310	43.695	189.4	2:10.364	25	1	1:58.213	37.145	40.620	40.448	235.8	51:27.642	
2	1	2:05.638	40.010	42.193	43.435	206.3	4:16.002	26	1	1:58.794	36.771	41.095	40.928	211.9	53:26.436	
3	1	2:04.714	39.720	42.238	42.756	209.1	6:20.716	27	1	1:59.728	37.108	41.841	40.779	215.7	55:26.164	
4	1	2:05.067	40.054	42.096	42.917	197.3	8:25.783	5 1.Rainer BECKER PORSCHE 911 RSR 3,0i 1975 GT1								
5	1	2:05.101	39.743	42.052	43.306	230.8	10:30.884	1	1	2:26.901	49.761	48.652	48.488	163.7	2:26.901	
6	1	2:03.881	39.351	41.620	42.910	227.0	12:34.765	2	1	2:19.295	44.063	47.106	48.126	196.2	4:46.196	
7	1	2:03.934	39.120	41.768	43.046	222.8	14:38.699	3	1	2:16.735	42.964	46.352	47.419	182.7	7:02.931	
8	1	2:05.111	39.866	42.262	42.983	214.4	16:43.810	4	1	2:16.716	42.919	46.593	47.204	197.3	9:19.647	
9	1	2:05.453	39.828	42.267	43.358	212.8	18:49.263	5	1	2:15.972	42.264	46.574	47.134	220.1	11:35.619	
10	1	2:05.341	39.990	42.147	43.204	217.0	20:54.604	6	1	2:17.835	43.462	46.642	47.731	223.7	13:53.454	
11	1	2:07.344	40.190	43.631	43.523	220.5	23:01.948	7	1	2:22.179	47.140	47.418	47.621	130.5	16:15.633	
12	1	2:05.618	39.825	42.516	43.277	218.8	25:07.566	7 1.Toni SEILER LOLA T70 Mk III 1968 P+2L								
13	1	2:15.987	41.546	43.000	51.441	206.7	27:23.553	1	1	2:07.605	40.937	43.551	43.117	186.8	2:07.605	
14	1	3:46.030	2:14.061	45.745	46.224	143.6	31:09.583	2	1	2:03.552	38.003	42.515	43.034	229.9	4:11.157	
15	1	2:11.360	41.664	44.388	45.308	179.1	33:20.943	3	1	2:03.407	38.231	42.113	43.063	227.4	6:14.564	
16	1	2:09.695	40.547	43.980	45.168	203.2	35:30.638	4	1	2:04.097	38.012	42.730	43.355	208.3	8:18.661	
17	1	2:10.944	41.127	44.712	45.105	185.8	37:41.582	5	1	2:19.272	39.903	43.083	56.286	204.4	10:37.933	
18	1	2:10.297	41.406	44.473	44.418	188.1	39:51.879	6	1	30:31.337	B				41:09.270	
19	1	2:09.184	41.038	43.980	44.166	194.5	42:01.063	8 1.Xavier GALANT 2.Vincent NEURISSE CHEVRON B16 FVC 1970 P-2L								
20	1	2:10.386	41.052	44.551	44.783	193.1	44:11.449	1	1	2:25.761	48.677	48.956	48.128	173.7	2:25.761	
21	1	2:10.634	41.676	44.290	44.668	184.6	46:22.083	2	1	2:21.575	44.172	48.934	48.469	169.1	4:47.336	
22	1	2:11.227	41.050	45.656	44.521	194.8	48:33.310	3	1	2:18.736	43.241	47.509	47.986	179.1	7:06.072	
23	1	2:09.551	40.942	44.140	44.469	197.0	50:42.861	4	1	2:19.407	43.675	47.625	48.107	191.4	9:25.479	
24	1	2:10.632	41.061	45.018	44.553	198.8	52:53.493	5	1	2:19.914	43.917	47.365	48.632	193.8	11:45.393	
25	1	2:12.176	40.395	46.598	45.183	208.7	55:05.669	6	1	2:49.366	B	45.144	52.487	1:11.735	176.5	14:34.759
26	1	2:11.998	41.110	45.090	45.798	190.7	57:17.667	15 1.John EMBERSON 2.Bill WYKEHAM CHEVRON B19 FVC 1971 P-2L								
27	1	2:10.965	40.974	44.796	45.195	192.8	59:28.632	1	1	2:08.970	41.819	43.723	43.428	184.0	2:08.970	
28	1	2:10.734	41.500	44.782	44.452	197.0	1:01:39.366	2	1	2:04.842	39.654	42.420	42.768	206.7	4:13.812	
4 1.Claudio RODDARO PORSCHE 917 1970 P+2L								3	1	2:03.730	38.730	42.146	42.854	221.4	6:17.542	
1	1	1:59.886	37.538	41.027	41.321	205.1	1:59.886	4	1	2:03.721	38.811	42.014	42.896	215.3	8:21.263	
2	1	1:58.951	36.946	40.681	41.324	208.7	3:58.837	5	1	2:05.089	39.411	42.326	43.352	191.4	10:26.352	
3	1	2:00.010	37.052	41.032	41.926	212.8	5:58.847	6	1	2:04.047	39.211	42.186	42.650	211.5	12:30.399	
4	1	1:59.275	37.122	40.556	41.597	208.3	7:58.122	7	1	2:03.936	38.901	42.497	42.538	222.8	14:34.335	
5	1	1:59.590	36.889	41.107	41.594	219.2	9:57.712	8	1	2:04.657	39.629	42.294	42.734	187.4	16:38.992	
6	1	1:59.363	37.795	40.573	40.995	204.0	11:57.075	9	1	2:05.800	39.493	42.124	44.183	206.3	18:44.792	
7	1	2:02.667	36.918	43.423	42.326	220.5	13:59.742	10	1	2:02.941	38.978	41.528	42.435	227.9	20:47.733	
8	1	2:00.352	38.099	41.053	41.200	215.7	16:00.094	11	1	2:03.228	38.585	41.813	42.830	221.9	22:50.961	
9	1	2:00.408	37.918	40.886	41.604	180.6	18:00.502	12	1	2:19.764	B	40.944	45.825	52.995	212.8	25:10.725
10	1	2:01.906	37.974	41.699	42.233	189.1	20:02.408	13	1	6:26.536	4:58.145	44.079	44.312	168.0	31:37.261	
11	1	2:00.861	38.332	40.762	41.767	181.2	22:03.269	14	1	2:08.652	40.038	43.868	44.746	200.2	33:45.913	
12	1	2:00.613	37.387	41.654	41.572	198.4	24:03.882	15	1	2:07.031	39.957	43.225	43.849	195.2	35:52.944	
13	1	2:02.226	37.566	42.156	42.504	192.1	26:06.108	16	1	2:07.492	39.396	43.357	44.739	204.7	38:00.436	
14	1	2:06.962	B	37.731	40.629	48.602	28:13.070	17	1	2:08.563	39.708	43.427	45.428	203.2	40:08.999	
15	1	3:23.542	2:00.624	40.857	42.061	204.0	31:36.612	18	1	2:30.218	B	42.832	47.540	59.846	208.7	42:39.217
16	1	2:00.545	37.936	41.056	41.553	203.6	33:37.157	20 1.David HART 2.Nicky PASTORELLI LOLA T70 Mk III B 1969 P+2L								
17	1	2:00.359	37.866	41.134	41.359	196.6	35:37.516	1	1	1:58.115	35.131	41.556	41.428	209.5	1:58.115	
18	1	1:59.381	37.292	40.864	41.225	209.1	37:36.897									
19	1	1:59.063	37.067	40.998	40.998	217.4	39:35.960									
20	1	1:59.273	37.395	40.892	40.986	205.9	41:35.233									
21	1	1:58.884	37.170	40.762	40.952	194.8	43:34.117									
22	1	1:58.403	36.813	40.673	40.917	210.7	45:32.520									
23	1	1:58.675	36.356	41.333	40.986	219.2	47:31.195									



