

CLASSIC ENDURANCE RACING 1

IMOLA CLASSIC RACE

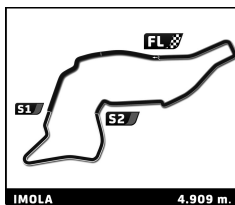
Sector Analysis

■ 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		CHEVRON B19 FVC 1971 1. Philipp BRUEHWILER					P-2L	6		LOTUS 47 1967 1. Oliver MATHAI					P-2L
1	1	3:42.429	1:15.549	1:02.832	1:24.048		3:42.429	1	1	3:41.384	1:13.610	1:02.432	1:25.342		3:41.384
2	1	3:07.374	52.387	57.283	1:17.704	92.6	6:49.803	2	1	3:07.596	51.923	57.014	1:18.659	94.8	6:48.980
3	1	2:19.791	33.414	46.195	1:00.182	174.2	9:09.594	3	1	2:23.051	33.225	46.053	1:03.773	168.7	9:12.031
4	1	2:12.475	28.412	44.165	59.898	210.1	11:22.069	4	1	2:21.394	29.040	45.866	1:06.488	200.0	11:33.425
5	1	2:10.183	27.497	43.075	59.611	231.8	13:32.252	5	1	2:22.271	31.583	47.521	1:03.167	163.9	13:55.696
6	1	2:10.366	27.908	42.627	59.831	225.5	15:42.618	6	1	2:18.052	28.946	45.443	1:03.663	203.4	16:13.748
7	1	2:09.642	27.331	42.665	59.646	229.8	17:52.260	7	1	2:18.806	30.304	45.794	1:02.708	183.4	18:32.554
8	1	2:14.678	27.948	44.856	1:01.874	212.2	20:06.938	8	1	2:21.223	28.968	46.429	1:05.826	209.7	20:53.777
9	1	2:24.912	29.739	45.997	1:09.176	208.9	22:31.850	9	1	2:47.786	34.447	53.360	1:19.979	156.1	23:41.563
10	1	2:41.923	36.825	53.433	1:11.665	140.1	25:13.773	10	1	3:27.130 B	42.126	54.854	1:50.150	126.5	27:08.693
11	1	2:15.036	31.217	43.974	59.845	177.0	27:28.809								
12	1	2:35.772 B	27.559	43.132	1:25.081	224.1	30:04.581	7		LOLA T70 Mk III 1968 1. Toni SEILER 2. Alexander ISENIRING					P+2L
13	1	3:21.752	1:40.218	42.400	59.134	141.0	33:26.333	1	1	3:25.772	53.248	1:02.216	1:30.308		3:25.772
14	1	2:06.383	26.871	42.254	57.258	232.3	35:32.716	2	1	2:57.189	47.175	56.641	1:13.373	135.5	6:22.961
15	1	2:41.244	28.713	50.672	1:21.859	222.2	38:13.960	3	1	2:15.909	29.956	44.967	1:00.986	179.4	8:38.870
16	1	3:17.350	43.703	57.643	1:36.004	115.3	41:31.310	4	1	2:11.421	28.383	43.708	59.330	209.7	10:50.291
17	1	3:11.744	50.285	1:05.405	1:16.054	88.7	44:43.054	5	1	2:11.953	28.099	44.128	59.726	213.0	13:02.244
18	1	2:12.422	28.797	42.539	1:01.086	190.8	46:55.476	6	1	2:10.206	27.909	43.009	59.288	219.1	15:12.450
19	1	2:08.438	26.814	42.427	59.197	226.4	49:03.914	7	1	2:21.897	29.027	44.538	1:08.332	200.4	17:34.347
20	1	2:06.930	27.094	42.278	57.558	232.3	51:10.844	8	1	2:14.679	28.019	44.822	1:01.838	212.6	19:49.026
21	1	2:07.376	27.196	41.378	58.802	238.9	53:18.220	9	1	2:16.829	28.477	46.615	1:01.737	206.5	22:05.855
22	1	2:06.056	26.715	41.882	57.459	223.6	55:24.276	10	1	2:50.396	33.245	1:02.359	1:14.792	166.2	24:56.251
23	1	2:09.795	26.260	41.891	1:01.644	239.5	57:34.071	11	1	2:13.814	30.343	44.083	59.388	175.3	27:10.065
24	1	2:37.871	28.774	45.086	1:24.011	211.4	1:00:11.942	12	1	2:38.406 B	28.085	43.930	1:26.391	213.9	29:48.471
25	1	2:57.640	44.723	56.094	1:16.823	91.1	1:03:09.582	13	1	3:38.376	1:55.334	43.003	1:00.039	162.4	33:26.847
5		PORSCHE 911 RSR 3.0i 1975 1. Rainer BECKER					GT1	14	1	2:12.513	30.255	43.022	59.236	184.0	35:39.360
1	1	3:45.276	1:18.572	1:05.006	1:21.698		3:45.276	15	1	2:36.720	30.168	44.184	1:22.368	179.7	38:16.080
2	1	3:09.275	52.571	1:00.332	1:16.372	79.2	6:54.551	16	1	3:16.476	43.780	56.913	1:35.783	105.4	41:32.556
3	1	2:29.745	34.001	48.760	1:06.984	166.4	9:24.296	17	1	3:12.640	51.117	1:05.474	1:16.049	99.6	44:45.196
4	1	2:22.357	30.260	46.969	1:05.128	187.5	11:46.653	18	1	2:15.285	30.175	43.518	1:01.592	180.9	47:00.481
5	1	2:22.777	29.883	48.357	1:04.537	203.0	14:09.430	19	1	2:09.855	29.003	42.073	58.779	200.7	49:10.336
6	1	2:22.197	30.647	46.223	1:05.327	184.3	16:31.627	20	1	3:06.411 B	29.109	51.973	1:45.329	184.3	52:16.747
7	1	2:20.512	30.760	46.395	1:03.357	181.5	18:52.139								
8	1	2:34.244	29.295	46.664	1:18.285	197.4	21:26.383	11		HOWMET TX 1968 1. Xavier MICHERON					P+2L
9	1	2:38.257	35.760	51.159	1:11.338	170.1	24:04.640	1	1	3:41.878	1:14.709	1:02.677	1:24.492		3:41.878
10	1	2:34.391	32.166	49.234	1:12.991	163.1	26:39.031	2	1	3:07.509	52.167	56.921	1:18.421	93.7	6:49.387
11	1	2:19.310	29.701	45.850	1:03.759	197.4	28:58.341	3	1	2:27.202	34.780	48.171	1:04.251	160.0	9:16.589
12	1	3:43.669 B	29.044	44.834	2:29.791	201.1	32:42.010	4	1	2:20.622	29.282	47.866	1:03.474	203.4	11:37.211
13	1	2:34.823	42.379	45.071	1:07.373	151.7	35:16.833	5	1	2:24.619	28.640	49.670	1:06.309	200.4	14:01.830
14	1	2:49.052	33.675	47.923	1:27.454	140.8	38:05.885	6	1	2:31.480	29.175	48.071	1:14.234	219.5	16:33.310
15	1	3:19.864	44.058	1:01.131	1:34.675	88.5	41:25.749								
16	1	3:10.646	50.910	1:05.016	1:14.720	89.0	44:36.395	12		PORSCHE 917 1969 1. Claudio RODDARO					P+2L
17	1	2:20.934	29.825	46.257	1:04.852	187.8	46:57.329	1	1	3:30.902	1:00.780	1:01.886	1:28.236		3:30.902
18	1	2:14.895	28.186	43.730	1:02.979	217.3	49:12.224	2	1	3:00.337	48.852	55.735	1:15.750	100.3	6:31.239
19	1	2:13.157	28.610	43.257	1:01.290	203.8	51:25.381	3	1	2:18.482	31.611	45.062	1:01.809	182.7	8:49.721
20	1	2:13.034	27.658	43.770	1:01.606	224.1	53:38.415	4	1	2:15.088	29.667	44.465	1:00.956	198.5	11:04.809
21	1	2:13.499	28.318	44.155	1:01.026	210.9	55:51.914	5	1	2:16.189	29.800	44.942	1:01.447	195.3	13:20.998
22	1	2:39.921	27.865	51.651	1:20.405	220.4	58:31.835	6	1	2:15.068	29.630	44.627	1:00.811	197.4	15:36.066
23	1	2:52.021	42.854	53.588	1:15.579	106.8	1:01:23.856	7	1	2:14.297	29.491	44.482	1:00.324	194.6	17:50.363
24	1	3:27.734	43.441	1:03.342	1:40.951	101.6	1:04:51.590	8	1	2:15.785	29.418	45.049	1:01.318	210.1	20:06.148
								9	1	2:25.245	29.369	46.194	1:09.682	203.8	22:31.393







