

CLASSIC ENDURANCE RACING 1

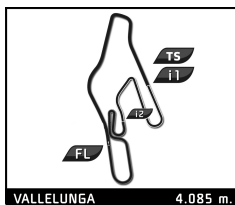
VALLELUNGA CLASSIC

PRIVATE PRACTICE

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 1971 1.Alexander FURIANI P-2L								10	1	1:46.659	32.687	32.867	41.105	210.1	25:09.755
1	1	2:26.967	1:06.005	36.879	44.083	166.8	2:26.967	11	1	1:46.298	33.048	31.762	41.488	211.3	26:56.053
2	1	1:52.082	37.159	33.051	41.872	199.9	4:19.049	12	1	1:45.504	32.757	31.706	41.041	208.4	28:41.557
3	1	1:46.883	34.239	31.885	40.759	209.6	6:05.932	13	1	5:26.380 B	34.918	32.282	4:19.180	198.4	34:07.937
4	1	5:08.490 B	33.283	32.313	4:02.894	213.4	11:14.422	14	1	1:58.330	44.427	32.740	41.163	204.8	36:06.267
5	1	2:10.861	56.638	32.355	41.868	199.9	13:25.283	11 MCLAREN M8C 1970 1.Marc DEVIS P+2L 2.Martin O'CONNELL							
6	1	6:01.990 B	39.448	44.211	4:38.331	160.5	19:27.273	1	1	2:52.612	1:30.286	37.288	45.038	206.4	2:52.612
7	1	2:03.262	51.146	31.594	40.522	204.4	21:30.535	2	1	1:54.141	39.108	33.096	41.937	215.1	4:46.753
8	1	1:45.088	33.269	31.457	40.362	213.8	23:15.623	3	1	1:45.903	33.853	31.396	40.654	221.4	6:32.656
9	1	1:43.576	32.530	31.267	39.779	214.3	24:59.199	4	1	1:45.645	33.924	31.035	40.686	220.5	8:18.301
10	1	1:42.859	32.187	30.718	39.954	214.7	26:42.058	5	1	1:45.817	33.526	31.268	41.023	221.4	10:04.118
11	1	7:31.029 B	32.934	38.658	6:19.437	213.0	34:13.087	6	1	11:14.670 B	34.036	32.493	...	215.6	21:18.788
12	1	2:06.696	52.456	32.162	42.078	203.7	36:19.783	7	1	2:13.817	46.777	31.579	55.461	219.1	23:32.605
4 LOLA T210 1970 1.Frank JACOB P-2L								8	1	1:42.642	32.773	30.143	39.726	221.4	25:15.247
1	1	19:32.491 B	...	39.637	5:33.850	190.9	19:32.491	9	1	3:34.237 B	34.806	30.669	2:28.762	217.3	28:49.484
2	1	2:08.718	49.994	34.266	44.458	196.2	21:41.209	10	1	2:16.582	55.783	35.406	45.393	171.6	31:06.066
3	1	1:56.087	37.372	34.140	44.575	200.2	23:37.296	11	1	1:54.685	36.013	34.669	44.003	202.9	33:00.751
4	1	1:53.267	35.951	33.882	43.434	202.9	25:30.563	12	1	1:51.422	36.394	32.383	42.645	210.1	34:52.173
5	1	1:51.675	35.153	33.473	43.049	206.0	27:22.238	13	1	1:53.279	36.065	32.715	44.499	209.6	36:45.452
6	1	7:55.163 B	39.681	41.798	6:33.684	151.7	35:17.401	14 LOLA T212 1971 1.Mauro POPONCINI P-2L							
7	1	2:14.156	49.721	33.549	50.886	199.1	37:31.557	1	1	2:49.697	1:13.077	43.410	53.210	157.7	2:49.697
7 LOLA T70 Mk III B 1969 1.Toni SEILER P+2L								2	1	2:16.799	45.805	40.470	50.524	165.8	5:06.496
1	1	8:27.266	7:09.416	35.389	42.461	181.2	8:27.266	3	1	2:11.509	43.264	39.004	49.241	178.8	7:18.005