CLASSIC ENDURANCE RACING 1

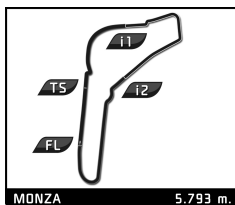
MONZA HISTORIC

RACE

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
2	1	1:59.406	36.324	41.403	41.679	225.6	3:57.521	31	1	2:20.192	48.404	45.821	45.967	183.3	2:20.192
3	1	2:00.573	37.300	41.287	41.986	223.2	5:58.094	2	1	2:14.351	42.874	44.698	46.779	201.7	4:34.543
4	1	1:59.167	36.569	40.966	41.632	225.6	7:57.261	3	1	2:14.644	43.323	44.961	46.360	197.7	6:49.187
5	1	1:59.843	36.781	41.031	42.031	211.1	9:57.104	4	1	2:14.276	42.830	44.959	46.487	199.9	9:03.463
DE TOMASO Pantera Gr. IV 1971								5	1	2:14.462	42.497	45.489	46.476	206.7	11:17.925
21	1	2:09.619	42.084	44.150	43.385	190.1	2:09.619	6	1	2:16.594	43.526	46.409	46.659	203.2	13:34.519
2	1	2:06.536	39.748	42.876	43.912	208.3	4:16.155	7	1	2:17.876	45.344	45.639	46.893	157.3	15:52.395
3	1	2:06.113	38.484	43.855	43.774	225.6	6:22.268	8	1	2:16.396	44.455	45.903	46.038	156.4	18:08.791
4	1	2:05.977	38.999	42.905	44.073	208.3	8:28.245	9	1	2:14.181	42.795	45.233	46.153	197.7	20:22.972
5	1	2:07.079	39.356	43.293	44.430	207.5	10:35.324	10	1	2:16.243	43.607	45.735	46.901	199.9	22:39.215
6	1	2:07.428	39.598	43.635	44.195	200.6	12:42.752	11	1	2:15.172	43.499	45.532	46.141	191.4	24:54.387
CHEVRON B16 BMW 1971								12	1	2:15.019	42.669	46.155	46.195	205.9	27:09.406
23	1	2:19.706	47.480	45.880	46.346	164.5	2:19.706	13	1	2:24.882	43.548	45.486	55.848	198.0	29:34.288
2	1	2:12.188	41.353	45.313	45.522	220.1	4:31.894	14	1	3:50.980	2:19.246	45.644	46.090	173.7	33:25.268
3	1	2:12.789	41.442	45.254	46.093	221.0	6:44.683	15	1	2:15.063	43.707	45.330	46.026	207.1	35:40.331
4	1	2:12.807	41.560	45.506	45.741	214.9	8:57.490	16	1	2:14.129	42.462	45.659	46.008	198.4	37:54.460
5	1	2:13.028	41.551	44.889	46.588	211.5	11:10.518	17	1	2:14.610	42.731	45.831	46.048	203.2	40:09.070
6	1	2:13.537	42.161	45.252	46.124	203.6	13:24.055	18	1	2:18.307	42.716	48.755	46.836	206.3	42:27.377
7	1	2:14.878	42.983	45.683	46.212	189.4	15:38.933	19	1	2:15.329	42.907	46.220	46.202	200.2	44:42.706
8	1	2:15.681	44.104	45.357	46.220	157.6	17:54.614	20	1	2:14.920	42.816	45.799	46.305	199.5	46:57.626
9	1	2:14.080	42.417	46.124	45.539	198.4	20:08.694	21	1	2:15.500	42.941	46.215	46.344	199.9	49:13.126
10	1	2:13.816	42.102	45.491	46.223	195.9	22:22.510	22	1	2:12.125	41.996	45.140	44.989	204.7	51:25.251
11	1	2:13.930	42.685	45.051	46.194	207.9	24:36.440	23	1	2:12.738	42.715	44.899	45.124	206.7	53:37.989
12	1	2:13.121	42.442	44.736	45.943	200.6	26:49.561	24	1	2:13.127	42.128	45.648	45.351	204.0	55:51.116
13	1	2:14.415	42.627	45.312	46.476	199.9	29:03.976	25	1	2:11.471	41.625	45.145	44.701	217.4	58:02.587
14	1	2:21.698	41.714	45.261	54.723	209.9	31:25.674	26	1	2:12.012	42.309	44.927	44.776	204.0	1:00:14.599
15	1	3:32.239	1:58.013	46.411	47.815	153.8	34:57.913	27	1	2:12.121	42.839	44.549	44.733	213.2	1:02:26.720
16	1	2:17.533	43.431	46.729	47.373	200.6	37:15.446	CHEVRON B8 BMW 1969							
17	1	2:17.054	42.675	47.141	47.238	198.0	39:32.500	32	1	2:14.940	43.494	45.944	45.502	170.7	2:14.940
18	1	2:19.281	43.503	48.350	47.428	211.1	41:51.781	2	1	2:10.530	41.435	44.018	45.077	213.6	4:25.470
19	1	2:18.037	43.578	46.671	47.788	199.9	44:09.818	3	1	2:09.863	40.847	44.285	44.731	217.0	6:35.333
20	1	2:17.614	43.427	46.717	47.470	208.3	46:27.432	4	1	2:10.625	40.734	43.863	46.028	217.9	8:45.958
21	1	2:16.995	42.630	46.706	47.659	214.0	48:44.427	5	1	2:10.383	41.640	43.795	44.948	227.0	10:56.341
22	1	2:16.947	43.034	46.240	47.673	189.4	51:01.374	6	1	2:10.300	41.349	43.940	45.011	217.0	13:06.641
23	1	2:17.741	43.678	46.851	47.212	192.1	53:19.115	7	1	2:10.962	41.951	43.996	45.015	216.1	15:17.603
24	1	2:17.901	42.244	48.169	47.488	210.7	55:37.016	8	1	2:11.970	42.149	43.978	45.843	175.4	17:29.573
25	1	2:16.617	42.767	46.151	47.699	207.5	57:53.633	9	1	2:13.099	41.788	45.600	45.711	189.1	19:42.672
26	1	2:17.142	42.714	46.768	47.660	214.0	1:00:10.775	10	1	2:11.938	42.339	44.265	45.334	191.7	21:54.610
27	1	2:15.782	42.959	45.967	46.856	194.8	1:02:26.557	11	1	2:11.116	41.444	44.184	45.488	203.2	24:05.726
LOTUS 30 1964								12	1	2:11.899	41.216	45.423	45.260	210.3	26:17.625
30	1	2:14.202	43.017	45.446	45.739	172.6	2:14.202	13	1	2:10.750	41.466	44.166	45.118	214.0	28:28.3



