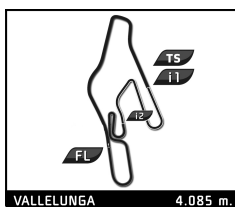


CLASSIC ENDURANCE RACING 1 VALLELUNGA CLASSIC QUALIFYING

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1 CHEVRON B19 1971 1. Alexander FURIANI P-2L								4	2	4:09.576 B	38.473	35.474	2:55.629	185.9	21:40.448
1	1	2:39.610 B	1:02.501	36.425	1:00.684	184.0	2:39.610	5	2	2:10.994	49.500	39.529	41.965	102.8	23:51.442
2	1	1:57.990	43.745	32.520	41.725	211.7	4:37.600	6	2	3:48.696 B	33.642	42.794	2:32.260	184.0	27:40.138
3	1	1:47.256	34.003	32.442	40.811	198.7	6:24.856	7	2	2:09.369	46.841	37.099	45.429	204.0	29:49.507
4	1	1:46.725	33.538	31.769	41.418	209.2	8:11.581	8	2	1:46.359	33.040	32.479	40.840	206.8	31:35.866
5	1	1:43.900	32.922	30.800	40.178	217.3	9:55.481	9	2	1:45.530	32.834	31.999	40.697	206.4	33:21.396
6	1	7:47.558 B	32.826	35.260	6:39.472	213.0	17:43.039	10	2	13:40.229 B	37.841	36.630	...	170.5	47:01.625
7	1	2:03.309	50.434	32.222	40.653	207.6	19:46.348	10 CHEVRON B16 1971 1. Franco MEINERS P-2L							
8	1	1:43.711	32.418	31.275	40.018	218.7	21:30.059	1	1	4:15.490	2:50.915	38.601	45.974	166.3	4:15.490
9	1	1:43.195	32.493	30.775	39.927	216.9	23:13.254	2	1	1:52.503	35.275	33.985	43.243	202.9	6:07.993
10	1	2:25.504	37.909	47.244	1:00.351	162.0	25:38.758	3	1	1:46.670	33.856	31.666	41.148	212.6	7:54.663
11	1	2:00.038	45.439	32.753	41.846	178.2	27:38.796	4	1	1:47.346	34.289	32.024	41.033	205.2	9:42.009
12	1	1:52.379	33.300	35.488	43.591	208.4	29:31.175	5	1	1:46.020	33.103	31.646	41.271	210.9	11:28.029
13	1	1:43.259	32.545	30.839	39.875	215.6	31:14.434	6	1	5:58.068 B	34.040	48.759	4:35.269	208.0	17:26.097
14	1	1:43.749	32.197	31.022	40.530	212.6	32:58.183	7	1	1:58.767	44.556	32.713	41.498	206.8	19:24.864
15	1	2:10.188	44.185	40.916	45.087	127.0	35:08.371	8	1	1:47.447	33.492	32.431	41.524	210.1	21:12.311
16	1	1:47.854	33.157	32.125	42.572	215.6	36:56.225	9	1	1:45.813	33.392	31.314	41.107	210.5	22:58.124
17	1	1:43.852	32.897	30.609	40.346	215.6	38:40.077	10	1	1:45.123	32.814	31.554	40.755	214.3	24:43.247
18	1	1:43.227	32.379	30.651	40.197	217.3	40:23.304	11	1	5:00.844 B	42.809	39.444	3:38.591	143.7	29:44.091
19	1	1:42.842	32.081	30.414	40.347	217.8	42:06.146	12	1	2:56.737 B	52.414	35.827	1:28.496	170.0	32:40.828
4 LOLA T210 1970 1. Frank JACOB P-2L								11 MCLAREN M8C 1970 1. Marc DEVIS 2. Martin O'CONNELL P+2L							
1	1	16:26.378	...	34.966	44.176	201.0	16:26.378	1	2	3:38.948	2:23.305	33.699	41.944	218.2	3:38.948
2	1	1:51.353	35.450	32.952	42.951	208.0	18:17.731	2	2	1:43.553	32.456	30.720	40.377	225.6	5:22.501
3	1	1:49.536	34.519	32.486	42.531	209.2	20:07.267	3	2	1:42.868	32.037	30.457	40.374	226.5	7:05.369
4	1	1:47.951	34.002	32.092	41.857	210.1	21:55.218	4	2	1:42.267	31.937	30.370	39.960	226.5	8:47.636
5	1	1:48.624	33.599	32.408	42.617	212.6	23:43.842	5	2	8:09.870 B	31.656	30.543	7:07.671	228.0	16:57.506
6	1	7:54.501 B	33.757	35.323	6:45.421	212.1	31:38.343	6	1	2:07.065	49.688	33.994	43.383	202.5	19:04.571
7	1	2:08.264	52.179	32.887	43.198	205.6	33:46.607	7	1	1:49.683	35.254	32.432	41.997	216.4	20:54.254
8	1	1:48.281	33.745	32.864	41.672	210.9	35:34.888	8	1	1:48.243	34.287	32.404	41.552	215.1	22:42.497
9	1	1:47.998	33.230	32.618	42.150	211.7	37:22.886	9	1	1:48.428	34.005	32.345	42.078	221.4	24:30.925
7 LOLA T70 Mk III B 1969 1. Toni SEILER P+2L								10	1	1:48.173	34.229	31.920	42.024	218.7	26:19.098
1	1	9:50.740	8:34.769	33.925	42.046	185.3	9:50.740	11	1	1:47.488	33.817	31.713	41.958	220.5	28:06.586
2	1	1:50.268	33.511	34.409	42.348	220.9	11:41.008	12	1	4:48.354 B	37.289	36.333	3:34.732	201.4	32:54.940
3	1	2:06.119	32.848	46.595	46.676	196.9	13:47.127	13	1	2:02.563	46.482	33.443	42.638	203.3	34:57.503
4	1	5:00.949 B	31.654	30.890	3:58.405	232.4	18:48.076	14	1	1:47.198	33.913	31.841	41.444	220.9	36:44.701
5	1	1:59.006	45.519	32.524	40.963	220.5	20:47.082	15	1	1:47.789	33.952	31.828	42.009	221.4	38:32.490
6	1	1:45.863	32.328	31.838	41.697	228.0	22:32.945	16	1	1:47.439	33.525	31.679	42.235	225.1	40:19.929
7	1	5:40.360 B	32.649	33.713	4:33.998	226.0	28:13.305	14 LOLA T212 1971 1. Mauro POPONCINI P-2L							
8	1	1:57.205	44.584	32.053	40.568	220.5	30:10.510	1	1	2:44.090	1:13.590	40.939	49.561	140.1	2:44.090
9	1	1:45.152	33.078	31.340	40.734	229.0	31:55.662	2	1	2:01.260	40.471	34.973	45.816	204.4	4:45.350
10	1	1:45.040	33.013	31.502	40.525	227.0	33:40.702	3	1	1:55.211	36.113	34.911	44.187	196.9	6:40.561
11	1	4:00.074 B	32.767	31.533	2:55.774	229.4	37:40.776	4	1	1:53.002	34.813	34.011	44.178	206.4	8:33.563
12	1	2:01.396	46.225	33.577	41.594	205.2	39:42.172	5	1	1:55.629	35.516	34.870	45.243	208.0	10:29.192
13	1	1:43.735	32.398	31.308	40.029	226.0	41:25.907	6	1	5:12.918 B	34.855	34.384	4:03.679	205.2	15:42.110
14	1	1:42.759	32.091	30.573	40.095	229.4	43:08.666	7	1	2:09.071	48.294	35.261	45.516	206.0	17:51.181
8 CHEVRON B8 1968 1. Sandy WATSON 2. Andrew KIRKALDY P-2L								8	1	1:54.433	36.147	33.410	44.876	206.4	19:45.614
1	2	13:39.821 B	2:41.767	39.485	...	169.2	13:39.821	9	1	1:51.156	34.789	32.756	43.611	191.6	21:36.770
2	2	2:05.278	46.566	31.810	46.902	205.6	15:45.099	10	1	1:54.173	36.598	33.269	44.306	206.8	23:30.943
3	2	1:45.773	33.233	31.819	40.721	205.6	17:30.872	11	1	1:52.665	34.242	33.820	44.603	207.6	25:23.608