2	1	1:48.142	33.194	31.756	43.192	225.1	10:15.408	4	1	2:05.805	40.079	37.666	48.060	198.0	9:23.810
3	1	1:46.270	33.666	32.322	40.282	220.9	12:01.678	5	1	2:03.669	40.364	37.371	45.934	202.5	11:27.479
4	1	7:23.303 B	35.783	35.282	6:12.238	202.1	19:24.981	6	1	1:58.348	36.749	35.826	45.773	204.0	13:25.827
5	1	2:03.391	47.184	34.365	41.842	181.2	21:28.372	7	1	6:11.357 B	42.455	42.644	4:46.258	164.2	19:37.184
6	1	1:48.080	36.209	31.757	40.114	225.1	23:16.452	8	1	2:14.097	50.566	35.635	47.896	203.3	21:51.281
7	1	1:43.254	32.542	31.312	39.400	229.9	24:59.706	9	1	1:58.051	36.940	35.805	45.306	201.4	23:49.332
8	1	1:42.540	32.206	30.944	39.390	230.9	26:42.246	10	1	1:55.935	36.102	35.384	44.449	203.7	25:45.267
9	1	1:42.580	31.759	30.803	40.018	230.9	28:24.826	11	1	1:56.487	36.464	35.183	44.840	199.1	27:41.754
10	1	6:38.185 B	33.971	32.987	5:31.227	209.6	35:03.011	12	1	1:54.207	35.578	34.187	44.442	204.8	29:35.961
11	1	2:16.008	50.687	36.796	48.525	191.6	37:19.019	13	1	1:53.251	35.319	34.539	43.393	200.2	31:29.212
8 CHEVRON B8 1968 1.Sandy WATSON P-2L 2.Andrew KIRKALDY								14	1	1:53.891	34.908	33.431	45.552	204.4	33:23.103
1	2	4:34.511 B	51.211	34.137	3:09.163	196.2	4:34.511	15	1	1:52.436	34.747	33.725	43.964	204.0	35:15.539
2	2	2:02.727	48.000	32.902	41.825	201.7	6:37.238	16 LOLA T212 1971 1.Serge KRIKNOFF P-2L							
3	2	1:47.279	33.859	32.147	41.273	203.3	8:24.517	1	1	2:59.981	1:23.898	45.316	50.767	121.0	2:59.981
10 CHEVRON B16 1971 1.Franco MEINERS P-2L								2	1	2:09.699	46.382	38.625	44.692	175.9	5:09.680
1	1	3:34.946	2:07.485	42.116	45.345	150.6	3:34.946	3	1	1:52.930	37.619	33.356	41.955	199.1	7:02.610
2	1	2:10.052	35.383	51.453	43.216	207.6	5:44.998	4	1	1:49.908	35.183	33.306	41.419	202.9	8:52.518
3	1	1:50.110	35.877	32.295	41.938	208.0	7:35.108	5	1	1:46.352	34.126	31.570	40.656	204.8	10:38.870
4	1	1:48.719	33.952	31.646	43.121	210.9	9:23.827	6	1	14:21.407 B	33.647	31.395	...	206.8	25:00.277
5	1	1:49.660	35.310	32.604	41.746	211.3	11:13.487	7	1	2:21.011	57.519	37.232	46.260	177.0	27:21.288
6	1	1:48.108	34.110	32.324	41.674	208.4	13:01.595	8	1	1:54.638	38.158	34.221	42.259	198.4	29:15.926
7	1	6:33.634 B	33.912	39.606	5:20.116	207.2	19:35.229	9	1	1:48.741	34.552	31.941	42.248	205.2	31:04.667
8	1	2:01.165	46.353	32.633	42.179	206.4	21:36.394	10	1	1:46.323	34.470	31.323	40.530	207.6	32:50.990
9	1	1:46.702	33.522	31.468	41.712	209.2	23:23.096	11	1	7:06.422 B	38.339	37.207	5:50.876	166.3	39:57.412
21 DE TOMASO Pantera 1975 1.Detlef VON DER LIECK GT1 2.Ralf KELLENNERS								1	2	2:16.779	56.573	35.594	44.612	175.3	2:16.779