CLASSIC ENDURANCE RACING 1 IMOLA CLASSIC 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
13	1	2:28.015	47.936	42.162	57.917	169.8	33:27.049	15	1	2:49.828	37.336	54.558	1:17.934	150.4	42:58.518
14	1	2:03.558	26.702	40.586	56.270	226.9	35:30.607	16	1	2:44.384	37.100	53.536	1:13.748	145.4	45:42.902
15	1	2:41.096	30.262	50.673	1:20.161	193.5	38:11.703	17	1	2:29.141	32.088	49.964	1:07.089	188.2	48:12.043
16	1	3:18.705	44.659	58.065	1:35.981	109.2	41:30.408	18	1	2:29.258	31.422	49.287	1:08.549	182.1	50:41.301
17	1	3:11.879	49.898	1:05.772	1:16.209	83.3	44:42.287	19	1	2:27.809	32.339	48.536	1:06.934	192.2	53:09.110
18	1	2:04.278	26.489	41.474	56.315	234.3	46:46.565	20	1	2:23.594	31.627	46.689	1:05.278	189.8	55:32.704
19	1	1:59.435	25.223	39.150	55.062	243.8	48:46.000	21	1	2:40.851	30.406	52.173	1:18.272	192.5	58:13.555
20	1	1:59.192	25.037	38.509	55.646	242.2	50:45.192	22	1	3:03.221	43.160	57.714	1:22.347	117.8	1:01:16.776
21	1	2:00.848	26.326	38.956	55.566	230.8	52:46.040	23	1	3:26.935	44.587	1:02.957	1:39.391	105.6	1:04:43.711
22	1	1:59.491	24.682	38.960	55.849	254.1	54:45.531								
23	1	2:02.920	25.474	39.046	58.400	241.6	56:48.451								
24	1	3:14.861	36.972	1:08.856	1:29.033	154.3	1:00:03.312								
25	1	2:51.400	40.444	54.631	1:16.325	122.0	1:02:54.712								

32

CHEVRON B8 BMW 1969

1. Henrique GEMPERLE

2. Marc de SIEBENTHAL

P-2L

1	1	3:33.987	1:05.119	1:01.374	1:27.494		3:33.987
2	1	3:00.913	50.329	54.489	1:16.095	99.4	6:34.900
3	1	2:24.015	31.508	48.654	1:03.853	175.3	8:58.915
4	1	2:16.042	28.469	44.864	1:02.709	212.6	11:14.957
5	1	2:17.211	28.462	45.621	1:03.128	209.3	13:32.168
6	1	2:15.518	28.959	44.927	1:01.632	206.9	15:47.686
7	1	2:15.290	28.093	44.557	1:02.640	214.7	18:02.976
8	1	2:16.647	29.823	44.715	1:02.109	182.7	20:19.623
9	1	2:29.818	30.427	51.573	1:07.818	196.7	22:49.441
10	1	2:29.998	32.584	50.331	1:07.083	174.5	25:19.439
11	1	2:17.981	28.936	46.160	1:02.885	206.9	27:37.420
12	1	2:14.260	28.657	44.031	1:01.572	208.1	29:51.680
13	1	3:36.984B	28.350	43.834	2:24.800	217.7	33:28.664
14	1	2:41.483	47.835	45.965	1:07.683	134.7	36:10.147
15	1	2:57.782	33.772	54.529	1:29.481	154.1	39:07.929
16	1	3:17.136	47.339	1:00.391	1:29.406	101.3	42:25.065
17	1	3:09.193	47.419	1:00.163	1:21.611	101.7	45:34.258
18	1	2:24.447	32.856	48.033	1:03.558	161.0	47:58.705
19	1	2:18.467	28.407	45.974	1:04.086	209.3	50:17.172
20	1	2:15.706	28.443	44.617	1:02.646	221.3	52:32.878
21	1	2:15.334	28.716	44.477	1:02.141	209.7	54:48.212
22	1	2:21.449	27.461	47.342	1:06.646	224.5	57:09.661
23	1	2:56.970	31.710	57.015	1:28.245	186.5	1:00:06.631
24	1	2:54.121	42.061	55.920	1:16.140	108.8	1:03:00.752

34

LOLA T212 1970

1. Armand MILLE

P-2L

1	1	3:35.148	1:07.126	1:01.127	1:26.895		3:35.148
2	1	3:25.740	52.044	1:01.594	1:32.102	105.6	7:00.888
3	1	2:36.758	35.144	50.728	1:10.886	172.5	9:37.646
4	1	2:34.622	33.611	51.302	1:09.709	160.5	12:12.268
5	1	2:33.521	32.483	51.188	1:09.850	174.2	14:45.789
6	1	2:31.687	32.365	50.510	1:08.812	184.9	17:17.476
7	1	2:33.323	32.742	51.052	1:09.529	178.8	19:50.799
8	1	2:33.325	32.887	50.470	1:09.968	183.1	22:24.124
9	1	4:09.133B	33.677	51.551	2:43.905	163.1	26:33.257
10	1	2:49.594	48.300	50.928	1:10.366	133.5	29:22.851
11	1	2:29.546	32.258	48.833	1:08.455	188.2	31:52.397
12	1	2:32.027	32.554	49.416	1:10.057	186.5	34:24.424
13	1	2:46.574	32.910	54.207	1:19.457	172.0	37:10.998
14	1	2:57.692	44.358	56.806	1:16.528	147.3	40:08.690

