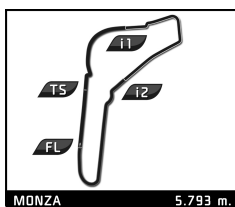


CLASSIC ENDURANCE RACING 2 MONZA HISTORIC RACE

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
1 1.Tony SINCLAIR LOLA T292 BDG 1973 P-2L								25	1	1:58.166	37.587	40.386	40.193	228.4	50:23.916
1	1	2:00.777	38.229	41.028	41.520		2:00.777	26	1	1:58.279	37.392	40.462	40.425	235.8	52:22.195
2	1	1:59.475	37.719	40.187	41.569	223.2	4:00.252	27	1	2:02.446	37.566	44.010	40.870	220.1	54:24.641
3	1	1:58.960	37.511	40.644	40.805	226.5	5:59.212	28	1	1:58.784	37.793	40.803	40.188	247.7	56:23.425
4	1	1:59.824	37.835	40.180	41.809	233.8	7:59.036	29	1	1:58.117	37.165	40.709	40.243	247.7	58:21.542
5	1	1:58.804	37.574	40.249	40.981	229.4	9:57.840	30	1	1:58.038	37.708	39.863	40.467	227.0	1:00:19.580
6	1	1:59.074	37.937	40.029	41.108	203.2	11:56.914	6 1.Roberto TURRIZIANI OSELLA PA5 1977 P-2L 2.Stefano DI FULVIO							
7	1	1:59.187	37.224	40.857	41.106	229.4	13:56.101	1	1	2:03.280	40.824	41.249	41.207	198.0	2:03.280
8	1	1:58.597	37.247	40.153	41.197	227.9	15:54.698	2	1	1:58.676	37.450	40.591	40.635	235.8	4:01.956
9	1	1:58.258	37.740	40.390	40.128	232.3	17:52.956	3	1	1:57.813	37.364	39.951	40.498	240.5	5:59.769
10	1	1:58.786	37.755	39.847	41.184	215.7	19:51.742	4	1	1:58.877	37.615	40.438	40.824	226.5	7:58.646
11	1	2:05.959	40.382	42.468	43.109	211.1	21:57.701	5	1	1:57.598	37.123	40.104	40.371	240.0	9:56.244
12	1	2:16.643 B	41.681	41.513	53.449	193.5	24:14.344	6	1	1:58.861	37.946	40.136	40.779	238.9	11:55.105
13	1	8:33.625	7:10.387	41.848	41.390	190.1	32:47.969	7	1	1:58.230	37.713	40.095	40.422	234.3	13:53.335
14	1	2:00.046	38.276	40.901	40.869	212.8	34:48.015	8	1	1:57.857	37.390	39.977	40.490	235.3	15:51.192
15	1	2:00.145	37.778	41.195	41.172	225.1	36:48.160	9	1	1:59.358	38.393	40.170	40.795	234.8	17:50.550
16	1	2:01.509	38.791	41.585	41.133	199.5	38:49.669	10	1	1:59.502	37.470	41.298	40.734	234.3	19:50.052
17	1	2:08.601	39.758	43.812	45.031	217.9	40:58.270	11	1	2:08.324	39.106	43.712	45.506	234.3	21:58.376
18	1	2:05.373	40.291	42.814	42.268	200.2	43:03.643	12	1	2:13.534	42.732	44.706	46.096	190.7	24:11.910
19	1	2:02.550	38.774	41.720	42.056	208.7	45:06.193	13	1	2:21.481 B	42.990	43.660	54.831	195.9	26:33.391
20	1	2:01.591	38.598	41.348	41.645	205.9	47:07.784	14	1	4:33.089	2:56.915	48.316	47.858	156.0	31:06.480
21	1	2:05.266	38.381	44.061	42.824	206.3	49:13.050	15	1	2:21.944	45.400	48.449	48.095	176.8	33:28.424
22	1	2:04.452	38.931	42.658	42.863	231.8	51:17.502	16	1	2:20.941	45.861	47.375	47.705	166.2	35:49.365
23	1	2:04.289	38.770	42.378	43.141	214.4	53:21.791	17	1	2:18.078	44.555	46.526	46.997	170.7	38:07.443
24	1	2:04.381	39.347	42.347	42.687	190.1	55:26.172	18	1	2:19.073	44.742	47.342	46.989	176.5	40:26.516
25	1	2:04.343	39.183	42.133	43.027	194.8	57:30.515	19	1	2:25.109	45.136	46.732	53.241	166.5	42:51.625