CLASSIC ENDURANCE RACING 1

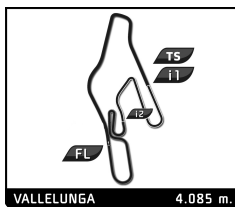
VALLELUNGA CLASSIC

PRIVATE PRACTICE

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	2	1:53.894	36.039	35.012	42.843	197.3	4:10.673	10	1	1:45.244	32.338	31.777	41.129	222.8	26:49.771
3	2	1:49.421	34.345	32.741	42.335	211.3	6:00.094	11	1	1:44.629	32.382	31.503	40.744	222.3	28:34.400
4	2	1:49.338	34.165	32.596	42.577	213.8	7:49.432	12	1	1:42.959	32.261	30.608	40.090	222.3	30:17.359
5	2	3:55.292 B	34.346	32.969	2:47.977	212.6	11:44.724	13	1	5:55.720 B	32.605	31.091	4:52.024	219.5	36:13.079
6	1	7:15.775 B	54.988	38.093	5:42.694	180.9	19:00.499	35 LOLA T212 1970 1.Armand MILLE P-2L							
7	1	2:14.609	51.544	37.006	46.059	193.3	21:15.108	1	1	7:53.394	6:24.827	40.305	48.262	155.6	7:53.394
8	1	2:00.168	39.255	35.389	45.524	198.4	23:15.276	2	1	1:57.742	37.344	35.968	44.430	190.6	9:51.136
9	1	1:58.238	38.655	34.797	44.786	203.7	25:13.514	3	1	1:51.942	35.230	33.999	42.713	204.0	11:43.078
10	1	1:56.887	38.328	34.096	44.463	204.0	27:10.401	4	1	1:52.685	35.190	33.943	43.552	204.4	13:35.763
11	1	1:56.709	36.873	34.314	45.522	208.0	29:07.110	5	1	29:12.090 B	1:02.643	47.622	...	98.1	42:47.853
12	1	1:57.294	37.589	34.852	44.853	206.4	31:04.404	43 LOLA T70 Mk III 1967 1.Roderick JACK 2.Patrick JACK P+2L							
13	1	1:55.828	37.042	34.102	44.684	210.1	33:00.232	1	1	5:00.240	3:37.054	38.571	44.615	194.0	5:00.240
14	1	1:55.079	36.650	34.452	43.977	207.6	34:55.311	2	1	1:49.944	34.020	33.152	42.772	228.0	6:50.184
15	1	1:54.293	36.501	34.042	43.750	204.0	36:49.604	3	1	1:49.345	34.240	33.023	42.082	230.4	8:39.529
16	1	4:41.865 B	36.249	38.037	3:27.579	211.7	41:31.469	4	1	1:46.825	32.751	32.340	41.734	226.0	10:26.354
23 CHEVRON B21 1972 1.Romain BELLETESTE P-2L								5	1	1:48.528	33.236	33.543	41.749	208.4	12:14.882
1	1	2:34.333	1:13.311	38.191	42.831	173.0	2:34.333	6	1	4:01.100 B	32.395	31.670	2:57.035	229.0	16:15.982
2	1	4:20.665 B	37.081	35.979	3:07.605	170.3	6:54.998	7	1	4:55.157	3:38.491	34.235	42.431	223.7	21:11.139
3	1	1:58.055	43.909	32.903	41.243	208.4	8:53.053	8	1	1:46.023	32.759	31.554	41.710	225.1	22:57.162
4	1	1:46.813	34.223	32.143	40.447	204.0	10:39.866	9	1	1:45.075	32.055	31.639	41.381	227.0	24:42.237
5	1	1:47.419	33.385	31.903	42.131	210.5	12:27.285	10	1	1:51.167	31.925	36.047	43.195	227.0	26:33.404
6	1	6:50.705 B	38.303	33.655	5:38.747	203.3	19:17.990	11	1	1:48.300	32.930	32.637	42.733	207.2	28:21.704
7	1	1:59.834	45.497	32.871	41.466	202.1	21:17.824	12	1	2:13.403 B	32.378	33.250	1:07.775	224.2	30:35.107
8	1	1:48.257	34.995	32.461	40.801	209.2	23:06.081	44 CHEVRON B8 1968 1.Rory JACK P-2L							