CLASSIC ENDURANCE RACING 1

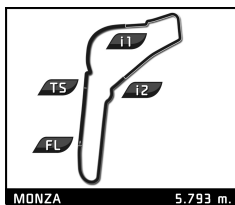
MONZA HISTORIC

RACE

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
25	1	2:14.174	42.370	45.360	46.444	182.7	57:03.665	20	1	2:15.567	42.718	45.925	46.924	191.1	48:24.507
26	1	2:14.172	41.987	46.052	46.133	204.7	59:17.837	21	1	2:13.912	42.274	45.356	46.282	193.5	50:38.419
27	1	2:18.906	44.741	46.332	47.833	217.0	1:01:36.743	22	1	2:15.350	42.150	46.097	47.103	194.5	52:53.769
33 1. Richard MILLE 2. Carlos TAVARES LOLA T70 Mk III B 1969 P+2L								23	1	2:15.320	42.814	46.047	46.459	200.6	55:09.089
1	1	2:06.262	40.166	43.153	42.943	194.8	2:06.262	24	1	2:14.377	41.986	46.004	46.387	205.1	57:23.466
2	1	2:04.500	38.106	42.897	43.497	225.1	4:10.762	25	1	2:15.355	42.321	46.393	46.641	192.1	59:38.821
3	1	2:03.698	37.440	42.744	43.514	224.2	6:14.460	26	1	2:16.003	42.749	46.362	46.892	196.2	1:01:54.824
4	1	2:04.717	37.512	43.304	43.901	217.4	8:19.177	42 1. Philipp BRUEHWILER CHEVRON B19 FVC 1971 P-2L							
5	1	2:03.602	37.716	42.513	43.373	221.0	10:22.779	1	1	2:06.692	41.201	42.724	42.767	204.4	2:06.692
6	1	2:04.760	38.492	42.552	43.716	210.7	12:27.539	2	1	2:02.410	38.042	41.446	42.922	225.1	4:09.102
7	1	2:03.458	37.723	42.196	43.539	202.8	14:30.997	3	1	2:01.166	38.148	41.110	41.908	216.6	6:10.268
8	1	2:05.604	39.241	42.546	43.817	189.7	16:36.601	4	1	2:02.455	37.655	42.493	42.307	243.2	8:12.723
9	1	2:05.088	38.570	42.972	43.546	191.4	18:41.689	5	1	2:03.036	37.817	43.443	41.776	227.9	10:15.759
10	1	2:03.743	37.592	42.842	43.309	217.9	20:45.432	6	1	2:02.311	37.876	41.950	42.485	225.6	12:18.070
11	1	2:03.733	38.156	42.255	43.322	206.7	22:49.165	7	1	2:04.221	38.357	42.379	43.485	231.8	14:22.291
12	1	2:03.221	38.021	42.263	42.937	195.2	24:52.386	8	1	2:03.506	39.824	41.663	42.019	191.7	16:25.797
13	1	2:11.167 B	37.850	42.296	51.021	212.8	27:03.553	9	1	2:02.389	38.420	41.884	42.085	216.6	18:28.186
14	1	3:32.204	2:06.157	42.973	43.074	167.0	30:35.757	10	1	2:04.406	38.161	43.770	42.475	223.2	20:32.592
15	1	2:03.362	38.041	42.315	43.006	196.6	32:39.119	11	1	2:02.491	38.250	41.757	42.484	211.9	22:35.083
16	1	2:04.575	38.675	42.292	43.608	176.8	34:43.694	12	1	2:02.716	39.139	41.482	42.095	212.3	24:37.799
17	1	2:05.720	38.579	42.879	44.262	202.5	36:49.414	13	1	2:08.706 B	38.773	41.476	48.457	218.3	26:46.505
18	1	2:03.624	38.231	42.366	43.027	191.7	38:53.038	14	1	3:54.122	2:29.936	41.821	42.365	173.7	30:40.627
19	1	2:04.653	38.174	43.129	43.350	205.9	40:57.691	15	1	2:04.373	38.775	43.536	42.062	202.1	32:45.000
20	1	2:03.233	37.998	42.081	43.154	221.4	43:00.924	16	1	2:01.976	38.424	41.546	42.006	218.8	34:46.976
21	1	2:03.487	38.431	42.177	42.879	220.5	45:04.411	17	1	2:03.492	38.058	42.740	42.694	218.8	36:50.468
22	1	2:02.970	38.195	41.953	42.822	198.0	47:07.381	18	1	2:03.027	38.374	42.111	42.542	223.2	38:53.495