CLASSIC ENDURANCE RACING 1

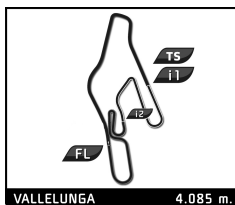
VALLELUNGA CLASSIC

QUALIFYING

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
14	1	1:51.384	34.305	33.151	43.928	208.4	30:55.826	6	1	4:05.939 B	34.204	31.951	2:59.784	213.0	13:59.084
15	1	1:53.772	34.501	34.449	44.822	203.3	32:49.598	7	1	2:02.107	46.857	33.029	42.221	209.2	16:01.191
16	1	1:50.688	34.392	32.733	43.563	206.4	34:40.286	8	1	1:47.303	33.571	31.890	41.842	211.7	17:48.494
17	1	1:50.675	33.858	33.712	43.105	201.7	36:30.961	9	1	1:48.931	34.956	32.195	41.780	211.3	19:37.425
18	1	1:50.092	34.059	33.017	43.016	205.2	38:21.053	10	1	1:48.510	33.768	33.337	41.405	212.6	21:25.935
19	1	6:44.908 B	34.651	33.439	5:36.818	206.4	45:05.961	11	1	1:46.265	33.318	31.642	41.305	212.1	23:12.200
16 LOLA T212 1971 1.Serge KRIKNOFF P-2L								12	1	1:49.451	35.741	31.914	41.796	210.5	25:01.651
1	1	4:20.135	2:37.835	47.275	55.025	119.1	4:20.135	13	1	1:46.063	33.512	31.374	41.177	211.7	26:47.714
2	1	2:14.981	45.728	37.966	51.287	163.0	6:35.116	14	1	1:45.516	32.986	31.810	40.720	213.0	28:33.230
3	1	1:48.998	35.332	32.451	41.215	211.7	8:24.114	15	1	1:45.812	33.146	31.316	41.350	210.9	30:19.042
4	1	1:47.354	33.269	31.733	42.352	214.7	10:11.468	16	1	1:45.934	33.023	31.612	41.299	213.8	32:04.976
5	1	7:23.913 B	42.216	39.428	6:02.269	142.2	17:35.381	17	1	5:48.541 B	33.189	31.725	4:43.627	211.7	37:53.517
6	1	2:09.013	33.758	32.655	42.600	199.9	19:44.394	18	1	2:07.343	47.181	34.736	45.426	204.0	40:00.860
7	1	1:45.381	33.252	31.702	40.427	215.1	21:29.775	19	1	1:45.925	33.190	31.516	41.219	211.3	41:46.785
8	1	1:45.209	33.408	31.452	40.349	216.9	23:14.984	20	1	1:45.617	32.774	31.466	41.377	212.1	43:32.402
9	1	4:12.245 B	35.408	37.978	2:58.859	177.9	27:27.229	21	1	1:50.896	35.763	32.710	42.423	210.9	45:23.298
10	1	2:25.683	38.098	42.023	45.562	151.0	29:52.912	32 CHEVRON B8 1968 1.Henrique GEMPERLE 2.Marc de SIEBENTHAL P-2L							
11	1	1:45.779	33.950	31.160	40.669	213.8	31:38.691	1	2	2:18.209	1:00.628	34.138	43.443	187.9	2:18.209
12	1	1:43.730	32.666	30.798	40.266	217.8	33:22.421	2	2	1:50.702	34.886	33.465	42.351	198.4	4:08.911
13	1	6:53.239 B	40.674	41.897	5:30.668	148.9	40:15.660	3	2	1:48.818	34.347	32.249	42.222	198.4	5:57.729
14	1	2:28.063	1:00.647	43.271	44.145	146.9	42:43.723	4	2	1:48.941	34.242	32.327	42.372	199.5	7:46.670
15	1	1:46.716	33.118	41.537	42.061	216.9	44:30.439	5	2	9:07.100 B	37.757	38.291	7:51.052	156.1	16:53.770
16	1	1:43.660	32.794	30.678	40.188	217.8	46:14.099	6	1	2:12.787	50.238	37.922	44.627	153.0	19:06.557
21 DE TOMASO Pantera 1975 1.Detlef VON DER LIECK 2.Ralf KELLENNERS GT1								7	1	1:52.463	35.728	33.386	43.349	195.5	20:59.020