35

ALFA ROMEO T33/3 1969

1. Gianluca RATTAZZI

2. Emanuele PIRRO

P+2L

1	1	3:28.939	56.971	1:02.250	1:29.718		3:28.939
2	1	2:58.016	47.502	55.700	1:14.814	107.6	6:26.955
3	1	2:17.636	30.358	45.704	1:01.574	187.5	8:44.591
4	1	2:17.524	29.071	45.589	1:02.864	203.4	11:02.115
5	1	2:22.393	29.491	47.374	1:05.528	208.1	13:24.508
6	1	2:18.657	29.612	45.782	1:03.263	193.9	15:43.165
7	1	2:19.615	29.299	46.141	1:04.175	213.0	18:02.780
8	1	2:25.842	31.342	47.208	1:07.292	189.5	20:28.622
9	1	2:58.114	40.652	54.238	1:23.224	127.5	23:26.736
10	1	6:26.338B	32.428	44.916	5:08.994	189.5	29:53.074
11	1	2:50.899	51.470	50.538	1:08.891	108.1	32:43.973
12	1	2:34.025	33.240	50.800	1:09.985	174.5	35:17.998
13	1	2:49.961	35.921	50.711	1:23.329	141.9	38:07.959
14	1	3:19.084	44.449	1:00.004	1:34.631	96.3	41:27.043
15	1	3:14.007	50.935	1:05.464	1:17.608	86.1	44:41.050
16	1	2:28.939	36.345	47.545	1:05.049	167.2	47:09.989
17	1	2:24.876	32.049	47.116	1:05.711	179.1	49:34.865
18	1	2:20.878	30.734	45.854	1:04.290	194.6	51:55.743
19	1	2:20.839	30.166	46.856	1:03.817	194.6	54:16.582
20	1	2:25.213	29.942	47.311	1:07.960	199.3	56:41.795
21	1	3:18.203	40.053	1:09.448	1:28.702	153.8	59:59.998
22	1	2:52.042	38.349	56.027	1:17.666	135.8	1:02:52.040

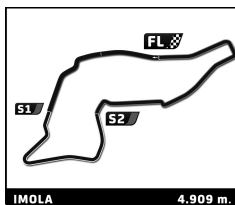
36

PORSCHE 910 1967

1. UWE BRUSCHNIK

P-2L

1	1	3:51.329	1:23.034	1:05.416	1:22.879		3:51.329
2	1	3:08.243	49.648	1:01.962	1:16.633	100.5	6:59.572
3	1	2:34.195	34.474	50.434	1:09.287	168.0	9:33.767
4	1	2:24.680	31.113	47.701	1:05.866	195.7	11:58.447
5	1	2:23.991	31.225	47.954	1:04.812	198.2	14:22.438
6	1	2:19.461	29.639	46.172	1:03.650	192.9	16:41.899
7	1	2:19.372	29.776	46.727	1:02.869	185.9	19:01.271
8	1	2:27.308	29.020	46.893	1:11.395	206.1	21:28.579
9	1	2:37.474	34.055	52.106	1:11.313	165.4	24:06.053
10	1	3:55.518B	31.892	49.566	2:34.060	172.2	28:01.571
11	1	2:31.878	44.577	45.186	1:02.115	154.9	30:33.449
12	1	2:17.236	29.216	45.562	1:02.458	202.2	32:50.685
13	1	2:19.128	29.259	46.930	1:02.939	203.0	35:09.813
14	1	2:53.865	31.422	49.238	1:33.205	176.2	38:03.678
15	1	3:20.446	44.027	1:01.798	1:34.621	103.5	41:24.124
16	1	3:09.326	50.494	1:05.091	1:13.741	87.7	44:33.450
17	1	2:21.452	31.734	45.753	1:03.965	187.5	46:54.902
18	1	2:14.518	29.252	44.569	1:00.697	198.9	49:09.420
19	1	2:14.346	28.686	45.092	1:00.568	198.9	51:23.766
20	1	2:14.033	28.588	44.123	1:01.322	211.4	53:37.799