23	1	2:03.728	37.841	42.001	43.886	201.3	49:11.109	19	1	2:02.080	38.154	42.229	41.697	214.9	40:55.575
24	1	2:05.713	40.004	42.627	43.082	205.9	51:16.822	20	1	2:01.577	38.146	41.527	41.904	210.7	42:57.152
25	1	2:03.564	37.866	42.508	43.190	194.5	53:20.386	21	1	2:03.851	38.563	42.490	42.798	202.5	45:01.003
26	1	2:04.171	38.548	42.263	43.360	207.1	55:24.557	22	1	2:02.230	38.274	41.798	42.158	223.2	47:03.233
27	1	2:04.346	38.884	42.215	43.247	194.8	57:28.903	23	1	2:03.294	38.642	42.107	42.545	210.3	49:06.527
28	1	2:04.724	37.988	43.077	43.659	218.8	59:33.627	24	1	2:02.139	38.651	41.676	41.812	193.1	51:08.666
29	1	2:04.529	38.559	42.082	43.888	204.0	1:01:38.156	25	1	2:02.799	38.561	42.119	42.119	208.7	53:11.465
40 1. Patrick BIEHLER Porsche 911 RSR 3,0i 1974 GT1								26	1	2:02.678	38.322	42.122	42.234	219.6	55:14.143
1	1	2:27.706	48.115	50.003	49.588	160.8	2:27.706	27	1	2:02.764	38.463	41.776	42.525	204.7	57:16.907
2	1	2:21.489	43.673	48.100	49.716	182.4	4:49.195	28	1	2:03.298	38.412	42.466	42.420	205.1	59:20.205
3	1	2:19.095	42.839	47.648	48.608	186.5	7:08.290	29	1	2:03.179	38.499	41.670	43.010	211.1	1:01:23.384
4	1	2:18.749	42.683	47.436	48.630	197.0	9:27.039	30	1	2:03.011	38.284	41.961	42.766	217.0	1:03:26.395
5	1	2:18.723	43.083	46.984	48.656	184.6	11:45.762	51 1. Peter MUELDER 2. Christian TRABER Porsche 911 RSR 3,0i 1974 GT1							
6	1	2:19.126	43.792	47.041	48.293	172.6	14:04.888	1	1	2:26.743	49.787	48.974	47.982	160.8	2:26.743
7	1	2:20.873	45.347	47.330	48.196	168.8	16:25.761	2	1	2:17.178	43.884	46.205	47.089	187.4	4:43.921
8	1	2:23.879	44.828	48.492	50.559	177.9	18:49.640	3	1	2:16.044	43.181	45.979	46.884	206.3	6:59.965
9	1	2:21.724	44.256	48.278	49.190	167.5	21:11.364	4	1	2:15.690	42.950	46.156	46.584	194.1	9:15.655
10	1	2:21.058	44.687	47.629	48.742	186.5	23:32.422	5	1	2:14.613	42.525	45.671	46.417	202.8	11:30.268
11	1	2:20.452	44.855	47.246	48.351	165.5	25:52.874	6	1	2:15.450	43.103	45.726	46.621	201.0	13:45.718
12	1	2:19.869	44.000	47.395	48.474	185.2	28:12.743	7	1	2:18.434	43.772	46.110	48.552	174.8	16:04.152
13	1	2:20.330	45.131	47.086	48.113	146.9	30:33.073	8	1	2:15.914	43.272	46.023	46.619	191.4	18:20.066
14	1	2:30.165 B	45.562	46.879	57.724	141.6	33:03.238	9	1	2:17.248	43.155	46.060	48.033	197.7	20:37.314
15	1	3:55.045	2:21.070	46.844	47.131	167.0	36:58.283	10	1	2:15.844	42.524	46.145	47.175	200.2	22:53.158
16	1	2:17.247	43.474	46.631	47.142	178.5	39:15.530	11	1	2:15.996	42.255	46.271	47.470	200.2	25:09.154
17	1	2:17.711	43.436	46.433	47.842	184.6	41:33.241	12	1	2:16.294	43.131	46.393	46.770	192.4	27:25.448
18	1	2:18.316	43.978	46.764	47.574	164.0	43:51.557	13	1	2:16.919	42.790	47.551	46.578	192.8	29:42.367
19	1	2:17.383	43.222	46.878	47.283	192.8	46:08.940	14	1	2:26.148 B	45.838	46.141	54.169	189.1	32:08.515