1	2	2:26.290	1:02.411	38.583	45.296	175.6	2:26.290	8	1	1:51.208	35.002	33.089	43.117	196.2	22:50.228
2	2	1:53.469	36.303	33.877	43.289	199.1	4:19.759	34 LOLA T70 Mk III B 1969 1.David HART 2.Olivier HART P+2L							
3	2	1:47.770	33.884	31.647	42.239	216.4	6:07.529	1	1	2:56.938	1:41.636	32.773	42.529	219.5	2:56.938
4	2	1:46.732	33.891	31.292	41.549	218.7	7:54.261	2	1	1:46.849	33.529	31.008	42.312	228.0	4:43.787
5	2	1:47.503	33.660	31.896	41.947	218.2	9:41.764	3	1	1:43.788	31.733	30.948	41.107	227.5	6:27.575
6	2	3:33.577 B	36.104	32.481	2:24.992	215.1	13:15.341	4	1	1:43.613	31.604	31.008	41.001	229.4	8:11.188
7	1	2:12.905	52.028	35.587	45.290	204.4	15:28.246	5	1	1:43.071	31.544	30.817	40.710	228.0	9:54.259
8	1	1:56.903	37.711	34.971	44.221	205.2	17:25.149	6	1	1:44.316	32.197	31.213	40.906	227.5	11:38.575
9	1	1:55.195	36.224	34.277	44.694	212.1	19:20.344	7	1	2:05.815	31.700	47.884	46.231	229.9	13:44.390
10	1	1:56.209	36.952	34.942	44.315	204.8	21:16.553	8	1	1:43.811	31.746	30.933	41.132	229.9	15:28.201
11	1	1:55.000	36.772	34.289	43.939	208.0	23:11.553	9	1	1:43.670	32.429	30.530	40.711	228.5	17:11.871
12	1	1:55.014	37.238	34.267	43.509	210.1	25:06.567	10	1	1:43.440	32.209	30.776	40.455	227.5	18:55.311
13	1	1:55.569	37.099	33.995	44.475	213.0	27:02.136	11	1	1:43.046	31.412	30.945	40.689	228.5	20:38.357
14	1	1:54.218	36.323	33.489	44.406	205.6	28:56.354	12	1	1:43.067	31.350	30.661	41.056	227.5	22:21.424
15	1	1:54.430	36.101	34.600	43.729	211.3	30:50.784	13	1	3:59.462 B	31.420	31.338	2:56.704	229.0	26:20.886
16	1	3:58.439 B	39.383	39.742	2:39.314	167.6	34:49.223	14	2	1:59.230	44.915	32.522	41.793	221.8	28:20.116
17	1	2:06.946	47.161	35.056	44.729	202.5	36:56.169	15	2	1:44.962	32.550	31.067	41.345	225.6	30:05.078
18	1	1:55.747	36.807	34.843	44.097	211.7	38:51.916	16	2	1:42.706	32.078	30.550	40.078	227.5	31:47.784
19	1	1:54.405	35.675	34.229	44.501	209.6	40:46.321	17	2	1:48.723	31.493	31.195	46.035	229.0	33:36.507
20	1	1:54.041	35.668	34.169	44.204	209.2	42:40.362	18	2	1:46.281	32.649	31.837	41.795	225.6	35:22.788
21	1	2:21.297 B	35.655	34.184	1:11.458	213.0	45:01.659	19	2	1:41.879	31.504	30.391	39.984	229.4	37:04.667
23 CHEVRON B21 1972 1.Romain BELLETESTE P-2L								20	2	1:43.239	31.551	30.618	41.070	230.4	38:47.906
1	1	2:39.110	1:18.528	36.787	43.795	181.8	2:39.110	21	2	1:45.791	32.559	31.439	41.793	227.0	40:33.697
2	1	1:49.190	34.324	33.041	41.825	209.6	4:28.300	35 LOLA T212 1970 1.Armand MILLE P-2L							
3	1	1:49.731	34.079	33.322	42.330	210.5	6:18.031	1	1	5:18.813	3:59.552	35.580	43.681	188.2	5:18.813
4	1	1:47.500	33.825	32.442	41.233	210.1	8:05.531	2	1	2:41.711 B	34.953	33.565	1:33.193	202.9	8:00.524
5	1	1:47.614	33.576	31.789	42.249	210.9	9:53.145	3	1	2:00.887	46.060	33.263	41.564	210.5	10:01.411