9	1	1:45.640	33.078	31.828	40.734	210.1	24:51.721	1	1	5:19.324	3:59.305	35.830	44.189	179.4	5:19.324
10	1	1:44.755	32.908	31.452	40.395	210.5	26:36.476	2	1	1:55.231	36.142	34.874	44.215	185.9	7:14.555
11	1	14:12.536 B	37.149	43.845	...	122.8	40:49.012	3	1	1:51.860	35.643	33.608	42.609	188.2	9:06.415
32 CHEVRON B8 1968 1.Henrique GEMPERLE 2.Marc de SIEBENTHAL P-2L								4	1	1:53.769	36.399	34.135	43.235	187.3	11:00.184
1	2	2:11.890	51.711	35.130	45.049	185.0	2:11.890	5	1	1:50.722	35.322	33.443	41.957	193.0	12:50.906
2	2	1:53.569	36.040	34.045	43.484	191.3	4:05.459	6	1	9:45.778 B	35.895	42.677	8:27.206	189.2	22:36.684
3	2	1:52.445	35.172	34.078	43.195	193.7	5:57.904	7	1	2:09.599	52.368	34.790	42.441	166.0	24:46.283
4	2	1:50.558	34.799	33.198	42.561	197.3	7:48.462	8	1	1:49.808	34.293	33.346	42.169	194.0	26:36.091
5	2	1:50.164	34.745	33.015	42.404	194.0	9:38.626	9	1	1:50.092	34.254	32.891	42.947	197.6	28:26.183
6	2	10:11.176 B	35.404	36.856	8:58.916	178.2	19:49.802	10	1	1:49.706	34.275	33.266	42.165	195.5	30:15.889
7	1	2:18.181	53.517	36.336	48.328	171.9	22:07.983	11	1	1:48.621	34.348	32.416	41.857	194.0	32:04.510
8	1	1:57.670	37.418	35.029	45.223	189.6	24:05.653	12	1	4:44.258 B	34.334	34.565	3:35.359	194.4	36:48.768
9	1	1:56.504	37.284	34.911	44.309	191.3	26:02.157	45 CHEVRON B8 1969 1.Pierre AVIRON-VIOLET 2.Kurt THIEL P-2L							
10	1	1:54.561	36.556	34.167	43.838	190.9	27:56.718	1	2	2:51.263	1:20.277	40.669	50.317	122.8	2:51.263
11	1	1:53.984	35.979	34.433	43.572	190.2	29:50.702	2	2	2:03.699	43.248	35.785	44.666	178.8	4:54.962
12	1	1:52.627	35.678	33.466	43.483	191.6	31:43.329	3	2	1:53.282	36.384	33.441	43.457	191.3	6:48.244
13	1	1:52.471	35.450	33.580	43.441	192.6	33:35.800	4	2	1:54.147	36.714	34.265	43.168	194.8	8:42.391
34 LOLA T70 Mk III B 1969 1.David HART 2.Olivier HART P+2L								5	2	1:51.848	35.145	33.637	43.066	193.7	10:34.239
1	1	2:19.991	1:02.700	34.237	43.054	170.8	2:19.991	46 PORSCHE 911 RS 2.7 1973 1.Alice BOURIEZ 2.Stanislas BOURIEZ GT1							
2	1	1:48.027	33.256	31.923	42.848	222.8	4:08.018	1	1	8:04.552	6:30.835	40.538	53.179	156.5	8:04.552
3	1	1:46.180	32.240	32.295	41.645	224.6	5:54.198	2	1	2:11.957	42.980	38.736	50.241	171.3	10:16.509
4	1	1:45.720	32.652	31.514	41.554	225.6	7:39.918	3	1	2:08.969	41.202	37.356	50.411	173.9	12:25.478
5	1	1:45.863	32.889	31.992	40.982	223.7	9:25.781	4	1	7:18.028 B	42.942	38.424	5:56.662	172.2	19:43.506
6	1	10:03.793 B	33.574	31.699	8:58.520	226.5	19:29.574								
7	1	2:04.555	49.879	32.846	41.830	215.1	21:34.129								
8	1	1:45.380	33.015	31.762	40.603	220.5	23:19.509								
9	1	1:45.018	32.765	31.396	40.857	220.9	25:04.527								