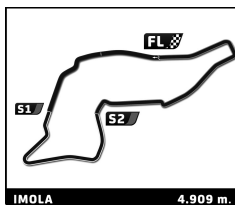


CLASSIC ENDURANCE RACING 1 IMOLA CLASSIC RACE

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
21	1	2:13.006	28.425	44.115	1:00.466	210.1	55:50.805	2	1	3:09.256	51.528	1:01.018	1:16.710	95.9	6:54.322
22	1	2:40.486	28.445	51.592	1:20.449	210.5	58:31.291	3	1	2:41.382	36.356	51.032	1:13.994	144.0	9:35.704
23	1	2:51.770	42.721	53.897	1:15.152	110.9	1:01:23.061	4	1	2:40.687	37.772	51.804	1:11.111	149.4	12:16.391
40 PORSCHE 910 1967 1.John ROMANO P-2L								5	1	2:40.407	35.001	52.438	1:12.968	161.9	14:56.798
1	1	4:00.385	1:31.834	1:04.750	1:23.801		4:00.385	6	1	2:44.358	35.509	52.604	1:16.245	156.3	17:41.156
2	1	3:10.310	48.604	1:01.886	1:19.820	106.6	7:10.695	7	1	2:46.242	34.459	56.872	1:14.911	158.6	20:27.398
3	1	2:42.420	35.091	52.129	1:15.200	154.3	9:53.115	8	1	4:09.873 B	38.837	55.784	2:35.252	135.8	24:37.271
4	1	2:38.925	35.129	51.914	1:11.882	164.6	12:32.040	9	1	3:09.177	54.611	57.879	1:16.687	103.9	27:46.448
5	1	2:39.221	34.166	51.785	1:13.270	181.5	15:11.261	10	1	4:02.951 B	36.602	52.918	2:33.431	155.4	31:49.399
6	1	2:36.350	34.419	50.621	1:11.310	169.3	17:47.611	11	1	3:00.288	49.268	53.272	1:17.748	112.4	34:49.687
7	1	2:41.945	33.166	54.358	1:14.421	191.8	20:29.556	12	1	3:09.625	39.110	57.109	1:33.406	149.4	37:59.312
8	1	3:05.447	45.014	56.092	1:24.341	105.6	23:35.003	13	1	3:20.018	43.025	1:02.583	1:34.410	125.6	41:19.330
9	1	4:29.704 B	41.775	55.190	2:52.739	121.1	28:04.707	14	1	3:11.050	50.719	1:05.063	1:15.268	91.4	44:30.380
10	1	2:51.063	48.410	51.456	1:11.197	123.0	30:55.770	57 LOLA T70 Mk III Spyder 1968 1.Christophe GADAIS P+2L 2.Romain BELLETESTE							
11	1	2:30.222	32.133	49.841	1:08.248	184.3	33:25.992	1	1	3:38.747	1:10.523	1:01.064	1:27.160		3:38.747
12	1	2:35.099	33.408	48.626	1:13.065	184.0	36:01.091	2	1	3:08.675	51.234	57.147	1:20.294	96.3	6:47.422
13	1	3:02.398	37.891	54.941	1:29.566	141.5	39:03.489	3	1	2:41.983	38.165	51.336	1:12.482	146.5	9:29.405
14	1	3:17.868	46.942	1:00.998	1:29.928	105.5	42:21.357	4	1	2:39.670	35.063	53.216	1:11.391	164.6	12:09.075
15	1	3:10.477	46.690	1:00.609	1:23.178	110.9	45:31.834	5	1	2:34.436	33.127	52.024	1:09.285	165.9	14:43.511
16	1	2:36.146	37.749	49.269	1:09.128	134.0	48:07.980	6	1	2:32.302	32.774	49.435	1:10.093	162.9	17:15.813
17	1	2:27.739	32.059	48.332	1:07.348	183.7	50:35.719	7	1	2:33.817	33.852	50.608	1:09.357	167.7	19:49.630
18	1	2:26.639	31.731	47.919	1:06.989	191.2	53:02.358	8	1	2:40.721	35.136	52.703	1:12.882	163.4	22:30.351
19	1	2:26.973	32.085	47.532	1:07.356	188.2	55:29.331	9	1	2:41.499	36.064	53.174	1:12.261	147.3	25:11.850
20	1	2:42.172	31.249	53.046	1:17.877	195.7	58:11.503	10	1	2:33.016	33.554	49.616	1:09.846	154.3	27:44.866
21	1	3:02.516	43.153	58.193	1:21.170	116.0	1:01:14.019	11	1	4:17.253 B	32.722	49.436	2:55.095	166.9	32:02.119
22	1	3:27.489	45.211	1:03.237	1:39.041	107.6	1:04:41.508	12	1	2:53.627	48.854	52.192	1:12.581	128.1	34:55.746
45 CHEVRON B8 BMW 1969 1.Pierre AVIRON-VIOLET P-2L								13	1	3:04.701	34.564	57.697	1:32.440	155.2	38:00.447
1	1	3:58.256	1:29.494	1:05.527	1:23.235		3:58.256	14	1	3:20.268	43.892	1:02.111	1:34.265	120.8	41:20.715
2	1	3:10.449	48.831	1:02.632	1:18.986	102.2	7:08.705	15	1	3:10.928	50.847	1:04.790	1:15.291	95.3	44:31.643
3	1	2:40.012	34.606	52.814	1:12.592	169.0	9:48.717	16	1	2:32.711	33.679	49.796	1:09.236	171.7	47:04.354
4	1	2:36.790	34.028	51.850	1:10.912	182.1	12:25.507	17	1	2:25.948	31.755	48.563	1:05.630	175.3	49:30.302
5	1	2:55.530	47.492	56.472	1:11.566	175.0	15:21.037	18	1	2:23.291	31.094	46.730	1:05.467	179.7	51:53.593
6	1	2:43.400	35.448	55.368	1:12.584	172.5	18:04.437	19	1	2:22.068	30.754	47.663	1:03.651	178.5	54:15.661
7	1	2:42.446	34.242	54.699	1:13.505	168.5	20:46.883	20	1	2:24.572	30.099	47.211	1:07.262	187.2	56:40.233
8	1	2:51.880	37.215	54.899	1:19.766	149.0	23:38.763	21	1	3:18.584	40.676	1:09.393	1:28.515	140.4	59:58.817
9	1	2:55.763	42.058	55.454	1:18.251	120.5	26:34.526	22	1	2:53.925	38.300	56.266	1:19.359	142.7	1:02:52.742
10	1	4:32.936 B	34.220	53.701	3:05.015	167.7	31:07.462	58 PORSCHE 911 RSR 3.0i 1974 1.Urs BECK GT1 2.Patrick SIMON							
11	1	3:07.841	53.477	56.981	1:17.383	120.4	34:15.303	1	1	3:33.075	1:04.012	1:01.611	1:27.452		3:33.075
12	1	2:54.286	38.912	56.180	1:19.194	143.6	37:09.589	2	1	3:01.477	49.965	54.972	1:16.540	94.0	6:34.552
13	1	2:58.260	44.750	57.088	1:16.422	136.7	40:07.849	3	1	2:20.651	30.533	47.088	1:03.030	187.2	8:55.203
14	1	2:49.812	37.529	54.474	1:17.809	152.3	42:57.661	4	1	2:18.738	29.409	45.619	1:03.710	196.7	11:13.941
15	1	2:44.737	37.280	53.655	1:13.802	144.2	45:42.398	5	1	2:17.607	29.045	45.466	1:03.096	208.1	13:31.548
16	1	2:40.532	35.351	52.645	1:12.536	169.3	48:22.930	6	1	2:18.083	28.669	46.636	1:02.778	215.1	15:49.631
17	1	2:42.025	35.481	52.360	1:14.184	168.2	51:04.955	7	1	2:17.012	28.709	45.015	1:03.288	215.1	18:06.643
18	1	2:42.335	35.812	53.578	1:12.945	157.0	53:47.290	8	1	2:18.400	28.699	46.414	1:03.287	214.3	20:25.043
19	1	2:39.770	33.523	54.304	1:11.943	173.9	56:27.060	9	1	2:25.336	29.701	47.709	1:07.926	190.1	22:50.379
20	1	3:00.299	46.076	57.355	1:16.868	114.9	59:27.359	10	1	3:58.666 B	32.723	50.226	2:35.717	154.5	26:49.045
21	1	2:58.067	38.243	1:00.517	1:19.307	144.4	1:02:25.426	11	1	2:26.197	40.707	43.812	1:01.678	160.7	29:15.242
22	1	2:55.527	38.224	58.202	1:19.101	147.9	1:05:20.953	12	1	2:11.487	27.530	42.951	1:01.006	231.3	31:26.729
47 CHEVRON B16 FVC 1970 1.Joseph ZAGO P-2L 2.Jacques ROUCOLLE								13	1	2:13.552	27.949	44.708	1:00.895	205.3	33:40.281
1	1	3:45.066	1:16.673	1:06.139	1:22.254		3:45.066	14	1	2:21.063	28.597	44.163	1:08.303	203.0	36:01.344
								15	1	3:00.753	36.379	54.050	1:30.324	141.7	39:02.097
								16	1	3:18.359	46.604	1:01.670	1:30.085	107.8	42:20.456



CLASSIC ENDURANCE RACING 1 IMOLA CLASSIC 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
17	1	3:10.194	46.387	1:00.457	1:23.350	108.5	45:30.650	22	1	2:43.049	28.828	54.171	1:20.050	214.3	58:29.613
18	1	2:10.921	29.531	42.046	59.344	211.4	47:41.571	23	1	2:51.362	42.447	53.964	1:14.951	117.5	1:01:20.975
19	1	2:09.545	27.591	41.766	1:00.188	217.7	49:51.116	24	1	3:28.199	43.912	1:03.502	1:40.785	117.5	1:04:49.174
20	1	6:49.283 B	3:53.694	55.715	1:59.874	132.4	56:40.399								
21	1	3:23.807	46.576	1:08.168	1:29.063	134.0	1:00:04.206								
22	1	2:50.824	40.591	53.943	1:16.290	113.7	1:02:55.030								

64

PORSCHE 911 RSR 3,0i 1974
1. Daniele PERFETTI

GT1

1	1	3:36.456	1:07.957	1:00.973	1:27.526		3:36.456
2	1	3:01.682	51.509	55.238	1:14.935	108.5	6:38.138
3	1	2:26.722	31.764	48.149	1:06.809	170.1	9:04.860
4	1	2:23.153	30.796	48.219	1:04.138	182.7	11:28.013
5	1	2:19.075	29.469	46.129	1:03.477	200.7	13:47.088
6	1	2:18.570	29.268	46.010	1:03.292	208.1	16:05.658
7	1	2:16.833	28.893	44.968	1:02.972	214.3	18:22.491
8	1	2:19.197	28.902	45.094	1:05.201	206.1	20:41.688
9	1	2:55.602	36.206	55.694	1:23.702	152.3	23:37.290
10	1	2:52.769	41.925	55.056	1:15.788	117.8	26:30.059
11	1	2:16.825	29.405	44.493	1:02.927	213.4	28:46.884
12	1	2:36.528 B	28.938	43.796	1:23.794	210.5	31:23.412
13	1	3:33.594	1:38.588	43.185	1:11.821	154.9	34:57.006
14	1	3:01.011	30.379	57.503	1:33.129	178.2	37:58.017
15	1	3:20.123	42.006	1:03.878	1:34.239	127.1	41:18.140
16	1	3:06.693	50.360	1:04.544	1:11.789	89.1	44:24.833
17	1	2:11.510	28.216	42.437	1:00.857	220.9	46:36.343
18	1	2:10.179	27.760	42.169	1:00.250	225.9	48:46.522
19	1	2:09.468	27.683	41.639	1:00.146	208.5	50:55.990
20	1	2:09.087	27.562	41.294	1:00.231	199.6	53:05.077
21	1	2:09.871	27.960	41.762	1:00.149	224.1	55:14.948
22	1	2:14.756	28.321	43.841	1:02.594	210.9	57:29.704
23	1	2:40.041	29.061	45.488	1:25.492	206.1	1:00:09.745
24	1	2:57.356	44.524	56.446	1:16.386	93.7	1:03:07.101