26	1	2:05.817	39.428	42.635	43.754	188.4	59:36.332	20	1	2:25.004	46.498	50.165	48.341	154.0	45:16.629
27	1	2:03.138	38.789	42.114	42.235	204.4	1:01:39.470	21	1	2:20.217	45.004	47.254	47.959	159.2	47:36.846
3 1.Martin O'CONNELL CHEVRON B26 1974 P-2L								22	1	2:18.098	43.661	47.096	47.341	182.1	49:54.944
1	1	1:57.058	36.868	40.078	40.112		1:57.058	23	1	2:21.411	44.693	48.740	47.978	177.4	52:16.355
2	1	1:57.046	37.107	39.945	39.994	237.9	3:54.104	24	1	2:25.054	49.560	47.670	47.824	145.3	54:41.409
3	1	1:55.986	37.181	39.207	39.598	226.5	5:50.090	25	1	2:18.317	44.161	46.417	47.739	169.6	56:59.726
4	1	1:55.786	37.214	39.017	39.555	234.3	7:45.876	26	1	2:17.875	44.201	46.628	47.046	167.3	59:17.601
5	1	1:56.249	36.939	39.464	39.846	254.0	9:42.125	27	1	2:20.530	45.282	47.236	48.012	177.4	1:01:38.131
6	1	1:57.122	36.890	40.221	40.011	258.2	11:39.247	14 1.Marc DEVIS TOJ SC 303 1978 P+2L							
7	1	1:56.760	37.256	39.689	39.815	237.9	13:36.007	1	1	1:55.915	35.554	40.178	40.183		1:55.915
8	1	1:55.962	37.017	39.220	39.725	250.5	15:31.969	2	1	1:55.930	36.490	39.494	39.946	196.6	3:51.845
9	1	1:56.906	37.209	39.528	40.169	236.9	17:28.875	3	1	1:55.997	36.420	40.034	39.543	192.4	5:47.842
10	1	1:56.283	37.051	39.444	39.788	240.5	19:25.158	4	1	1:55.257	36.112	39.652	39.493	212.8	7:43.099
11	1	1:56.728	37.184	39.588	39.956	251.7	21:21.886	5	1	1:54.785	36.248	39.273	39.264	203.6	9:37.884
12	1	1:57.705	36.966	40.617	40.122	249.9	23:19.591	6	1	1:56.858	36.049	41.451	39.358	207.9	11:34.742
13	1	1:57.962	37.693	39.876	40.393	231.8	25:17.553	7	1	1:54.897	36.465	39.370	39.062	209.9	13:29.639
14	1	1:56.893	37.396	39.530	39.967	229.4	27:14.446	8	1	1:54.822	35.955	39.224	39.643	205.5	15:24.461
15	1	2:03.854 B	37.226	39.330	47.298	246.0	29:18.300	9	1	1:55.067	36.379	39.106	39.582	195.5	17:19.528
16	1	3:22.666	2:03.098	39.547	40.021	206.7	32:40.966	10	1	1:57.031	36.210	40.109	40.712	201.7	19:16.559
17	1	1:56.876	37.086	39.868	39.922	249.4	34:37.842	11	1	1:56.402	36.788	39.878	39.736	195.9	21:12.961
18	1	1:57.491	36.974	40.499	40.018	248.8	36:35.333	12	1	2:00.023	38.191	41.736	40.096	183.3	23:12.984
19	1	1:56.959	37.585	39.650	39.724	238.4	38:32.292	13	1	1:55.470	36.408	39.665	39.397	196.2	25:08.454
20	1	1:56.373	36.993	39.778	39.602	250.5	40:28.665	14	1	1:55.710	36.184	39.565	39.961	214.9	27:04.164
21	1	1:58.588	37.255	40.586	40.747	238.9	42:27.253	15	1	2:03.807 B	36.268	40.099	47.440	195.9	29:07.971
22	1	1:59.047	37.474	40.563	41.010	228.4	44:26.300	16	1	3:21.437	2:01.489	39.993	39.955	165.5	32:29.408
23	1	2:01.006	38.870	41.303	40.833	231.8	46:27.306	17	1	1:57.780	36.689	39.751	41.340	196.2	34:27.188
24	1	1:58.444	37.657	40.535	40.252	236.9	48:25.750	18	1	1:56.386	36.766	39.483	40.137	202.5	36:23.574