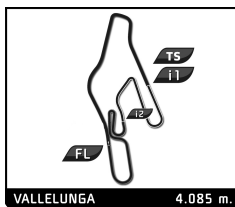


CLASSIC ENDURANCE RACING 1 VALLELUNGA CLASSIC QUALIFYING

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	1:48.124	33.270	31.635	43.219	213.0	11:49.535	16	1	1:48.681	34.583	32.135	41.963	196.9	41:03.889
5	1	4:17.968B	49.655	46.761	2:41.552	74.1	16:07.503	17	1	1:48.370	34.200	32.562	41.608	197.3	42:52.259
6	1	1:58.324	45.255	31.875	41.194	209.6	18:05.827	18	1	2:48.686B	39.763	36.446	1:32.477	177.9	45:40.945
7	1	1:45.465	33.332	31.482	40.651	210.1	19:51.292	45 CHEVRON B8 1969 1. Pierre AVIRON-VIOLET 2. Kurt THIEL P-2L							
8	1	1:45.621	32.673	31.352	41.596	213.0	21:36.913	1	1	2:38.001	1:07.182	41.091	49.728	147.5	2:38.001
9	1	1:45.081	33.280	31.261	40.540	213.8	23:21.994	2	1	2:05.595	40.622	37.442	47.531	182.8	4:43.596
10	1	1:45.453	32.746	32.139	40.568	213.8	25:07.447	3	1	2:03.619	39.808	37.459	46.352	187.9	6:47.211
11	1	1:45.129	33.173	31.142	40.814	212.6	26:52.576	4	1	2:00.092	38.455	35.690	45.947	189.6	8:47.307
12	1	3:41.490B	38.505	34.934	2:28.051	167.6	30:34.066	5	1	2:01.118	37.399	35.784	47.935	197.3	10:48.425
13	1	1:58.913	44.941	32.231	41.741	208.0	32:32.979	6	1	2:15.446	37.956	35.565	1:01.925	195.1	13:03.871
14	1	1:45.802	33.115	31.489	41.198	209.6	34:18.781	7	1	2:05.687	43.204	36.607	45.876	181.2	15:09.558
15	1	1:45.643	33.305	31.435	40.903	211.7	36:04.424	8	1	1:59.443	38.022	35.683	45.738	193.3	17:09.001
16	1	1:44.751	32.756	31.212	40.783	210.5	37:49.175	9	1	2:00.948	39.502	35.637	45.809	191.6	19:09.949
17	1	1:44.536	32.544	31.564	40.428	212.6	39:33.711	10	1	1:59.286	37.684	35.543	46.059	193.7	21:09.235
18	1	1:44.584	32.335	31.327	40.922	212.6	41:18.295	11	1	4:08.544B	39.097	36.525	2:52.922	189.9	25:17.779
19	1	1:44.816	32.624	31.364	40.828	208.8	43:03.111	12	2	2:18.647	55.277	38.117	45.253	180.3	27:36.426
20	1	1:43.831	32.079	31.447	40.305	213.8	44:46.942	13	2	1:57.926	35.731	36.355	45.840	199.5	29:34.352
21	1	1:44.091	32.340	31.113	40.638	213.8	46:31.033	14	2	1:53.052	35.586	33.423	44.043	196.5	31:27.404
43 LOLA T70 Mk III 1967 1. Rory JACK P+2L								15	2	1:54.107	35.566	33.718	44.823	197.3	33:21.511
1	1	3:02.492	1:46.647	32.874	42.971	233.4	3:02.492	16	2	1:53.966	36.060	33.963	43.943	196.2	35:15.477
2	1	1:46.617	32.717	31.906	41.994	221.8	4:49.109	17	2	1:53.209	35.269	33.440	44.500	197.6	37:08.686
3	1	1:47.381	32.656	33.039	41.686	204.4	6:36.490	18	2	1:54.509	35.318	35.396	43.795	198.4	39:03.195
4	1	1:45.440	32.567	31.683	41.190	235.0	8:21.930	19	2	1:52.242	35.177	33.596	43.469	198.0	40:55.437
5	1	4:38.843	32.623	32.213	3:34.007	234.0	13:00.773	20	2	1:52.824	35.248	33.240	44.336	198.7	42:48.261
6	1	2:47.852B	36.271	34.273	1:37.308	214.7	15:48.625	21	2	1:51.313	35.208	33.040	43.065	198.4	44:39.574