66

PORSCHE 911 RSR 3,0i 1974
1. Didier DENAT

GT1

1	1	3:40.278	1:12.232	1:02.660	1:25.386		3:40.278
2	1	3:08.516	51.688	56.413	1:20.415	94.1	6:48.794
3	1	2:24.771	33.718	47.368	1:03.685	168.5	9:13.565
4	1	2:18.841	29.336	45.099	1:04.406	206.1	11:32.406
5	1	2:15.389	28.974	44.578	1:01.837	193.9	13:47.795
6	1	2:15.836	28.701	45.024	1:02.111	217.3	16:03.631
7	1	2:17.071	28.660	44.521	1:03.890	213.4	18:20.702
8	1	2:16.826	29.012	45.139	1:02.675	208.1	20:37.528
9	1	2:59.230	39.835	55.470	1:23.925	116.0	23:36.758
10	1	4:20.995 B	41.860	55.017	2:44.118	117.8	27:57.753
11	1	2:30.515	44.697	43.702	1:02.116	156.3	30:28.268
12	1	2:15.172	28.545	43.717	1:02.910	214.3	32:43.440
13	1	2:13.763	28.037	43.895	1:01.831	229.8	34:57.203
14	1	3:00.316	28.520	58.503	1:33.293	197.4	37:57.519
15	1	3:19.713	41.472	1:04.246	1:33.995	137.2	41:17.232
16	1	3:07.342	50.312	1:04.780	1:12.250	89.7	44:24.574
17	1	2:19.578	27.653	42.649	1:09.276	233.8	46:44.152
18	1	2:17.755	30.168	45.025	1:02.562	201.5	49:01.907
19	1	2:15.353	29.114	44.777	1:01.462	208.5	51:17.260
20	1	2:15.016	28.466	44.280	1:02.270	217.3	53:32.276
21	1	2:14.288	28.955	44.121	1:01.212	209.3	55:46.564

67

CHEVRON B19 FVC 1971
1. Maurizio BIANCO

P-2L

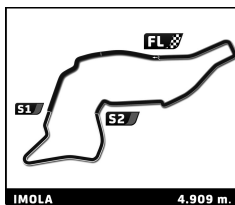
1	1	3:24.765	52.003	1:02.345	1:30.417		3:24.765
2	1	2:56.739	47.033	56.983	1:12.723	107.5	6:21.504
3	1	2:15.385	29.205	45.698	1:00.482	200.7	8:36.889
4	1	2:10.939	27.113	43.735	1:00.091	230.8	10:47.828
5	1	2:09.181	27.072	43.352	58.757	223.6	12:57.009
6	1	2:10.118	26.480	43.610	1:00.028	242.7	15:07.127
7	1	2:08.784	27.111	43.312	58.361	228.3	17:15.911
8	1	2:06.970	26.377	42.806	57.787	228.8	19:22.881
9	1	2:23.113	27.425	47.888	1:07.800	230.3	21:45.994
10	1	3:00.924	41.981	1:07.902	1:11.041	153.4	24:46.918
11	1	2:06.793	27.194	41.723	57.876	214.7	26:53.711
12	1	2:08.622	27.147	42.185	59.290	235.3	29:02.333
13	1	2:24.037 B	26.181	42.935	1:14.921	249.4	31:26.370
14	1	3:20.480	1:40.493	41.143	58.844	168.5	34:46.850
15	1	3:07.351	27.240	1:06.061	1:34.050	226.4	37:54.201
16	1	3:18.899	37.637	1:07.561	1:33.701	139.5	41:13.100
17	1	3:08.378	49.932	1:03.626	1:14.820	89.4	44:21.478
18	1	2:04.329	26.818	40.469	57.042	228.3	46:25.807
19	1	2:02.666	26.566	40.029	56.071	231.8	48:28.473
20	1	2:03.289	26.363	39.319	57.607	240.0	50:31.762
21	1	2:01.142	25.765	40.152	55.225	242.2	52:32.904
22	1	2:01.509	25.610	40.010	55.889	249.4	54:34.413
23	1	2:02.403	25.518	39.612	57.273	240.0	56:36.816
24	1	3:19.372	42.050	1:09.984	1:27.338	136.9	59:56.188
25	1	2:53.182	37.937	56.029	1:19.216	141.5	1:02:49.370

69

FORD GT40 1968
1. MR JOHN OF B
2. Soheil AYARI

GT1

1	1	3:30.612	59.983	1:02.047	1:28.582		3:30.612
2	1	3:00.428	48.478	55.757	1:16.193	103.3	6:31.040
3	1	2:35.234	32.001	57.759	1:05.474	191.5	9:06.274
4	1	2:23.953	30.368	48.529	1:05.056	185.9	11:30.227
5	1	2:20.499	29.755	46.181	1:04.563	196.7	13:50.726
6	1	2:18.056	29.623	46.021	1:02.412	194.9	16:08.782
7	1	2:17.765	29.194	45.253	1:03.318	197.1	18:26.547
8	1	2:20.915	29.492	46.663	1:04.760	192.9	20:47.462
9	1	2:51.857	37.217	54.790	1:19.850	151.3	23:39.319
10	1	4:10.794 B	42.030	55.322	2:33.442	119.6	27:50.113
11	1	2:37.058	47.766	45.543	1:03.749	131.5	30:27.171
12	1	2:15.258	28.687	43.633	1:02.938	188.2	32:42.429
13	1	2:25.346	28.278	43.261	1:13.807	210.9	35:07.775
14	1	2:54.407	30.497	50.934	1:32.976	164.9	38:02.182
15	1	3:20.347	43.725	1:02.029	1:34.593	108.9	41:26.529
16	1	3:09.549	50.405	1:04.790	1:14.354	89.6	44:32.078
17	1	2:11.610	29.551	41.847	1:00.212	183.7	46:43.688
18	1	2:06.602	27.302	41.462	57.838	221.3	48:50.290
19	1	2:05.817	26.478	40.401	58.938	215.6	50:56.107
20	1	2:05.690	26.969	40.712	58.009	201.9	53:01.797
21	1	2:06.225	26.468	41.645	58.112	227.4	55:08.022
22	1	2:08.938	26.811	41.231	1:00.896	203.0	57:16.960
23	1	2:52.103	33.526	52.117	1:26.460	152.8	1:00:09.063