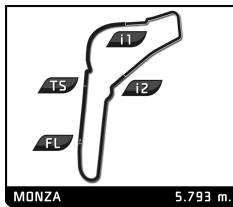
CLASSIC ENDURANCE RACING 1 MONZA HISTORIC RACE

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
15	1	3:49.833	2:11.575	49.227	49.031	142.5	35:58.348
16	1	2:20.716	43.860	48.112	48.744	201.0	38:19.064
17	1	2:18.801	42.941	47.698	48.162	197.7	40:37.865
18	1	2:18.718	43.455	47.501	47.762	203.6	42:56.583
19	1	2:19.941	43.755	48.012	48.174	198.0	45:16.524
20	1	2:18.472	43.273	47.395	47.804	202.1	47:34.996
21	1	2:20.105	44.249	47.763	48.093	217.0	49:55.101
22	1	2:21.026	44.685	47.698	48.643	178.8	52:16.127
23	1	2:22.494	43.700	48.455	50.339	201.7	54:38.621
24	1	2:19.356	43.753	47.419	48.184	183.3	56:57.977
25	1	2:19.354	43.317	47.710	48.327	186.5	59:17.331
26	1	2:19.994	43.598	47.786	48.610	177.6	1:01:37.325
581.Urs BECK PORSCHE 911 RSR 3,0l 1974GT1							
1	1	2:19.389					2:19.389
2	1	2:14.795					4:34.184
3	1	2:14.626					6:48.810
4	1	2:14.376					9:03.186
5	1	2:14.324					11:17.510
6	1	2:13.735					13:31.245
7	1	2:15.212					15:46.457
8	1	2:15.997					18:02.454
9	1	2:14.582					20:17.036
10	1	2:15.401					22:32.437
11	1	2:15.334					24:47.771
12	1	2:15.464					27:03.235
13	1	2:22.805 B					29:26.040
14	1	3:36.202	2:04.059	45.620	46.523	170.1	33:02.242
15	1	2:13.916	41.697	45.289	46.930	216.6	35:16.158
16	1	2:16.084	43.973	45.465	46.646	189.4	37:32.242
17	1	2:14.895	41.930	46.166	46.799	201.0	39:47.137
18	1	2:14.374	41.658	45.928	46.788	196.2	42:01.511
19	1	2:15.274	42.089	46.170	47.015	188.7	44:16.785
20	1	2:15.379	42.445	45.843	47.091	202.1	46:32.164
21	1	2:14.846	42.118	45.678	47.050	208.3	48:47.010
22	1	2:14.818	42.021	45.869	46.928	203.2	51:01.828
23	1	2:15.469	42.281	46.286	46.902	191.7	53:17.297
24	1	2:16.326	42.581	46.777	46.968	207.1	55:33.623
25	1	2:15.083	42.014	46.031	47.038	208.7	57:48.706
26	1	2:15.638	42.125	46.636	46.877	200.6	1:00:04.344
27	1	2:15.461	41.887	46.248	47.326	204.4	1:02:19.805
671.Maurizio BIANCO CHEVRON B19 FVC 1971P-2L							
1	1	2:04.750	40.429	41.987	42.334	200.6	2:04.750
2	1	2:04.841	37.987	43.138	43.716	218.3	4:09.591
3	1	2:01.455	38.010	41.275	42.170	211.5	6:11.046
4	1	2:02.374	37.634	42.465	42.275	213.6	8:13.420
5	1	2:03.466	38.020	42.805	42.641	200.6	10:16.886
6	1	2:01.953	37.774	41.643	42.436	205.5	12:18.839
7	1	2:01.583	37.801	41.545	42.337	221.9	14:20.422
8	1	2:02.193	38.735	41.324	42.134	200.6	16:22.615
9	1	2:02.009	38.318	41.460	42.231	205.5	18:24.624
10	1	2:02.790	38.606	41.804	42.380	190.1	20:27.414
11	1	2:02.531	38.382	41.647	42.502	193.1	22:29.945
12	1	2:03.195	38.264	41.833	43.098	205.5	24:33.140