7	1	2:09.907B					17:58.532	22	2	1:52.585	35.887	33.347	43.351	198.4	46:32.159
8	1	2:01.910	45.476	33.204	43.230	217.8	20:00.442	46 PORSCHE 911 RS 2.7 1973 1. Alice BOURIEZ 2. Stanislas BOURIEZ GT1							
9	1	1:48.815	33.332	33.207	42.276	229.0	21:49.257	1	1	2:54.461	1:23.122	40.814	50.525	148.1	2:54.461
10	1	1:51.951	33.031	34.983	43.937	231.9	23:41.208	2	1	2:07.154	41.215	37.644	48.295	159.1	5:01.615
11	1	1:48.344	32.597	31.886	43.861	235.5	25:29.552	3	1	2:04.290	40.454	36.475	47.361	178.5	7:05.905
12	1	1:47.911	32.443	32.686	42.782	231.4	27:17.463	4	1	2:03.546	39.914	36.602	47.030	177.3	9:09.451
13	1	2:13.445B	34.064	33.854	1:05.527	180.9	29:30.908	5	1	2:04.631	40.007	36.985	47.639	177.6	11:14.082
14	1	8:10.651	6:51.583	33.326	45.742	198.7	37:41.559	6	1	2:08.365	39.850	37.635	50.880	172.7	13:22.447
15	1	1:44.434	32.220	31.118	41.096	236.0	39:25.993	7	1	2:03.232	39.920	36.193	47.119	176.1	15:25.679
16	1	1:51.800	35.311	33.376	43.113	226.5	41:17.793	8	1	2:04.016	39.641	36.705	47.670	175.6	17:29.695
17	1	1:56.010	34.342	34.315	47.353	171.9	43:13.803	9	1	2:04.684	40.629	37.109	46.946	164.7	19:34.379
18	1	1:44.908	31.698	31.675	41.535	236.5	44:58.711	10	1	2:04.619	40.185	36.686	47.748	175.6	21:38.998
44 CHEVRON B8 1968 1. Patrick JACK P-2L								11	1	2:05.558	40.654	36.985	47.919	166.0	23:44.556
1	1	3:09.585	1:53.048	33.921	42.616	190.6	3:09.585	12	1	2:02.268	39.335	36.069	46.864	177.6	25:46.824
2	1	1:50.184	34.912	32.671	42.601	198.0	4:59.769	13	1	4:10.520B	39.802	35.959	2:54.759	179.4	29:57.344
3	1	1:50.519	35.211	33.012	42.296	195.1	6:50.288	14	1	2:15.502	52.389	36.099	47.014	175.9	32:12.846
4	1	1:50.497	34.406	33.551	42.540	198.4	8:40.785	15	1	2:04.071	40.339	36.033	47.699	177.3	34:16.917
5	1	1:50.001	34.877	32.636	42.488	199.1	10:30.786	16	1	2:52.102B	40.372	50.607	1:21.123	178.2	37:09.019
6	1	2:16.408B	34.415	33.063	1:08.930	198.4	12:47.194	17	1	2:12.492	48.079	36.040	48.373	172.5	39:21.511
7	1	3:20.343B					16:07.537	18	1	2:04.371	40.453	36.524	47.394	177.6	41:25.882
8	1	2:19.259	1:02.599	33.816	42.844	168.1	18:26.796	19	1	2:04.615	39.798	37.432	47.385	177.6	43:30.497
9	1	1:51.336	35.398	33.344	42.594	194.4	20:18.132	20	1	2:04.817	40.604	36.097	48.116	173.3	45:35.314
10	1	1:49.654	34.576	33.021	42.057	196.9	22:07.786	48 PORSCHE 908/03 1969 1. Peter VÖGELE P+2L							
11	1	1:48.602	34.428	32.434	41.740	197.6	23:56.388	1	1	2:58.525	1:36.298	35.692	46.535	210.1	2:58.525
12	1	9:24.608B	34.160	33.017	8:17.431	199.9	33:20.996	2	1	1:53.952	36.715	33.964	43.273	190.6	4:52.477
13	1	2:16.359	54.067	35.715	46.577	165.5	35:37.355	3	1	1:51.325	35.348	33.087	42.890	206.8	6:43.802
14	1	1:49.027	34.365	32.686	41.976	196.5	37:26.382								
15	1	1:48.826	34.502	32.506	41.818	197.6	39:15.208								