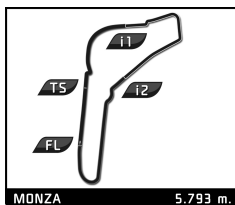


CLASSIC ENDURANCE RACING 2 MONZA HISTORIC RACE

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
19	1	1:56.861	37.099	39.770	39.992	191.4	38:20.435	11	1	2:10.005	40.765	44.325	44.915	212.3	24:15.200
20	1	1:55.685	36.283	39.732	39.670	200.6	40:16.120	12	1	2:10.274	40.811	44.243	45.220	199.1	26:25.474
21	1	2:04.484	37.520	42.036	44.928	202.8	42:20.604	13	1	2:20.047 B	41.148	45.690	53.209	209.5	28:45.521
22	1	2:01.251	38.854	40.773	41.624	179.7	44:21.855	14	1	3:36.443	2:04.979	45.704	45.760	161.3	32:21.964
23	1	1:59.954	37.670	40.558	41.726	205.5	46:21.809	15	1	2:10.787	40.362	45.301	45.124	208.3	34:32.751
24	1	2:00.812	38.135	41.527	41.150	191.1	48:22.621	16	1	2:10.992	41.255	44.480	45.257	231.3	36:43.743
25	1	1:59.608	37.916	41.077	40.615	186.2	50:22.229	17	1	2:11.232	40.355	44.776	46.101	209.5	38:54.975
26	1	1:58.047	37.515	40.225	40.307	223.2	52:20.276	18	1	2:19.480	41.234	48.907	49.339	201.7	41:14.455
27	1	2:01.474	39.180	42.170	40.124	180.3	54:21.750	19	1	2:27.860	47.131	50.843	49.886	153.8	43:42.315
28	1	1:58.046	37.260	40.176	40.610	201.7	56:19.796	20	1	2:18.101	44.018	47.116	46.967	186.2	46:00.416
29	1	1:58.191	36.775	40.423	40.993	208.3	58:17.987	21	1	2:16.894	42.945	47.850	46.099	190.1	48:17.310
30	1	1:58.333	37.923	40.056	40.354	183.0	1:00:16.320	22	1	2:17.130	43.064	48.395	45.671	186.8	50:34.440
21 1. Russell BÜSST CHEVRON B31 BDG 1975 P-2L								31 1. Carlos BARBOT LOLA T280 DFV 1972 P+2L							
1	1	2:02.635	39.977	41.384	41.274	222.8	2:02.635	1	1	2:01.403	38.889	40.422	42.092		2:01.403
2	1	2:00.682	37.901	41.370	41.411	243.8	4:03.317	2	1	1:58.901	37.274	40.798	40.829	197.3	4:00.304
3	1	2:00.410	37.487	41.403	41.520	257.0	6:03.727	3	1	1:56.745	35.701	40.504	40.540	254.6	5:57.049
4	1	1:58.978	37.510	40.759	40.709	249.4	8:02.705	4	1	1:56.573	36.090	39.935	40.548	241.1	7:53.622
5	1	1:59.237	37.468	41.147	40.622	256.4	10:01.942	5	1	1:57.077	36.033	40.305	40.739	237.9	9:50.699
6	1	1:58.691	37.558	40.604	40.529	255.2	12:00.633	6	1	1:56.849	35.900	40.050	40.899	243.8	11:47.548
7	1	1:59.749	37.609	41.333	40.807	243.2	14:00.382	7	1	1:58.482	36.443	41.029	41.010	211.1	13:46.030
8	1	1:58.204	37.514	40.270	40.420	254.6	15:58.586	8	1	1:57.748	36.414	40.657	40.677	215.7	15:43.778
9	1	1:59.379	37.711	40.788	40.880	246.5	17:57.965	9	1	1:58.308	37.256	39.984	41.068	206.7	17:42.086
10	1	1:59.428	38.103	41.011	40.314	247.1	19:57.393	10	1	1:58.117	36.374	40.400	41.343	226.5	19:40.203
11	1	2:00.788	38.415	41.311	41.062	214.4	21:58.181	11	1	1:58.125	36.585	40.486	41.054	224.6	21:38.328
12	1	1:59.287	37.307	41.332	40.648	252.8	23:57.468	12	1	1:57.943	36.549	40.368	41.026	233.3	23:36.271
13	1	1:58.967	37.796	40.926	40.245	253.4	25:56.435	13	1	1:57.525	36.237	40.435	40.853	243.8	25:33.796
14	1	1:59.907	37.565	40.929	41.413	254.0	27:56.342	14	1	1:58.136	36.262	40.903	40.971	228.4	27:31.932
15	1	2:08.492 B	37.855	40.636	50.001	255.8	30:04.834	15	1	2:13.077 B	37.390	41.987	53.700	203.2	29:45.009
16	1	3:23.726	2:02.115	41.133	40.478	201.0	33:28.560	16	1	3:19.590	1:57.787	41.009	40.794	194.1	33:04.599
17	1	1:59.853	38.046	41.379	40.428	254.0	35:28.413	17	1	1:57.976	36.499	40.351	41.126	225.1	35:02.575
18	1	1:59.574	37.858	40.931	40.785	238.4	37:27.987	18	1	1:57.200	36.214	40.537	40.449	228.9	36:59.775
19	1	2:00.489	38.172	41.299	41.018	229.4	39:28.476	19	1	2:00.847	37.287	41.776	41.784	235.8	39:00.622
20	1	2:07.443	39.290	43.676	44.477	244.3	41:35.919	20	1	2:04.353	37.115	43.408	43.830	229.9	41:04.975
21	1	2:06.160	40.162	43.363	42.635	186.2	43:42.079	21	1	2:07.888	40.571	43.123	44.194	195.9	43:12.863
22	1	2:01.940	38.515	41.479	41.946	226.0	45:44.019	22	1	2:05.837	38.432	43.792	43.613	201.7	45:18.700
23	1	2:00.215	38.117	40.801	41.297	237.4	47:44.234	23	1	2:04.376	39.051	42.128	43.197	208.3	47:23.076
24	1	2:01.433	38.457	41.611	41.365	234.8	49:45.667	24	1	2:04.341	37.171	44.679	42.491	221.0	49:27.417
25	1	2:02.809	38.355	42.217	42.237	216.1	51:48.476	25	1	2:06.374	41.260	42.710	42.404	236.3	51:33.791
26	1	2:02.695	39.022	41.965	41.708	229.4	53:51.171	26	1	1:59.467	36.489	41.135	41.843	238.9	53:33.258
27	1	2:01.579	38.309	41.761	41.509	237.4	55:52.750	27	1	2:02.043	37.566	42.521	41.956	224.6	55:35.301
28	1	2:02.064	38.773	41.470	41.821	238.9	57:54.814	28	1	2:07.261	37.464	46.585	43.212	211.5	57:42.562
29	1	2:07.366	39.334	43.524	44.508	209.9	1:00:02.180	29	1	2:03.460	38.693	42.111	42.656	224.2	59:46.022
26 1. Claude LE JEAN 2. Lucien ROSSIAUD CHEVRON B36 BMW 1976 P-2L								46 1. Christian BOURIEZ FERRARI 512 BBLM 1981 GT2							
1	1	2:19.683	47.000	46.190	46.493	181.8	2:19.683	1	1	2:10.619	42.705	44.753	43.161	198.4	2:10.619
2	1	2:13.224	42.149	44.860	46.215	173.4	4:32.907	2	1	2:05.538	39.291	43.265	42.982	196.6	4:16.157
3	1	2:12.047	41.915	44.550	45.582	207.5	6:44.954	3	1	2:23.282	50.911	48.229	44.142	224.2	6:39.439
4	1	2:11.695	41.540	44.884	45.271	201.3	8:56.649	4	1	2:05.758	39.960	42.498	43.300	180.6	8:45.197
5	1	2:12.060	41.475	44.908	45.677	170.9	11:08.709								
6	1	2:11.359	41.059	44.818	45.482	190.4	13:20.068								
7	1	2:11.015	41.210	44.191	45.614	212.8	15:31.083								
8	1	2:10.853	40.937	44.395	45.521	205.9	17:41.936								
9	1	2:10.574	40.999	43.731	45.844	196.6	19:52.510								
10	1	2:12.685	42.346	44.753	45.586	183.0	22:05.195								