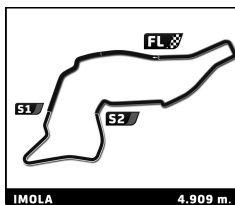


CLASSIC ENDURANCE RACING 1 IMOLA CLASSIC RACE

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	2:55.721	43.678	56.210	1:15.833	103.4	1:03:04.784	16	1	2:44.203	37.031	53.658	1:13.514	155.2	45:43.597
71 LOLA T70 Mk III 1970 1.Christophe VAN RIET P+2L								17	1	2:25.713	32.243	48.420	1:05.050	184.6	48:09.310
1	1	3:23.628	50.004	1:03.234	1:30.390		3:23.628	18	1	2:26.111	31.455	48.544	1:06.112	181.2	50:35.421
2	1	2:57.368	46.153	57.131	1:14.084	114.5	6:20.996	19	1	2:22.148	31.209	46.740	1:04.199	184.9	52:57.569
3	1	2:12.625	28.589	44.067	59.969	198.5	8:33.621	20	1	2:22.166	31.139	46.700	1:04.327	184.9	55:19.735
4	1	2:08.889	26.897	43.529	58.463	219.5	10:42.510	21	1	2:23.338	30.748	47.130	1:05.460	187.5	57:43.073
5	1	2:08.481	27.506	42.664	58.311	214.7	12:50.991	22	1	2:31.113	32.011	49.991	1:09.111	183.1	1:00:14.186
6	1	2:10.182	27.135	44.800	58.247	218.6	15:01.173	23	1	2:56.640	44.019	55.919	1:16.702	100.2	1:03:10.826
7	1	2:10.492	28.812	42.274	59.406	187.8	17:11.665	82 PORSCHE 911 RSR 3,0i 1974 1.Michel LECOURT GT1 2.Raymond NARAC							
8	1	2:07.822	27.075	42.450	58.297	213.0	19:19.487	1	1	3:39.786	1:10.856	1:02.492	1:26.438		3:39.786
9	1	2:24.888	28.368	47.830	1:08.690	206.9	21:44.375	2	1	3:08.676	51.139	56.852	1:20.685	97.1	6:48.462
10	1	3:01.745	41.102	1:09.534	1:11.109	154.9	24:46.120	3	1	2:24.723	32.901	47.574	1:04.248	174.5	9:13.185
11	1	2:05.749	26.720	41.689	57.340	224.1	26:51.869	4	1	2:20.919	29.363	46.128	1:05.428	217.7	11:34.104
12	1	3:15.409	27.198	42.219	2:05.992	215.1	30:07.278	5	1	2:20.110	30.484	46.591	1:03.035	187.2	13:54.214
13	1	2:32.443	52.076	41.755	58.612	163.1	32:39.721	6	1	2:18.458	28.930	45.993	1:03.535	212.2	16:12.672
14	1	2:09.793	27.484	41.552	1:00.757	227.8	34:49.514	7	1	2:15.850	28.695	44.455	1:02.700	222.2	18:28.522
15	1	3:05.125	29.554	1:02.083	1:33.488	204.9	37:54.639	8	1	2:19.994	29.051	45.606	1:05.337	215.6	20:48.516
16	1	3:18.960	38.214	1:07.043	1:33.703	140.1	41:13.599	9	1	2:52.182	36.972	55.030	1:20.180	150.0	23:40.698
17	1	3:07.993	49.962	1:03.708	1:14.323	90.5	44:21.592	10	1	4:19.338	B 42.360	54.654	2:42.324	137.2	28:00.036
18	1	2:04.066	26.951	40.929	56.186	231.3	46:25.658	11	1	2:30.855	45.118	43.926	1:01.811	139.7	30:30.891
19	1	2:02.028	26.167	39.904	55.957	227.8	48:27.686	12	1	2:12.807	28.149	42.836	1:01.822	208.1	32:43.698
20	1	2:03.710	25.930	40.024	57.756	226.9	50:31.396	13	1	2:13.065	28.113	43.778	1:01.174	215.6	34:56.763
21	1	2:02.672	25.632	40.361	56.679	236.8	52:34.068	14	1	2:59.563	28.340	58.270	1:32.953	212.2	37:56.326
22	1	2:04.110	26.480	40.727	56.903	213.4	54:38.178	15	1	3:19.843	41.553	1:04.425	1:33.865	141.0	41:16.169
23	1	2:04.485	25.301	40.549	58.635	243.8	56:42.663	16	1	3:08.098	50.497	1:04.755	1:12.846	92.7	44:24.267
24	1	3:17.677	40.017	1:09.460	1:28.200	157.0	1:00:00.340	17	1	2:11.304	27.659	42.517	1:01.128	233.3	46:35.571
25	1	2:52.516	38.540	56.003	1:17.973	138.1	1:02:52.856	18	1	2:10.626	28.144	42.102	1:00.380	224.1	48:46.197
77 LOLA T70 MkII Spyder 1966 1.Martin WACHTER P+2L								19	1	2:11.895	27.530	41.795	1:02.570	220.0	50:58.092
1	1	3:34.695	1:06.614	1:00.822	1:27.259		3:34.695	20	1	2:10.973	27.673	42.144	1:01.156	217.3	53:09.065
2	1	3:02.259	51.437	53.764	1:17.058	105.4	6:36.954	21	1	2:11.087	27.509	42.711	1:00.867	222.2	55:20.152
3	1	2:26.451	31.862	48.649	1:05.940	162.2	9:03.405	22	1	2:12.204	27.965	42.806	1:01.433	212.6	57:32.356
4	1	2:29.892	31.961	50.609	1:07.322	170.1	11:33.297	23	1	2:37.973	28.401	43.874	1:25.698	210.5	1:00:10.329
5	1	2:19.392	30.782	46.243	1:02.367	168.7	13:52.689	24	1	2:57.101	44.510	56.383	1:16.208	100.8	1:03:07.430
6	1	2:20.674	29.876	46.188	1:04.610	184.9	16:13.363	89 FORD GT40 1966 1.Xavier GALANT GT1 2.Olivier TANCOGNE							
7	1	2:17.113	30.094	45.738	1:01.281	187.8	18:30.476	1	1	3:52.619	1:24.405	1:04.655	1:23.559		3:52.619
81 PORSCHE 911 RSR 3,0i 1976 1.Jean-Marie BELLETESTE GT1								2	1	3:08.463	50.083	1:00.934	1:17.446	96.6	7:01.082
1	1	3:57.465	1:27.851	1:06.298	1:23.316		3:57.465	3	1	2:36.530	33.865	52.273	1:10.392	160.7	9:37.612
2	1	3:09.829	48.333	1:02.926	1:18.570	109.8	7:07.294	4	1	2:31.056	34.299	49.037	1:07.720	146.9	12:08.668
3	1	2:40.315	35.397	52.863	1:12.055	152.5	9:47.609	5	1	2:25.081	30.912	48.264	1:05.905	175.6	14:33.749
4	1	2:36.885	34.226	51.935	1:10.724	163.4	12:24.494	6	1	2:22.714	30.203	47.301	1:05.210	188.8	16:56.463
5	1	2:35.083	33.363	51.628	1:10.092	166.7	14:59.577	7	1	2:24.318	30.141	47.597	1:06.580	180.3	19:20.781
6	1	2:39.556	33.807	52.152	1:13.597	170.3	17:39.133	8	1	2:30.183	30.068	49.437	1:10.678	197.4	21:50.964
7	1	2:36.122	32.977	52.381	1:10.764	167.4	20:15.255	9	1	3:02.984	40.177	1:07.829	1:14.978	153.4	24:53.948
8	1	2:33.690	33.973	51.902	1:07.815	165.6	22:48.945	10	1	2:25.408	31.249	47.864	1:06.295	164.9	27:19.356
9	1	2:30.124	32.504	50.366	1:07.254	175.3	25:19.069	11	1	2:21.163	29.988	46.076	1:05.099	180.0	29:40.519
10	1	3:52.250	B 32.856	49.989	2:29.405	182.4	29:11.319	12	1	3:46.643	B 29.475	46.237	2:30.931	187.2	33:27.162
11	1	2:44.569	47.041	50.519	1:07.009	142.9	31:55.888	13	1	2:40.072	48.110	45.986	1:05.976	145.6	36:07.234
12	1	2:29.110	31.840	48.630	1:08.640	182.4	34:24.998	14	1	2:59.783	35.652	54.623	1:29.508	140.1	39:07.017
13	1	2:46.755	33.198	54.389	1:19.168	175.3	37:11.753	15	1	3:17.369	47.558	59.860	1:29.951	103.6	42:24.386
14	1	2:57.779	44.770	56.477	1:16.532	148.4	40:09.532	16	1	3:09.407	47.392	1:00.189	1:21.826	107.0	45:33.793
15	1	2:49.862	37.310	54.725	1:17.827	152.8	42:59.394	17	1	2:26.549	33.451	49.375	1:03.723	149.0	48:00.342
								18	1	2:14.832	28.427	44.425	1:01.980	187.2	50:15.174
								19	1	2:12.219	28.253	42.981	1:00.985	198.2	52:27.393