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
13	1	2:01.700	38.317	41.381	42.002	205.9	26:34.840
14	1	2:01.368	37.789	41.473	42.106	209.1	28:36.208
15	1	2:10.297 B	38.098	41.037	51.162	201.7	30:46.505
16	1	3:27.253	2:02.369	42.354	42.530	201.7	34:13.758
17	1	2:01.433	38.241	41.284	41.908	199.5	36:15.191
18	1	2:01.722	38.159	41.289	42.274	201.0	38:16.913
19	1	2:00.853	37.953	41.013	41.887	209.9	40:17.766
20	1	2:03.126	37.737	43.150	42.239	208.7	42:20.892
21	1	2:01.548	38.318	41.438	41.792	236.9	44:22.440
22	1	2:02.859	38.751	41.617	42.491	228.9	46:25.299
23	1	2:01.499	38.295	41.368	41.836	183.0	48:26.798
24	1	2:01.057	37.931	40.961	42.165	209.5	50:27.855
25	1	2:02.004	38.182	41.512	42.310	218.3	52:29.859
26	1	2:02.218	37.990	41.241	42.987	198.4	54:32.077
27	1	2:01.781	38.363	41.069	42.349	217.0	56:33.858
28	1	2:01.708	37.841	41.618	42.249	206.3	58:35.566
29	1	2:02.823	38.255	41.936	42.632	192.1	1:00:38.389
30	1	2:03.882	38.325	42.020	43.537	189.4	1:02:42.271
711.Olly BRYANT LOLA T70 Mk III B 1969P+2L							
1	1	2:02.457	38.025	42.699	41.733	196.2	2:02.457
2	1	1:59.314	37.121	41.004	41.189	228.4	4:01.771
3	1	1:59.187	36.953	40.957	41.277	209.1	6:00.958
4	1	1:59.772	36.831	41.049	41.892	209.5	8:00.730
5	1	2:12.092 B	39.668	42.226	50.198	211.1	10:12.822
6	1	12:07.295	...	42.675	42.089	141.9	22:20.117
7	1	2:01.278	37.742	41.722	41.814	197.7	24:21.395
8	1	1:59.244	36.806	40.884	41.554	218.3	26:20.639
9	1	2:00.094	37.492	41.172	41.430	207.5	28:20.733
10	1	2:00.161	37.178	41.527	41.456	214.0	30:20.894
11	1	1:58.772	36.963	40.583	41.226	214.9	32:19.666
12	1	2:08.307 B	36.613	40.924	50.770	223.7	34:27.973
13	1	3:24.682	2:01.987	41.276	41.419	182.4	37:52.655
14	1	1:59.852	36.763	41.955	41.134	215.3	39:52.507
15	1	1:59.989	36.513	41.867	41.609	218.3	41:52.496
16	1	1:59.157	36.758	40.961	41.438	219.2	43:51.653
17	1	1:58.460	36.442	40.843	41.175	220.5	45:50.113
18	1	1:58.730	36.476	40.746	41.508	216.1	47:48.843
19	1	1:58.753	36.415	40.865	41.473	221.4	49:47.596
20	1	2:01.638	38.712	41.470	41.456	203.2	51:49.234
21	1	2:01.036	37.295	41.753	41.988	221.0	53:50.270
22	1	2:00.019	36.878	41.053	42.088	212.8	55:50.289
23	1	2:00.988	36.698	41.552	42.738	217.0	57:51.277
24	1	2:03.641	39.464	41.889	42.288	195.5	59:54.918
25	1	2:04.401	38.527	42.413	43.461	196.6	1:01:59.319
771.Martin WACHTER LOLA T70 MkII Spyder 1967P+2L							
1	1	2:23.021	47.451	47.640	47.930	175.9	2:23.021
2	1	2:30.765 B	44.673	47.681	58.411	169.6	4:53.786
3	1	3:26.509	1:53.286	46.941	46.282	137.6	8:20.295
4	1	2:14.801	41.688	45.173	47.940	161.3	10:35.096
5	1	2:13.039	41.048	45.038	46.953	189.4	12:48.135
6	1	2:12.976	41.934	44.963	46.079	168.8	15:01.111
7	1	2:10.500	40.352	44.328	45.820	183.6	17:11.611
8	1	2:13.493	41.129	46.035	46.329	195.5	19:25.104



CLASSIC ENDURANCE RACING 1 MONZA HISTORIC RACE

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
9	1	2:10.496	40.491	44.306	45.699	187.4	21:35.600	15	1	2:14.691	42.811	46.236	45.644	191.4	35:04.827
10	1	2:10.716	40.838	44.056	45.822	195.2	23:46.316	16	1	2:12.771	42.499	45.332	44.940	202.8	37:17.598
11	1	2:20.087 B	40.515	45.196	54.376	209.9	26:06.403	17	1	2:11.772	41.526	45.456	44.790	211.1	39:29.370
12	1	8:12.644	6:41.526	45.529	45.589	159.6	34:19.047	18	1	2:14.127	41.714	47.113	45.300	214.4	41:43.497
13	1	2:09.467	40.406	43.863	45.198	189.1	36:28.514	19	1	2:13.690	42.472	45.569	45.649	204.7	43:57.187
14	1	2:19.549 B	40.312	44.308	54.929	179.7	38:48.063	20	1	2:13.179	42.532	45.376	45.271	205.5	46:10.366
15	1	3:57.194	2:27.024	44.585	45.585	139.7	42:45.257	21	1	2:13.337	42.052	45.570	45.715	200.6	48:23.703
16	1	2:26.724 B	41.149	44.479	1:01.096	188.1	45:11.981	22	1	2:13.244	42.457	45.384	45.403	217.0	50:36.947
17	1	12:11.524 B					57:23.505	23	1	2:13.274	42.835	45.210	45.229	205.9	52:50.221