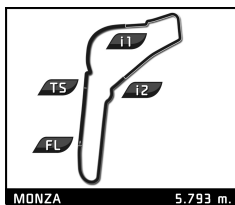


CLASSIC ENDURANCE RACING 2 MONZA HISTORIC RACE

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
5	1	2:04.031	38.765	42.280	42.986	207.9	10:49.228	21	1	1:58.105	35.812	40.161	42.132	247.1	42:25.083
6	1	2:04.496	38.709	42.505	43.282	208.3	12:53.724	22	1	2:00.848	37.982	41.229	41.637	212.8	44:25.931
7	1	2:24.563 B	38.257	42.608	1:03.698	215.7	15:18.287	23	1	2:01.988	39.195	41.861	40.932	231.3	46:27.919
48 FERRARI 512 BBLM 1981 GT2 2. Frank STIPPLER								52 TOJ SC304 1976 P+2L 1. Yves SCEMAMA							
1	2	2:08.757	41.448	43.009	44.300	189.1	2:08.757	1	1	1:55.825	34.859	40.537	40.429		1:55.825
2	2	2:07.537	40.174	43.467	43.896	182.4	4:16.294	2	1	1:57.257	37.068	40.255	39.934	191.1	3:53.082
3	2	2:08.106	41.321	43.096	43.689	185.5	6:24.400	3	1	1:55.182	36.153	39.480	39.549	216.6	5:48.264
4	2	2:06.002	39.926	42.819	43.257	178.5	8:30.402	4	1	1:55.336	35.791	40.034	39.511	209.1	7:43.600
5	2	2:06.133	39.583	42.927	43.623	192.1	10:36.535	5	1	1:54.878	36.036	39.348	39.494	213.2	9:38.478
6	2	2:06.083	39.829	42.884	43.370	194.1	12:42.618	6	1	1:55.604	35.713	40.739	39.152	217.9	11:34.082
7	2	2:06.269	39.483	43.013	43.773	189.7	14:48.887	7	1	1:56.404	37.923	39.009	39.472	252.3	13:30.486
8	2	2:07.342	39.564	43.290	44.488	183.0	16:56.229	8	1	1:54.817	35.696	39.188	39.933	207.9	15:25.303
9	2	2:06.646	39.474	43.151	44.021	189.7	19:02.875	9	1	1:55.297	36.042	39.577	39.678	202.8	17:20.600
10	2	2:06.819	39.452	43.443	43.924	195.9	21:09.694	10	1	1:55.619	35.927	39.876	39.816	202.8	19:16.219
11	2	2:07.890	39.992	44.143	43.755	186.2	23:17.584	11	1	1:54.736	35.528	39.346	39.862	217.4	21:10.955
12	2	2:06.216	39.296	43.375	43.545	201.0	25:23.800	12	1	1:56.368	37.120	39.842	39.406	180.9	23:07.323
13	2	2:05.955	39.280	42.943	43.732	198.0	27:29.755	13	1	1:54.732	35.379	39.365	39.988	235.3	25:02.055
14	2	2:17.546 B	39.510	43.876	54.160	198.0	29:47.301	14	1	1:54.944	35.742	39.344	39.858	216.1	26:56.999
15	2	3:28.135	2:00.946	43.195	43.994	190.1	33:15.436	15	1	2:05.483 B	36.076	39.521	49.886	204.0	29:02.482
16	2	2:06.318	39.513	43.089	43.716	191.4	35:21.754	16	1	3:16.421	1:55.732	40.051	40.638	185.5	32:18.903
17	2	2:06.229	39.212	43.395	43.622	208.3	37:27.983	17	1	1:55.197	35.701	39.521	39.975	210.3	34:14.100
18	2	2:05.962	39.220	43.222	43.520	205.1	39:33.945	18	1	1:55.697	36.611	39.394	39.692	222.8	36:09.797
19	2	2:08.985	40.019	44.524	44.442	205.5	41:42.930	19	1	1:55.696	35.990	39.642	40.064	216.1	38:05.493
20	2	2:07.799	39.834	43.733	44.232	188.4	43:50.729	20	1	1:56.104	36.100	39.580	40.424	205.1	40:01.597
21	2	2:07.111	39.532	43.459	44.120	190.7	45:57.840	21	1	2:03.639	37.372	43.187	43.080	204.7	42:05.236
22	2	2:07.697	39.843	44.273	43.581	195.9	48:05.537	22	1	2:02.846	38.485	42.222	42.139	206.7	44:08.082
23	2	2:06.502	39.547	43.366	43.589	193.8	50:12.039	23	1	2:01.427	37.668	41.228	42.531	184.0	46:09.509
24	2	2:07.303	39.378	43.779	44.146	193.8	52:19.342	24	1	2:01.014	37.195	41.421	42.398	192.1	48:10.523
25	2	2:07.565	39.213	44.411	43.941	192.8	54:26.907	25	1	1:59.324	37.082	40.284	41.958	193.1	50:09.847
26	2	2:06.439	39.184	43.299	43.956	200.6	56:33.346	26	1	1:59.924	36.883	41.294	41.747	212.8	52:09.771
27	2	2:06.516	38.893	44.075	43.548	199.5	58:39.862	27	1	2:00.132	37.658	41.042	41.432	191.4	54:09.903
28	2	2:05.923	38.647	43.584	43.692	212.3	1:00:45.785	28	1	2:00.496	37.391	41.037	42.068	219.2	56:10.399
50 LOLA T286 DFV 1976 P+2L 1. Dominique GUENAT 2. Yvan MAHE								53 PORSCHE 934 1976 GT2 1. Maurizio FRATTI 2. Andrea CABIANCA							
1	1	1:58.500	37.115	40.734	40.651		1:58.500	1	1	2:10.306	42.254	44.565	43.487	188.7	2:10.306
2	1	1:56.715	36.053	39.976	40.686	241.1	3:55.215	2	1	2:05.900	38.796	43.369	43.735	207.5	4:16.206
3	1	1:57.565	36.764	40.018	40.783	213.2	5:52.780	3	1	2:07.107	40.277	43.326	43.504	214.0	6:23.313
4	1	1:56.035	35.939	39.791	40.305	243.8	7:48.815	4	1	2:05.730	38.640	43.256	43.834	209.1	8:29.043
5	1	1:56.554	35.959	40.146	40.449	247.7	9:45.369	5	1	2:06.177	38.700	43.384	44.093	226.5	10:35.220
6	1	1:56.284	35.979	39.721	40.584	238.9	11:41.653	6	1	2:06.271	39.341	43.254	43.676	236.9	12:41.491
7	1	1:55.918	35.864	39.677	40.377	239.5	13:37.571	7	1	2:06.126	38.642	43.347	44.137	216.1	14:47.617
8	1	1:55.932	35.935	39.756	40.241	247.7	15:33.503	8	1	2:09.770	39.421	42.866	47.483	206.7	16:57.387
9	1	1:57.517	36.591	40.660	40.266	236.9	17:31.020	9	1	2:09.781	41.153	43.938	44.690	204.4	19:07.168
10	1	1:56.883	36.442	40.091	40.350	238.9	19:27.903	10	1	2:08.643	40.080	43.864	44.699	208.7	21:15.811
11	1	1:56.912	36.246	40.314	40.352	254.0	21:24.815	11	1	2:09.154	39.619	45.018	44.517	210.7	23:24.965
12	1	1:57.488	36.604	40.349	40.535	250.5	23:22.303								
13	1	1:57.388	35.965	41.361	40.062	236.9	25:19.691								
14	1	1:56.014	35.827	39.735	40.452	244.3	27:15.705								
15	1	2:04.852 B	36.247	40.035	48.570	242.1	29:20.557								
16	1	3:17.867	1:57.458	39.849	40.560	197.3	32:38.424								
17	1	1:56.550	35.779	40.274	40.497	243.2	34:34.974								
18	1	1:58.315	36.340	40.561	41.414	224.3	36:33.289								
19	1	1:57.007	36.439	39.991	40.577	227.4	38:30.296								
20	1	1:56.682	36.216	39.963	40.503	244.9	40:26.978								