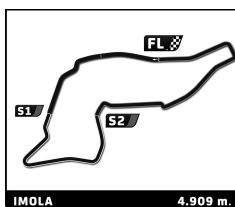


CLASSIC ENDURANCE RACING 1 IMOLA CLASSIC RACE

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	
20	1	2:11.792	27.812	42.790	1:01.190	190.1	54:39.185	93 LOLA T210 FVC 1970 1.Dirk PETERS P-2L	1	1	3:47.353	1:19.977	1:05.490	1:21.886		3:47.353
21	1	2:11.546	27.320	42.455	1:01.771	199.6	56:50.731		2	1	3:09.022	51.722	1:00.768	1:16.532	79.3	6:56.375
22	1	3:13.880	37.066	1:07.874	1:28.940	151.5	1:00:04.611		3	1	2:38.522	34.980	51.610	1:11.932	159.1	9:34.897
23	1	2:50.957	41.155	53.818	1:15.984	104.9	1:02:55.568		4	1	2:29.550	32.070	51.217	1:06.263	179.7	12:04.447
91	Porsche 911 RSR 3.0i 1974							GT1	5	1	2:24.593	31.354	48.423	1:04.816	174.5	14:29.040
	1.Didier CAZEAUX								6	1	2:23.690	30.545	48.279	1:04.866	188.8	16:52.730
	2.Jürgen BARTH								7	1	2:23.999	31.069	48.345	1:04.585	181.5	19:16.729
1	1	3:53.764	1:25.162	1:04.490	1:24.112		3:53.764	8	1	2:30.938	30.120	52.852	1:07.966	194.9	21:47.667	
2	1	3:07.638	49.865	1:00.832	1:16.941	93.8	7:01.402	9	1	3:03.600	41.576	1:07.756	1:14.268	149.8	24:51.267	
3	1	2:30.660	32.899	49.475	1:08.286	184.6	9:32.062	10	1	2:24.654	31.528	48.371	1:04.755	184.6	27:15.921	
4	1	2:26.260	32.168	47.807	1:06.285	190.1	11:58.322	11	1	3:43.907 B	30.688	47.052	2:26.167	190.5	30:59.828	
5	1	2:26.744	31.416	48.699	1:06.629	194.6	14:25.066	12	1	2:42.630	51.498	46.982	1:04.150	143.2	33:42.458	
6	1	2:23.544	30.308	48.567	1:04.669	200.4	16:48.610	13	1	2:22.742	30.246	46.388	1:06.108	192.5	36:05.200	
7	1	2:20.307	30.300	46.684	1:03.323	202.6	19:08.917	14	1	3:01.159	36.606	55.270	1:29.283	144.4	39:06.359	
8	1	2:30.442	29.646	49.744	1:11.052	208.9	21:39.359	15	1	3:17.279	47.443	1:00.251	1:29.585	112.3	42:23.638	
9	1	2:33.850	37.626	48.359	1:07.865	140.3	24:13.209	16	1	3:09.340	47.211	1:00.611	1:21.518	101.7	45:32.978	
10	1	2:29.759	32.031	48.866	1:08.862	173.9	26:42.968	17	1	2:23.676	33.880	48.068	1:01.728	152.5	47:56.654	
11	1	2:21.550	29.880	45.911	1:05.759	207.7	29:04.518	18	1	2:17.377	29.606	46.236	1:01.535	193.9	50:14.031	
12	1	2:19.982	30.011	45.887	1:04.084	205.7	31:24.500	19	1	2:17.231	30.207	45.383	1:01.641	191.8	52:31.262	
13	1	3:51.310 B	30.154	47.819	2:33.337	201.1	35:15.810	20	1	2:15.108	29.168	45.014	1:00.926	202.2	54:46.370	
14	1	3:44.800	1:04.985	1:10.181	1:29.634	93.2	39:00.610	21	1	2:22.756	28.865	46.946	1:06.945	203.8	57:09.126	
15	1	3:18.492	46.155	1:02.425	1:29.912	110.1	42:19.102	22	1	2:57.037	31.624	57.006	1:28.407	179.7	1:00:06.163	
16	1	3:11.106	45.897	1:01.088	1:24.121	112.7	45:30.208	23	1	2:52.031	41.623	55.840	1:14.568	106.3	1:02:58.194	
17	1	2:36.522	36.491	51.122	1:08.909	161.9	48:06.730	96 Porsche 911 ST 2.5i 1971 1. BLUMAX 2.Goffredo PIRRO GT1	1	1	3:55.978	1:27.096	1:05.313	1:23.569		3:55.978
18	1	2:33.533	33.328	52.312	1:07.893	176.2	50:40.263		2	1	3:08.789	50.024	1:01.241	1:17.524	93.4	7:04.767
19	1	2:28.519	32.412	49.159	1:06.948	172.5	53:08.782		3	1	2:37.619	34.985	51.641	1:10.993	150.2	9:42.386
20	1	2:33.803	33.839	51.269	1:08.695	185.9	55:42.585		4	1	2:34.166	32.581	50.653	1:10.932	173.4	12:16.552
21	1	2:46.526	31.854	54.379	1:20.293	189.8	58:29.111	5	1	2:31.452	33.147	49.774	1:08.531	182.1	14:48.004	
22	1	2:51.204	42.691	53.723	1:14.790	113.3	1:01:20.315	6	1	2:33.191	31.723	49.825	1:11.643	183.4	17:21.195	
23	1	3:28.105	43.453	1:04.107	1:40.545	112.1	1:04:48.420	7	1	2:30.798	31.116	50.060	1:09.622	196.7	19:51.993	
92	LOLA T212 FVC 1971							P-2L	8	1	2:38.863	33.904	52.729	1:12.230	173.1	22:30.856
	1.Frank JACOB								9	1	2:41.817	36.490	53.344	1:11.983	141.9	25:12.673
	1	1	3:37.368	1:09.134	1:00.557	1:27.677			3:37.368	10	1	2:32.582	35.266	48.734	1:08.582	156.3
2	1	3:01.516	51.649	55.666	1:14.201	103.0	6:38.884	11	1	2:31.851	33.165	50.461	1:08.225	165.1	30:17.106	
3	1	2:27.909	31.427	48.604	1:07.878	179.4	9:06.793	12	1	4:07.320 B	30.691	47.937	2:48.692	207.3	34:24.426	
4	1	2:25.188	31.339	48.167	1:05.682	182.4	11:31.981	13	1	3:31.102	58.300	59.522	1:33.280	118.6	37:55.528	
5	1	2:19.546	30.283	45.750	1:03.513	191.2	13:51.527	14	1	3:19.053	41.680	1:03.870	1:33.503	129.5	41:14.581	
6	1	2:17.905	29.340	46.141	1:02.424	206.1	16:09.432	15	1	3:09.026	50.031	1:05.031	1:13.964	91.4	44:23.607	
7	1	2:16.925	29.256	45.152	1:02.517	198.2	18:26.357	16	1	2:36.201	32.660	50.029	1:13.512	179.4	46:59.808	
8	1	2:21.808	29.295	46.477	1:06.036	209.7	20:48.165	17	1	2:35.558	34.152	51.394	1:10.012	168.2	49:35.366	
9	1	2:51.813	37.032	54.840	1:19.941	159.5	23:39.978	18	1	2:32.269	32.625	49.761	1:09.883	171.7	52:07.635	
10	1	4:19.018 B	41.973	55.321	2:41.724	119.7	27:58.996	19	1	2:31.497	32.866	50.087	1:08.544	162.4	54:39.132	
11	1	2:33.532	45.975	45.559	1:01.998	146.3	30:32.528	20	1	2:36.417	32.595	50.949	1:12.873	173.1	57:15.549	
12	1	2:15.592	29.561	44.993	1:01.038	198.2	32:48.120	21	1	2:52.282	34.447	51.798	1:26.037	149.4	1:00:07.831	
13	1	2:19.009	29.141	46.584	1:03.284	210.5	35:07.129	22	1	2:56.530	44.059	56.339	1:16.132	104.4	1:03:04.361	
14	1	2:54.271	30.120	51.350	1:32.801	205.3	38:01.400	98 FORD GT40 1967 1.Conrad M. ULRICH 2.Conrad C. ULRICH GT1	1	1	3:54.956	1:26.087	1:04.853	1:24.016		3:54.956
15	1	3:19.955	43.640	1:02.154	1:34.161	122.3	41:21.355		2	1	3:08.956	49.312	1:01.785	1:17.859	101.5	7:03.912
16	1	3:10.622	50.896	1:04.825	1:14.901	95.1	44:31.977		3	1	2:38.243	35.182	51.986	1:11.075	158.4	9:42.155
17	1	2:18.315	30.656	45.132	1:02.527	174.5	46:50.292									
18	1	2:16.175	28.843	44.803	1:02.529	217.7	49:06.467									
19	1	2:14.921	29.029	45.061	1:00.831	204.2	51:21.388									
20	1	2:13.150	28.452	44.037	1:00.661	204.2	53:34.538									
21	1	2:12.846	28.151	44.213	1:00.482	217.7	55:47.384									
22	1	2:42.912	28.231	54.473	1:20.208	210.1	58:30.296									
23	1	2:51.543	42.206	54.291	1:15.046	116.0	1:01:21.839									
24	1	3:27.641	43.737	1:03.454	1:40.450	114.6	1:04:49.480									