CLASSIC ENDURANCE RACING 1 VALLELUNGA CLASSIC QUALIFYING

Sector Analysis

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

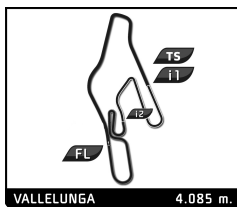
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
4	1	3:10.890 B	35.036	33.643	2:02.211	205.2	9:54.692	7	1	1:50.742	35.104	32.785	42.853	206.8	16:26.707
5	1	2:06.404	47.217	33.002	46.185	210.9	12:01.096	8	1	1:53.165	36.440	33.223	43.502	206.4	18:19.872
6	1	2:23.502	59.155	41.153	43.194	84.2	14:24.598	9	1	1:51.775	35.199	33.290	43.286	205.2	20:11.647
7	1	1:49.400	35.008	32.746	41.646	208.0	16:13.998	10	1	5:11.670 B	39.175	41.465	3:51.030	166.5	25:23.317
8	1	1:49.487	35.253	32.405	41.829	206.0	18:03.485	11	1	2:22.073	54.647	36.960	50.466	170.3	27:45.390
9	1	1:50.495	35.134	32.864	42.497	206.4	19:53.980	12	1	1:54.691	37.198	33.821	43.672	193.0	29:40.081
10	1	1:50.207	35.744	32.657	41.806	210.1	21:44.187	13	1	1:50.417	35.066	32.422	42.929	202.9	31:30.498
11	1	1:49.237	35.200	32.348	41.689	208.0	23:33.424	14	1	1:50.416	34.626	32.463	43.327	205.2	33:20.914
12	1	1:49.150	34.501	32.458	42.191	210.9	25:22.574	15	1	2:22.703	42.557	46.568	53.578	133.5	35:43.617
13	1	1:47.837	34.616	31.784	41.437	215.1	27:10.411	16	1	1:49.255	34.439	32.233	42.583	208.0	37:32.872