CLASSIC ENDURANCE RACING 2 MONZA HISTORIC RACE

Sector Analysis

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

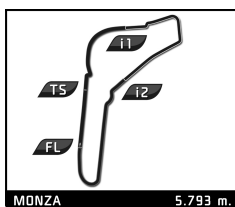
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
12	1	2:08.462	39.681	44.207	44.574	211.9	25:33.427	8	1	2:01.572	37.270	41.682	42.620	227.0	16:19.646
13	1	2:10.073	39.843	43.921	46.309	213.6	27:43.500	9	1	2:01.395	37.380	41.580	42.435	219.6	18:21.041
14	1	2:09.250	39.722	43.868	45.660	206.3	29:52.750	10	1	2:01.310	37.180	41.302	42.828	241.1	20:22.351
15	1	2:09.743	40.279	44.181	45.283	207.1	32:02.493	11	1	2:01.705	37.586	41.601	42.518	233.8	22:24.056
16	1	2:15.769 B	39.719	44.303	51.747	206.3	34:18.262	12	1	2:01.870	36.920	41.610	43.340	243.2	24:25.926
17	1	3:36.733	2:04.397	46.147	46.189	174.8	37:54.995	13	1	2:03.181	37.584	41.996	43.601	235.8	26:29.107
18	1	2:13.708	41.369	45.695	46.644	190.1	40:08.703	14	1	2:10.831 B	37.392	43.029	50.410	224.2	28:39.938
19	1	2:24.091	43.024	49.197	51.870	193.1	42:32.794	15	1	3:41.288	2:13.678	42.868	44.742	151.8	32:21.226
20	1	2:20.892	43.682	48.579	48.631	180.9	44:53.686	16	1	2:05.960	38.264	43.855	43.841	244.9	34:27.186
21	1	2:21.907	45.010	47.898	48.999	148.1	47:15.593	17	1	2:08.103	39.812	44.405	43.886	199.9	36:35.289
22	1	2:20.307	43.894	48.748	47.665	173.1	49:35.900	18	1	2:05.555	39.560	42.928	43.067	224.6	38:40.844
23	1	2:19.054	43.634	47.803	47.617	164.5	51:54.954	19	1	2:04.958	38.290	43.123	43.545	220.1	40:45.802

57		1. Alexander RITTWEGER 2. Sam HANCOCK				BMW M1 1980 GT2	
1	1	2:13.093	43.729	45.818	43.546	194.1	2:13.093
2	1	2:07.705	40.716	43.166	43.823	185.8	4:20.798
3	1	2:07.035	40.461	43.125	43.449	191.1	6:27.833
4	1	2:05.272	39.723	42.826	42.723	194.1	8:33.105
5	1	2:05.244	39.398	42.467	43.379	202.8	10:38.349
6	1	2:05.908	39.441	43.447	43.020	213.6	12:44.257
7	1	2:05.221	39.212	42.943	43.066	220.5	14:49.478
8	1	2:07.295	39.584	43.364	44.347	185.2	16:56.773
9	1	2:07.424	39.559	44.223	43.642	211.9	19:04.197
10	1	2:07.072	39.647	44.182	43.243	204.7	21:11.269
11	1	2:06.921	40.030	43.448	43.443	191.4	23:18.190
12	1	2:06.557	39.327	44.069	43.161	214.9	25:24.747
13	1	2:06.005	39.887	42.947	43.171	196.6	27:30.752
14	1	2:18.307 B	39.563	44.419	54.325	204.0	29:49.059
15	1	3:36.976	2:08.341	43.868	44.767	184.6	33:26.035
16	1	2:05.800	39.515	43.710	42.575	203.6	35:31.835
17	1	2:03.414	38.761	42.182	42.471	228.9	37:35.249
18	1	2:03.331	38.469	42.472	42.390	234.8	39:38.580
19	1	2:05.250	38.873	42.931	43.446	234.3	41:43.830
20	1	2:07.221	39.690	43.524	44.007	192.1	43:51.051
21	1	2:07.368	40.420	42.851	44.097	212.3	45:58.419
22	1	2:07.524	39.509	44.825	43.190	209.5	48:05.943
23	1	2:06.654	39.650	43.314	43.690	217.9	50:12.597
24	1	2:06.658	39.367	43.840	43.451	218.8	52:19.255
25	1	2:08.535	40.085	45.391	43.059	196.6	54:27.790
26	1	2:05.581	40.305	42.484	42.792	222.8	56:33.371
27	1	2:06.313	38.956	44.096	43.261	219.2	58:39.684
28	1	2:06.696	39.695	43.284	43.717	220.5	1:00:46.380