78

1. Philippe VANDROMME
2. Jacques LAFFITE

LOLA T70 Mk III
P+2L

1	1	2:17.295	46.148	45.981	45.166	172.6	2:17.295
2	1	2:10.435	40.231	44.757	45.447	192.8	4:27.730
3	1	2:10.061	39.576	45.483	45.002	188.1	6:37.791
4	1	2:11.495	40.801	44.784	45.910	192.8	8:49.286
5	1	2:11.639	40.931	45.591	45.117	175.6	11:00.925
6	1	2:10.509	41.132	44.345	45.032	198.0	13:11.434
7	1	2:11.979	42.171	44.596	45.212	166.2	15:23.413
8	1	2:09.813	40.274	44.636	44.903	174.5	17:33.226
9	1	2:09.218	39.703	44.877	44.638	187.1	19:42.444
10	1	2:10.482	39.864	45.248	45.370	186.8	21:52.926
11	1	2:08.657	39.361	44.450	44.846	195.9	24:01.583
12	1	2:27.213 B	44.474	47.011	55.728	184.0	26:28.796
13	1	3:49.045	2:16.062	46.728	46.255	142.5	30:17.841
14	1	2:12.098	40.945	45.812	45.341	188.7	32:29.939
15	1	2:10.680	40.245	45.238	45.197	190.4	34:40.619
16	1	2:11.008	40.339	44.505	46.164	198.0	36:51.627
17	1	2:13.510	41.357	46.708	45.445	195.2	39:05.137
18	1	2:10.778	40.164	44.451	46.163	192.4	41:15.915
19	1	2:10.245	40.228	44.975	45.042	199.1	43:26.160
20	1	2:12.108	40.051	47.301	44.756	223.2	45:38.268
21	1	2:10.247	40.411	44.691	45.145	192.1	47:48.515
22	1	2:09.980	39.811	45.422	44.747	206.7	49:58.495
23	1	2:12.593	41.129	45.765	45.699	188.4	52:11.088
24	1	2:11.499	40.318	46.120	45.061	199.1	54:22.587
25	1	2:11.291	40.577	44.664	46.050	186.2	56:33.878
26	1	2:14.544	41.696	47.405	45.443	194.8	58:48.422
27	1	2:11.915	40.943	45.098	45.874	182.4	1:01:00.337
28	1	2:12.687	41.080	45.519	46.088	184.6	1:03:13.024

82

1. Michel LECOURT
2. Raymond NARAC

PORSCHE 911 RSR 3,0i 1974
GT1

1	1	2:15.968	44.171	46.035	45.762	167.8	2:15.968
2	1	2:13.693	41.374	45.571	46.748	205.5	4:29.661
3	1	2:13.518	41.640	45.799	46.079	204.0	6:43.179
4	1	2:13.327	41.544	45.709	46.074	206.7	8:56.506
5	1	2:13.772	41.870	45.216	46.686	208.7	11:10.278
6	1	2:13.879	41.824	45.590	46.465	199.5	13:24.157
7	1	2:16.052	44.534	45.738	45.780	156.7	15:40.209
8	1	2:15.021	43.549	45.645	45.827	155.5	17:55.230
9	1	2:13.812	42.223	45.879	45.710	186.8	20:09.042
10	1	2:13.358	41.474	45.600	46.284	209.5	22:22.400
11	1	2:13.274	42.085	45.265	45.924	215.7	24:35.674
12	1	2:13.910	41.994	45.618	46.298	196.2	26:49.584
13	1	2:21.703 B	42.374	45.537	53.792	201.7	29:11.287
14	1	3:38.849	2:07.126	46.437	45.286	152.5	32:50.136

85

1. Graham ADELMAN

LOLA T212 FVC 1971
P-2L

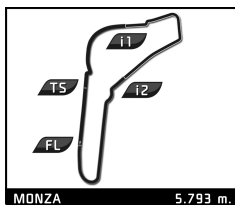
1	1	2:09.700	41.920	44.165	43.615	180.6	2:09.700
2	1	2:05.239	39.124	42.796	43.319	209.5	4:14.939
3	1	2:04.174	39.040	42.609	42.525	235.3	6:19.113
4	1	2:05.212	39.522	42.595	43.095	226.5	8:24.325
5	1	2:04.716	38.957	42.424	43.335	196.6	10:29.041
6	1	2:04.633	38.859	42.333	43.441	211.9	12:33.674
7	1	2:03.131	38.812	41.700	42.619	218.8	14:36.805
8	1	2:03.100	38.578	42.094	42.428	225.1	16:39.905
9	1	2:04.500	38.877	42.591	43.032	210.7	18:44.405
10	1	2:02.560	38.783	41.524	42.253	224.6	20:46.965
11	1	2:03.393	38.377	41.845	43.171	225.6	22:50.358
12	1	2:03.725	38.652	42.064	43.009	227.9	24:54.083
13	1	2:04.207	38.952	42.133	43.122	235.3	26:58.290
14	1	2:14.903 B	39.212	43.996	51.695	209.1	29:13.193
15	1	3:37.188	2:10.186	43.636	43.366	169.9	32:50.381
16	1	2:06.732	41.047	42.600	43.085	231.8	34:57.113
17	1	2:06.019	40.067	42.688	43.264	198.4	37:03.132
18	1	2:05.798	39.908	42.862	43.028	199.1	39:08.930
19	1	2:05.525	39.105	42.862	43.558	211.5	41:14.455
20	1	2:05.461	39.253	42.919	43.289	221.0	43:19.916
21	1	2:07.053	40.324	43.173	43.556	205.9	45:26.969
22	1	2:07.714	39.973	44.243	43.498	202.8	47:34.683
23	1	2:05.938	39.328	42.865	43.745	223.7	49:40.621
24	1	2:06.001	39.896	43.080	43.025	199.9	51:46.622
25	1	2:06.328	39.149	43.803	43.376	227.0	53:52.950
26	1	2:05.870	39.430	43.089	43.351	229.9	55:58.820
27	1	2:06.791	39.761	43.252	43.778	220.1	58:05.611
28	1	2:06.203	40.019	43.063	43.121	196.2	1:00:11.814
29	1	2:07.009	39.787	43.417	43.805	209.5	1:02:18.823