53		PORSCHE 911 Carrera RSR 3.0 1974													
		1. Maurizio FRATTI GT1													
		2. Andrea CABIANCA													
1	2	2:44.324	1:15.985	39.920	48.419	148.9	2:44.324	1	1	8:31.413	6:53.151	44.981	53.281	171.6	8:31.413
2	2	3:05.196 B	37.734	35.267	1:52.195	194.0	5:49.520	2	1	2:21.290	46.361	41.282	53.647	191.3	10:52.703
3	1	2:10.110	52.054	34.088	43.968	195.5	7:59.630	3	1	3:58.480 B	45.314	46.226	2:26.940	186.9	14:51.183
4	1	1:54.272	36.115	34.132	44.025	198.4	9:53.902	4	1	2:25.313	58.283	38.366	48.664	196.5	17:16.496
5	1	1:53.748	36.072	33.376	44.300	197.6	11:47.650	5	1	2:11.369	43.487	38.350	49.532	202.9	19:27.865
6	1	2:23.617	49.226	49.953	44.438	81.1	14:11.267	6	1	2:10.117	41.834	38.415	49.868	201.7	21:37.982
7	1	1:53.627	36.205	33.450	43.972	199.1	16:04.894	7	1	2:09.032	44.516	37.209	47.307	190.6	23:47.014
8	1	1:53.300	36.058	33.353	43.889	198.7	17:58.194	8	1	2:05.145	40.284	37.886	46.975	214.3	25:52.159
9	1	5:05.651 B	42.263	39.966	3:43.422	148.7	23:03.845	9	1	2:04.106	40.988	36.955	46.163	209.6	27:56.265
10	1	2:14.173	54.120	34.821	45.232	195.5	25:18.018	10	1	2:04.343	40.229	37.541	46.573	198.0	30:00.608
11	1	2:03.193	38.610	38.131	46.452	187.9	27:21.211	11	1	3:43.731 B	40.825	36.274	2:26.632	210.5	33:44.339
12	1	1:54.302	36.186	33.759	44.357	195.8	29:15.513	12	1	2:19.498	53.849	38.220	47.429	194.4	36:03.837
13	1	1:54.841	36.819	33.838	44.184	196.2	31:10.354	13	1	2:08.298	42.341	38.500	47.457	196.5	38:12.135
14	1	1:55.086	36.573	33.847	44.666	193.7	33:05.440								
15	1	4:55.560 B	47.778	45.046	3:22.736	127.1	38:01.000								

57		LOLA T70 Mk III 1967													
		1. Christophe GADAIS P+2L													
1	1	3:50.261	2:20.209	40.750	49.302	149.5	3:50.261	1	1	2:44.449	1:21.713	37.551	45.185	148.7	2:44.449
2	1	1:59.052	39.011	35.877	44.164	181.5	5:49.313	2	1	1:55.474	37.366	34.662	43.446	212.1	4:39.923
3	1	1:59.910	37.397	36.323	46.190	140.3	7:49.223	3	1	1:49.996	33.478	32.130	44.388	217.8	6:29.919
4	1	1:47.124	32.901	32.094	42.129	235.5	9:36.347	4	1	1:49.183	33.181	32.644	43.358	217.8	8:19.102
5	1	1:48.330	33.395	31.934	43.001	236.0	11:24.677	5	1	3:55.123 B	39.332	36.285	2:39.506	159.6	12:14.225
6	1	8:19.004 B	38.275	49.455	6:51.274	175.9	19:43.681	6	1	3:14.814	1:54.436	35.807	44.571	203.3	15:29.039
7	1	2:03.068	46.111	34.446	42.511	171.3	21:46.749	7	1	1:56.479	38.304	34.926	43.249	189.9	17:25.518
8	1	1:49.751	33.875	33.193	42.683	199.9	23:36.500	8	1	1:58.443	38.121	36.411	43.911	149.5	19:23.961
9	1	1:48.968	33.000	32.611	43.357	236.0	25:25.468	9	1	2:34.772 B	34.951	33.816	1:26.005	213.8	21:58.733
10	1	1:49.607	33.144	33.765	42.698	205.2	27:15.075	10	1	2:01.573	44.341	34.222	43.010	185.0	24:00.306
11	1	1:49.833	33.476	33.194	43.163	213.4	29:04.908	11	1	1:49.967	34.247	33.250	42.470	211.3	25:50.273
12	1	3:57.912 B	36.382	38.438	2:43.092	197.6	33:02.820	12	1	1:50.893	35.006	33.384	42.503	211.3	27:41.166
13	1	2:06.571	46.991	34.407	45.173	205.6	35:09.391	13	1	1:51.852	35.589	32.769	43.494	213.0	29:33.018
14	1	1:49.192	33.803	32.163	43.226	227.5	36:58.583	14	1	1:48.804	34.008	32.400	42.396	214.7	31:21.822
15	1	1:49.801	34.311	32.406	43.084	229.9	38:48.384	15	1	1:49.407	34.671	32.423	42.313	213.0	33:11.229
16	1	1:47.594	33.094	32.160	42.340	230.9	40:35.978								
17	1	1:48.654	33.874	32.181	42.599	230.4	42:24.632								