58		1. Urs BECK 2. Afschin FATEMI		Porsche 935 K3 1980 GT2			
1	1	2:04.661	40.439	41.798	42.424	197.7	2:04.661
2	1	2:01.660	37.308	41.912	42.440	217.0	4:06.321
3	1	2:02.047	37.706	41.617	42.724	224.6	6:08.368
4	1	2:01.392	37.479	41.173	42.740	227.9	8:09.760
5	1	2:03.201	37.837	42.467	42.897	218.8	10:12.961
6	1	2:03.727	37.749	43.479	42.499	214.0	12:16.688
7	1	2:01.386	37.288	41.319	42.779	225.1	14:18.074

59		1. Beat EGGIMANN		CHEETAH G601 1976 P-2L			
1	1	2:00.429	37.842	41.141	41.446		2:00.429
2	1	1:59.345	37.189	40.863	41.293	250.5	3:59.774
3	1	1:59.180	37.528	40.684	40.968	234.3	5:58.954
4	1	1:58.874	37.536	40.443	40.895	243.8	7:57.828
5	1	1:59.479	37.605	40.851	41.023	246.5	9:57.307
6	1	1:59.070	37.474	40.485	41.111	233.3	11:56.377
7	1	1:58.904	37.168	40.958	40.778	243.2	13:55.281
8	1	1:59.069	37.288	40.133	41.648	242.1	15:54.350
9	1	1:59.956	37.957	41.184	40.815	262.0	17:54.306
10	1	1:59.572	37.128	40.511	41.933	235.3	19:53.878
11	1	2:03.748	38.467	42.695	42.586	207.9	21:57.626
12	1	2:01.125	37.338	42.002	41.785	236.9	23:58.751
13	1	1:59.059	37.040	40.845	41.174	241.6	25:57.810
14	1	2:09.759 B	37.583	41.456	50.720	226.5	28:07.569
15	1	3:22.401	1:59.159	41.610	41.632	201.0	31:29.970
16	1	1:59.991	37.174	41.396	41.421	225.1	33:29.961
17	1	2:00.898	37.377	41.321	42.200	216.1	35:30.859
18	1	2:01.228	38.055	41.336	41.837	236.3	37:32.087
19	1	2:00.795	38.156	41.139	41.500	231.3	39:32.882
20	1	2:06.686	38.313	43.072	45.301	230.8	41:39.568
21	1	2:05.914	40.239	42.939	42.736	184.9	43:45.482
22	1	2:04.471	39.467	42.290	42.714	202.8	45:49.953
23	1	2:04.194	38.569	42.764	42.861	222.8	47:54.147
24	1	2:04.720	38.932	42.053	43.735	219.2	49:58.867
25	1	2:04.235	38.675	41.965	43.595	206.3	52:03.102
26	1	2:03.687	38.677	41.927	43.083	216.1	54:06.789
27	1	2:07.151	40.104	43.488	43.559	226.5	56:13.940
28	1	2:04.854	38.106	42.089	44.659	241.6	58:18.794
29	1	2:12.448	42.239	44.133	46.076	194.1	1:00:31.242

60		1. Peter MUELDER 2. Christian TRABER		BMW M1 1979 GT2			
1	1	2:17.332	45.568	46.591	45.173	195.9	2:17.332
2	1	2:10.145	40.888	44.319	44.938	191.7	4:27.477
3	1	2:12.775	42.018	45.342	45.415	189.1	6:40.252
4	1	2:11.081	41.514	44.270	45.297	185.5	8:51.333
5	1	2:12.230	41.505	44.443	46.282	192.1	11:03.563
6	1	2:11.799	41.453	44.654	45.692	186.2	13:15.362
7	1	2:12.205	41.606	44.257	46.342	192.8	15:27.567
8	1	2:13.708	42.454	44.698	46.556	202.8	17:41.275
9	1	2:14.274	43.219	45.986	45.069	192.1	19:55.549
10	1	2:12.426	42.075	44.851	45.500	186.2	22:07.975