117

1. Carlos MONTEVERDE
2. Gary PEARSON

FERRARI 512 M 1970
P+2L

1	1	1:58.764	36.244	41.055	41.465	199.9	1:58.764
2	1	1:59.334	36.340	41.200	41.794	227.0	3:58.098
3	1	1:59.430	36.538	40.941	41.951	227.9	5:57.528
4	1	1:59.035	36.392	40.697	41.946	217.0	7:56.563
5	1	2:00.235	36.761	41.178	42.296	211.1	9:56.798
6	1	1:59.484	36.330	40.990	42.164	230.3	11:56.282
7	1	2:00.644	36.323	41.697	42.624	224.6	13:56.926
8	1	2:01.789	38.140	41.321	42.328	215.3	15:58.715
9	1	2:02.150	37.195	41.831	43.124	214.9	18:00.865



CLASSIC ENDURANCE RACING 1 MONZA HISTORIC RACE

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
10	1	2:01.761	36.531	42.268	42.962	228.4	20:02.626								
11	1	2:00.241	36.921	41.278	42.042	214.9	22:02.867								
12	1	2:00.529	36.758	41.091	42.680	215.3	24:03.396								
13	1	2:10.285 B	37.782	41.733	50.770	201.3	26:13.681								
14	1	3:31.762	2:09.640	41.120	41.002	171.2	29:45.443								
15	1	2:01.120	38.553	40.492	42.075	240.5	31:46.563								
16	1	1:57.971	36.179	40.621	41.171	236.9	33:44.534								
17	1	1:57.420	36.151	40.744	40.525	227.9	35:41.954								
18	1	1:57.322	36.055	40.583	40.684	223.7	37:39.276								
19	1	1:57.175	35.965	40.668	40.542	216.6	39:36.451								
20	1	1:58.071	36.353	40.564	41.154	217.0	41:34.522								
21	1	1:58.205	37.127	40.231	40.847	192.4	43:32.727								
22	1	1:58.436	36.148	41.387	40.901	223.7	45:31.163								
23	1	1:59.154	36.098	41.379	41.677	216.6	47:30.317								
24	1	1:58.285	36.241	41.001	41.043	223.2	49:28.602								
25	1	1:58.160	36.023	41.132	41.005	225.1	51:26.762								
26	1	1:59.206	36.347	41.403	41.456	213.2	53:25.968								
27	1	1:59.509	37.210	41.446	40.853	207.5	55:25.477								
28	1	1:59.174	36.398	41.282	41.494	227.4	57:24.651								
29	1	1:59.041	36.625	40.843	41.573	200.2	59:23.692								
30	1	2:03.382	38.450	42.131	42.801	188.1	1:01:27.074								

121 1. Steve TANDY LOLA T70 Mk III B 1969 P+2L

1	1	2:03.968	39.296	42.191	42.481	199.1	2:03.968
2	1	2:03.401	38.515	42.449	42.437	231.3	4:07.369
3	1	2:02.393	37.969	41.972	42.452	211.5	6:09.762
4	1	2:02.424	37.367	42.710	42.347	223.2	8:12.186
5	1	2:06.790	37.430	46.453	42.907	215.7	10:18.976
6	1	2:00.975	36.960	42.045	41.970	229.4	12:19.951
7	1	2:01.453	37.053	41.913	42.487	218.3	14:21.404
8	1	2:02.933	38.630	41.903	42.400	209.5	16:24.337
9	1	2:02.999	38.408	42.428	42.163	201.3	18:27.336
10	1	2:04.104	39.093	42.913	42.098	220.5	20:31.440
11	1	2:02.161	37.983	41.457	42.721	201.7	22:33.601
12	1	2:02.061	38.026	41.707	42.328	199.9	24:35.662
13	1	2:01.918	37.805	41.860	42.253	212.8	26:37.580
14	1	2:09.386 B	37.621	42.066	49.699	203.6	28:46.966
15	1	3:28.577	2:04.017	42.426	42.134	204.7	32:15.543
16	1	2:01.752	37.284	41.724	42.744	224.6	34:17.295
17	1	2:01.349	37.329	42.036	41.984	217.4	36:18.644
18	1	1:59.848	36.942	41.324	41.582	228.9	38:18.492
19	1	2:00.740	37.730	41.450	41.560	220.1	40:19.232
20	1	2:02.030	37.191	42.178	42.661	221.4	42:21.262
21	1	2:01.674	38.078	41.755	41.841	234.8	44:22.936
22	1	2:05.420	42.101	41.738	41.581	231.8	46:28.356
23	1	1:59.172	36.751	41.064	41.357	222.3	48:27.528
24	1	2:00.527	37.519	41.501	41.507	203.2	50:28.055
25	1	2:00.916	37.232	41.509	42.175	234.8	52:28.971
26	1	2:03.252	39.096	41.399	42.757	225.1	54:32.223
27	1	2:00.391	37.306	41.297	41.788	242.7	56:32.614
28	1	2:03.107	39.842	41.686	41.579	218.3	58:35.721
29	1	2:01.261	37.555	41.920	41.786	238.4	1:00:36.982
30	1	2:02.689	37.973	42.040	42.676	216.6	1:02:39.671