72		CHEVRON B16 1970													
		1. Ted TUPPEN P-2L													
1	1	4:21.935	2:54.353	39.051	48.531	160.1	4:21.935	1	1	2:25.188	1:02.937	36.682	45.569	171.9	2:25.188
2	1	1:59.733	37.955	35.359	46.419	194.8	6:21.668	2	1	1:46.432	33.292	31.934	41.206	210.9	4:11.620
3	1	1:59.184	36.747	37.092	45.345	196.2	8:20.852	3	1	1:46.119	32.670	31.404	42.045	210.9	5:57.739
4	1	1:55.119	36.700	34.109	44.310	197.6	10:15.971	4	1	1:46.404	32.973	32.613	40.818	211.3	7:44.143
5	1	1:56.483	35.908	33.702	46.873	202.1	12:12.454	5	1	1:45.006	32.590	31.673	40.743	212.6	9:29.149
6	1	2:23.511	51.984	43.885	47.642	122.3	14:35.965	6	1	1:44.419	32.869	30.834	40.716	213.8	11:13.568
								7	1	6:31.543 B	32.726	31.375	5:27.442	214.3	17:45.111
								8	1	2:02.311	49.113	32.335	40.863	207.2	19:47.422
								9	1	1:44.298	32.695	31.062	40.541	214.7	21:31.720

77		LOLA T70 Mk II 1966								
		1. Alfred MOSER							P+2L	
1	1	8:31.413	6:53.151	44.981	53.281	171.6	8:31.413			
2	1	2:21.290	46.361	41.282	53.647	191.3	10:52.703			
3	1	3:58.480 B	45.314	46.226	2:26.940	186.9	14:51.183			
4	1	2:25.313	58.283	38.366	48.664	196.5	17:16.496			
5	1	2:11.369	43.487	38.350	49.532	202.9	19:27.865			
6	1	2:10.117	41.834	38.415	49.868	201.7	21:37.982			
7	1	2:09.032	44.516	37.209	47.307	190.6	23:47.014			
8	1	2:05.145	40.284	37.886	46.975	214.3	25:52.159			
9	1	2:04.106	40.988	36.955	46.163	209.6	27:56.265			
10	1	2:04.343	40.229	37.541	46.573	198.0	30:00.608			
11	1	3:43.731 B	40.825	36.274	2:26.632	210.5	33:44.339			
12	1	2:19.498	53.849	38.220	47.429	194.4	36:03.837			
13	1	2:08.298	42.341	38.500	47.457	196.5	38:12.135			



CLASSIC ENDURANCE RACING 1 VALLELUNGA CLASSIC QUALIFYING

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	1:43.877	32.031	31.290	40.556	216.4	23:15.597								
11	1	1:52.494	35.610	36.240	40.644	181.8	25:08.091								
12	1	1:44.927	33.030	31.137	40.760	216.9	26:53.018								
13	1	3:58.959 B	38.638	34.851	2:45.470	166.3	30:51.977								
14	1	1:54.659	41.818	31.653	41.188	212.1	32:46.636								
15	1	1:47.750	32.541	34.125	41.084	212.6	34:34.386								
16	1	1:45.325	33.064	31.523	40.738	211.7	36:19.711								