CLASSIC ENDURANCE RACING 2 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
11	1	2:11.155	41.415	44.489	45.251	204.4	24:19.130	1	1	2:27.744	51.612	48.282	47.850	157.3	2:27.744
12	1	2:12.753	41.727	45.255	45.771	202.8	26:31.883	2	1	2:20.375	44.329	47.356	48.690	163.0	4:48.119
13	1	2:24.442	B 41.964	45.051	57.427	190.4	28:56.325	3	1	2:20.748	44.366	47.843	48.539	164.2	7:08.867
14	1	3:46.038	2:16.583	44.566	44.889	168.6	32:42.363	4	1	2:20.425	44.390	47.882	48.153	190.7	9:29.292
15	1	2:09.023	41.051	44.118	43.854	212.3	34:51.386	5	1	2:20.800	43.444	49.705	47.651	190.1	11:50.092
16	1	2:08.338	40.829	43.527	43.982	221.4	36:59.724	6	1	2:20.988	43.536	49.053	48.399	206.3	14:11.080
17	1	2:08.421	40.814	44.065	43.542	206.7	39:08.145	7	1	2:21.515	46.240	47.524	47.751	150.4	16:32.595
18	1	2:12.335	40.775	44.749	46.811	204.0	41:20.480	8	1	2:18.940	44.020	47.103	47.817	154.2	18:51.535
19	1	2:16.040	42.859	47.427	45.754	182.4	43:36.520	9	1	2:17.300	43.227	46.256	47.817	159.6	21:08.835
20	1	2:10.688	41.378	44.536	44.774	206.7	45:47.208	10	1	2:20.614	45.760	47.186	47.668	154.4	23:29.449
21	1	2:10.938	41.063	44.965	44.910	205.1	47:58.146	11	1	2:16.036	43.126	46.207	46.703	169.1	25:45.485
22	1	2:10.033	41.127	44.292	44.614	209.5	50:08.179	12	1	2:19.030	43.371	47.633	48.026	176.5	28:04.515
23	1	2:09.601	41.570	43.741	44.290	199.5	52:17.780	13	1	2:29.886	B 43.288	48.490	58.108	177.1	30:34.401
24	1	2:11.524	40.818	46.564	44.142	213.6	54:29.304	14	1	3:50.971	2:15.340	47.130	48.501	152.9	34:25.372
25	1	2:07.135	39.964	43.688	43.483	211.5	56:36.439	15	1	2:19.240	44.352	47.337	47.551	163.2	36:44.612
26	1	2:08.261	40.647	43.695	43.919	210.3	58:44.700	16	1	2:18.692	43.515	46.447	48.730	178.8	39:03.304
27	1	2:07.480	39.996	43.879	43.605	216.1	1:00:52.180	17	1	2:21.605	43.396	47.644	50.565	191.7	41:24.909

61

1. Pietro SILVA

LOLA T298 BMW 1979
P-2L

1	1	2:13.311	45.175	44.659	43.477	192.4	2:13.311
2	1	2:08.129	41.070	43.522	43.537	181.5	4:21.440
3	1	2:07.766	41.055	43.047	43.664	209.1	6:29.206
4	1	2:06.414	40.319	42.860	43.235	191.4	8:35.620
5	1	2:05.448	40.135	42.417	42.896	202.8	10:41.068
6	1	2:05.088	39.567	42.464	43.057	239.5	12:46.156
7	1	2:05.585	39.694	42.526	43.365	207.1	14:51.741
8	1	2:07.874	39.583	42.864	45.427	209.1	16:59.615
9	1	2:07.831	40.355	43.243	44.233	207.5	19:07.446
10	1	2:06.212	39.395	42.383	44.434	228.4	21:13.658
11	1	2:07.827	40.837	43.236	43.754	195.2	23:21.485
12	1	2:06.382	39.739	42.568	44.075	212.3	25:27.867

62

1. Antoine VANDROMME
2. Paul BELMONDO

CHEVRON B21
P-2L

1	1	2:07.966	42.003	43.225	42.738	196.2	2:07.966
2	1	2:01.177	38.857	41.034	41.286	205.5	4:09.143
3	1	2:00.809	38.313	41.124	41.372	237.9	6:09.952
4	1	2:00.647	38.299	40.667	41.681	232.3	8:10.599
5	1	2:02.827	38.420	42.020	42.387	228.9	10:13.426
6	1	2:01.464	38.356	42.203	40.905	238.9	12:14.890
7	1	2:00.691	38.265	41.043	41.383	231.8	14:15.581
8	1	2:00.784	38.658	40.719	41.407	221.4	16:16.365
9	1	2:00.653	38.541	40.926	41.186	236.3	18:17.018
10	1	1:59.963	38.061	40.783	41.119	244.3	20:16.981
11	1	1:59.830	38.067	40.573	41.190	237.9	22:16.811
12	1	2:00.862	38.054	41.074	41.734	234.8	24:17.673
13	1	2:03.676	39.832	41.963	41.881	244.3	26:21.349
14	1	2:12.388	B 38.944	41.347	52.097	217.0	28:33.737
15	1	3:48.430	2:20.897	43.633	43.900	188.4	32:22.167
16	1	2:04.995	38.453	44.237	42.305	219.6	34:27.162
17	1	2:04.630	40.060	42.178	42.392	185.8	36:31.792
18	1	2:05.867	40.062	43.995	41.810	209.5	38:37.659
19	1	2:20.553	B 38.198	41.734	1:00.621	237.4	40:58.212

63

1. Wolf ZWEIFLER

OSELLA PA 6 1978
P-2L

64

1. Hans-Jörg HÜBNER

PORSCHE 934/5 1976
GT2

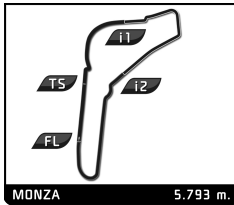
1	1	2:13.847	45.515	44.583	43.749	191.1	2:13.847
2	1	2:05.355	39.532	41.907	43.916	205.9	4:19.202
3	1	2:07.863	40.909	42.704	44.250	177.1	6:27.065