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PRIVATE PRACTICE

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	2:24.436	55.831	39.845	48.760	166.5	22:07.942	5	1	2:09.802	51.248	34.779	43.775	203.3	28:16.581
6	1	2:06.354	40.728	37.370	48.256	165.8	24:14.296	6	1	1:53.061	36.023	34.172	42.866	204.8	30:09.642
7	1	2:06.288	40.959	37.472	47.857	166.8	26:20.584	7	1	1:51.564	35.180	33.421	42.963	209.2	32:01.206
8	1	2:07.338	40.856	36.897	49.585	164.5	28:27.922	8	1	1:50.365	34.585	33.116	42.664	211.3	33:51.571
9	1	2:04.768	39.923	37.070	47.775	167.3	30:32.690	9	1	5:55.005 B	39.596	42.037	4:33.372	141.2	39:46.576
10	1	2:04.598	40.003	36.780	47.815	167.8	32:37.288								
11	1	2:03.718	40.226	36.515	46.977	167.8	34:41.006								
12	1	2:06.209	40.137	36.802	49.270	170.8	36:47.215								

53

PORSCHE 911 Carrera RSR 3.0 1974

1. Maurizio FRATTI

2. Andrea CABIANCA

GT1

1	1	2:25.880	59.933	38.232	47.715	160.3	2:25.880
2	1	3:53.279 B	39.064	35.516	2:38.699	180.3	6:19.159
3	1	2:08.001	49.586	34.307	44.108	191.3	8:27.160
4	1	1:58.037	36.746	37.265	44.026	194.8	10:25.197
5	1	1:56.637	36.390	34.577	45.670	193.0	12:21.834
6	1	7:30.701 B	36.406	34.250	6:20.045	193.3	19:52.535
7	1	2:08.659	50.666	33.932	44.061	190.6	22:01.194
8	1	1:54.542	36.803	33.646	44.093	195.1	23:55.736
9	1	1:53.974	36.132	33.654	44.188	194.0	25:49.710
10	1	3:57.981 B	35.989	34.924	2:47.068	195.8	29:47.691
11	2	2:09.120	48.248	34.791	46.081	191.6	31:56.811
12	2	1:54.026	35.810	34.591	43.625	195.5	33:50.837
13	2	1:52.981	35.713	33.470	43.798	195.1	35:43.818
14	2	1:52.787	35.902	33.346	43.539	195.8	37:36.605
15	2	3:41.496 B	44.093	42.446	2:14.957	150.6	41:18.101

57

LOLA T70 Mk III 1967

1. Christophe GADAIS

P+2L

1	1	3:04.693	1:28.560	44.429	51.704	143.9	3:04.693
2	1	2:08.052	43.771	38.371	45.910	185.3	5:12.745
3	1	1:53.738	36.508	33.639	43.591	208.4	7:06.483
4	1	1:49.486	34.078	33.157	42.251	224.6	8:55.969
5	1	1:47.372	33.073	32.630	41.669	226.0	10:43.341
6	1	1:50.225	33.040	31.745	45.440	221.8	12:33.566
7	1	11:50.039 B	34.031	33.010	...	231.9	24:23.605
8	1	2:07.649	50.743	34.366	42.540	182.5	26:31.254
9	1	1:49.300	34.747	32.177	42.376	218.7	28:20.554
10	1	1:46.830	32.584	31.978	42.268	227.5	30:07.384
11	1	1:47.183	32.963	31.534	42.686	232.4	31:54.567
12	1	1:59.849	37.016	37.089	45.744	186.6	33:54.416
13	1	6:50.049 B	36.829	34.007	5:39.213	201.0	40:44.465

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CHEVRON B16 1970

1. Ted TUPPEN

P-2L

1	1	6:11.493	4:38.786	41.602	51.105	161.3	6:11.493
2	1	2:04.516	40.545	36.993	46.978	188.2	8:16.009
3	1	2:04.169	39.004	36.856	48.309	194.8	10:20.178
4	1	2:03.047	38.527	36.684	47.836	183.7	12:23.225
5	1	10:30.509 B	38.556	3:11.915	6:40.038	191.3	22:53.734

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FORD GT40 1969

1. Christophe DELACHAUX

2. Eric HELARY

GT1

1	1	3:58.293	2:33.980	38.986	45.327	144.1	3:58.293
2	1	7:18.770 B	36.320	33.969	6:08.481	199.5	11:17.063
3	1	2:16.698	57.055	35.153	44.490	195.1	13:33.761
4	1	12:33.018 B	51.069	50.641	...	110.5	26:06.779