CLASSIC ENDURANCE RACING 1 IMOLA CLASSIC 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
4	1	2:38.549	34.607	52.244	1:11.698	156.1	12:20.704								
5	1	2:37.796	33.416	53.188	1:11.192	164.4	14:58.500								
6	1	3:12.232 B	37.458	53.869	1:40.905	154.1	18:10.732								

102	CROSSE 9 S 1965 1. Laurent FORT 2. Nicolas DOQUIN P-2L														
1	1	3:49.733	1:21.871	1:05.866	1:21.996		3:49.733								
2	1	3:07.847	50.707	1:00.977	1:16.163	91.4	6:57.580								
3	1	2:32.671	34.280	50.284	1:08.107	170.3	9:30.251								
4	1	2:27.284	32.387	48.712	1:06.185	175.9	11:57.535								
5	1	2:26.306	31.530	48.209	1:06.567	182.7	14:23.841								
6	1	2:26.521	31.125	48.473	1:06.923	184.3	16:50.362								
7	1	2:24.634	30.995	48.324	1:05.315	188.5	19:14.996								
8	1	2:26.842	30.731	48.662	1:07.449	182.7	21:41.838								
9	1	2:33.626	37.090	49.480	1:07.056	152.1	24:15.464								
10	1	4:13.319 B	31.690	48.285	2:53.344	179.4	28:28.783								
11	1	2:53.205	51.686	50.823	1:10.696	123.6	31:21.988								

121	CHEVRON B16 FVC 1970 1. Emanuele BENEDINI 2. Gianpaolo BENEDINI P-2L														
1	1	3:31.398	1:01.758	1:02.122	1:27.518		3:31.398								
2	1	3:02.036	49.760	55.284	1:16.992	100.9	6:33.434								
3	1	2:26.368	32.521	48.766	1:05.081	175.6	8:59.802								
4	1	2:17.862	29.305	46.158	1:02.399	225.0	11:17.664								
5	1	2:17.752	28.929	45.621	1:03.202	208.9	13:35.416								
6	1	2:17.702	29.380	46.202	1:02.120	203.0	15:53.118								
7	1	2:18.202	29.119	45.842	1:03.241	220.4	18:11.320								
8	1	2:22.704	30.362	47.704	1:04.638	196.4	20:34.024								
9	1	3:01.810	42.501	55.607	1:23.702	99.8	23:35.834								
10	1	4:26.874 B	42.096	55.236	2:49.542	116.9	28:02.708								
11	1	2:32.807	45.278	45.289	1:02.240	156.7	30:35.515								
12	1	2:15.688	29.937	44.453	1:01.298	186.2	32:51.203								
13	1	2:17.321	29.199	45.590	1:02.532	186.9	35:08.524								
14	1	2:54.780	31.535	49.859	1:33.386	169.5	38:03.304								
15	1	3:20.054	43.344	1:01.966	1:34.744	112.1	41:23.358								
16	1	3:10.787	50.384	1:05.155	1:15.248	90.7	44:34.145								
17	1	2:19.600	31.545	45.554	1:02.501	181.2	46:53.745								
18	1	2:11.969	28.138	42.470	1:01.361	198.2	49:05.714								
19	1	2:06.660	26.917	41.664	58.079	219.1	51:12.374								
20	1	2:06.675	27.436	41.357	57.882	217.7	53:19.049								

185	LOLA T70 Mk III B 1969 1. Gérard LOPEZ 2. Richard MEADEN P+2L														
1	1	3:20.922	47.165	1:03.915	1:29.842		3:20.922								
2	1	2:58.933	46.129	57.733	1:15.071	132.8	6:19.855								
3	1	2:12.049	28.087	44.792	59.170	209.7	8:31.904								
4	1	2:12.261	27.511	45.694	59.056	221.3	10:44.165								