65

1. Franco MEINERS

LANCIA Beta Montecarlo Turbo
GT2

1	1	2:10.088	42.191	44.382	43.515	207.9	2:10.088
2	1	2:06.862	39.246	43.968	43.648	194.8	4:16.950
3	1	2:08.378	41.610	43.026	43.742	194.1	6:25.328
4	1	2:05.801	39.409	43.227	43.165	199.5	8:31.129
5	1	2:06.521	39.477	43.108	43.936	193.8	10:37.650
6	1	2:05.236	39.063	42.808	43.365	211.5	12:42.886
7	1	2:04.728	38.587	42.674	43.467	221.0	14:47.614
8	1	2:06.653	38.840	43.469	44.344	215.3	16:54.267
9	1	2:06.489	39.162	43.707	43.620	220.5	19:00.756
10	1	2:05.553	38.757	43.536	43.260	213.2	21:06.309
11	1	2:06.090	39.834	43.013	43.243	191.1	23:12.399
12	1	2:06.785	39.737	43.805	43.243	198.4	25:19.184
13	1	2:15.063	B 39.417	44.222	51.424	221.4	27:34.247
14	1	3:25.612	1:58.113	44.297	43.202	184.9	30:59.859
15	1	2:08.125	39.461	44.609	44.055	210.7	33:07.984
16	1	2:07.026	39.729	44.117	43.180	227.4	35:15.010
17	1	2:07.279	39.387	44.292	43.600	216.1	37:22.289
18	1	2:08.874	40.193	45.249	43.432	228.4	39:31.163
19	1	2:10.496	40.177	45.111	45.208	218.8	41:41.659
20	1	2:09.832	40.622	44.527	44.683	199.1	43:51.491
21	1	2:10.435	40.475	45.777	44.183	195.9	46:01.926
22	1	2:09.987	40.955	44.611	44.421	205.1	48:11.913
23	1	2:08.850	40.294	43.904	44.652	216.6	50:20.763



CLASSIC ENDURANCE RACING 2 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
24	1	2:11.624	40.537	46.158	44.929	210.7	52:32.387	4	1	2:01.999	38.434	41.363	42.202	223.7	8:13.188
25	1	2:09.744	40.805	44.531	44.408	193.1	54:42.131	5	1	2:03.330	38.802	41.935	42.593	191.1	10:16.518
26	1	2:10.094	40.336	44.384	45.374	190.4	56:52.225	6	1	2:01.681	38.675	41.451	41.555	207.1	12:18.199
27	1	2:08.940	40.533	44.053	44.354	198.0	59:01.165	7	1	2:00.339	38.205	40.960	41.174	218.3	14:18.538
28	1	2:12.696	41.773	45.217	45.706	212.8	1:01:13.861	8	1	2:02.851	38.312	41.404	43.135	217.0	16:21.389

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1. Alex CAFFI

LANCIA Beta Montecarlo Turbo

GT2

1	1	2:11.697	43.478	44.784	43.435	188.1	2:11.697
2	1	2:06.394	38.964	43.593	43.837	210.7	4:18.091
3	1	2:10.145	42.094	44.551	43.500	198.0	6:28.236
4	1	2:05.614	39.454	43.171	42.989	192.1	8:33.850
5	1	2:05.430	39.112	43.088	43.230	216.6	10:39.280
6	1	2:05.739	38.658	43.552	43.529	215.7	12:45.019
7	1	2:39.098 B	39.215	50.360	1:09.523	215.3	15:24.117

67

1. Michele LIGUORI

LOLA T292 DFV 1973

P+2L

1	1	1:55.538	33.915	40.724	40.899		1:55.538
2	1	1:57.544	36.028	39.840	41.676	214.0	3:53.082
3	1	2:31.366 B	41.598	45.325	1:04.443	171.8	6:24.448

88

1. Louis KOLLY

LOLA T292 1973

P-2L

1	1	2:11.875	44.590	44.052	43.233	180.3	2:11.875
2	1	2:05.445	39.768	42.794	42.883	208.3	4:17.320
3	1	2:05.169	40.516	42.928	41.725	194.8	6:22.489
4	1	2:04.093	38.617	42.824	42.652	215.7	8:26.582
5	1	2:03.119	39.630	41.717	41.772	197.7	10:29.701
6	1	2:04.443	39.305	42.047	43.091	198.8	12:34.144
7	1	2:05.629	40.266	42.661	42.702	201.3	14:39.773
8	1	2:05.135	40.016	42.307	42.812	184.6	16:44.908
9	1	2:04.733	39.457	42.576	42.700	202.8	18:49.641
10	1	2:05.918	40.087	42.447	43.384	197.3	20:55.559
11	1	2:05.603	40.012	42.322	43.269	200.6	23:01.162
12	1	2:07.080	39.634	44.430	43.016	212.8	25:08.242
13	1	2:14.032 B	39.731	42.455	51.846	195.2	27:22.274
14	1	4:03.393	2:36.736	43.199	43.458	156.2	31:25.667
15	1	2:07.178	39.889	43.913	43.376	205.9	33:32.845
16	1	2:04.696	39.547	42.353	42.796	190.7	35:37.541
17	1	2:05.760	39.353	43.306	43.101	209.5	37:43.301
18	1	2:05.150	39.635	42.425	43.090	210.3	39:48.451
19	1	2:09.665	39.864	44.515	45.286	193.8	41:58.116
20	1	2:16.706	41.941	46.512	48.253	186.2	44:14.822
21	1	2:14.676	43.182	46.131	45.363	182.7	46:29.498
22	1	2:10.266	40.980	44.244	45.042	196.2	48:39.764
23	1	2:09.556	41.414	44.410	43.732	160.1	50:49.320
24	1	2:07.990	40.320	43.500	44.170	198.4	52:57.310
25	1	2:07.847	40.969	43.595	43.283	184.0	55:05.157
26	1	2:06.366	38.575	43.581	44.210	215.7	57:11.523
27	1	2:07.192	39.978	43.562	43.652	186.2	59:18.715

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1. Doug HART

MARCH 75 S 1975

P-2L

1	1	2:07.060	41.890	42.752	42.418	193.1	2:07.060
2	1	2:02.877	38.935	41.388	42.554	202.8	4:09.937
3	1	2:01.252	38.560	40.765	41.927	209.5	6:11.189