

# ENDURANCE RACING LEGENDS

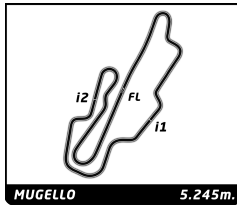
## MUGELLO CLASSIC

### RACE 2

### 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			
<b>7</b>	<b>Bentley Speed 8 2003</b>							LMP1B	8	1	1:53.408	39.048	35.108	39.252	276.9	15:19.265		
	9	1	1:53.102	39.603	34.275	39.224	276.2		17:12.367									
	10	1	1:50.851	38.449	<b>33.935</b>	<b>38.467</b>	274.8		19:03.218									
	11	1	<b>1:50.739</b>	<b>37.813</b>	34.253	38.673	276.2		20:53.957									
	12	1	3:16.981 B	38.401	36.242	2:02.338	276.9		24:10.938									
	13	1	2:08.329	47.558	40.977	39.794	189.8		26:19.267									
	14	1	1:54.902	39.155	36.769	38.978	275.5		28:14.169									
	15	1	1:52.695	38.857	34.910	38.928	276.9		30:06.864									
	16	1	1:54.771	38.634	35.969	40.168	276.2		32:01.635									
	17	1	1:55.766	39.092	37.715	38.959	276.9		33:57.401									
	18	1	1:54.340	39.346	35.716	39.278	274.8		35:51.741									
	19	1	1:52.584	38.256	35.745	38.583	274.8		37:44.325									
	20	1	1:52.589	38.918	35.052	38.619	274.8		39:36.914									
	21	1	1:52.315	38.900	34.509	38.906	279.1		41:29.229									
	<b>8</b>	<b>Aston Martin DBR9 2006</b>							GT1B	1	2	2:13.427	51.853	38.947	42.627		2:13.427	
		2	2	2:00.350	40.766	37.849	41.735			246.6	4:13.777							
		3	2	2:00.983	40.615	37.675	42.693			246.0	6:14.760							
		4	2	1:59.458	40.549	37.308	41.601			246.6	8:14.218							
		5	2	2:00.187	41.076	37.431	41.680			247.7	10:14.405							
		6	2	1:58.200	40.102	36.749	41.349			247.7	12:12.605							
		7	2	1:57.194	40.432	<b>35.561</b>	41.201			245.5	14:09.799							
		8	2	1:57.283	40.258	35.972	41.053			247.1	16:07.082							
9		2	1:57.174	40.081	35.774	41.319	247.7	18:04.256										
10		2	1:56.767	40.176	35.714	40.877	243.8	20:01.023										
11		2	3:32.292 B	<b>39.804</b>	35.829	2:16.659	248.3	23:33.315										
12		2	2:13.657	51.262	40.252	42.143	162.2	25:46.972										
13		2	1:58.960	41.231	36.910	40.819	228.8	27:45.932										
14		2	1:58.776	40.014	36.158	42.604	248.3	29:44.708										
15		2	1:59.775	39.994	38.021	41.760	248.3	31:44.483										
16		2	1:56.803	40.068	36.150	<b>40.585</b>	247.1	33:41.286										
17		2	1:58.321	41.366	36.151	40.804	248.8	35:39.607										
18		2	1:58.086	40.899	36.348	40.839	248.8	37:37.693										
19		2	<b>1:56.426</b>	39.935	35.600	40.891	248.8	39:34.119										
20		2	1:57.453	39.940	36.021	41.492	250.0	41:31.572										
<b>14</b>		<b>Riley &amp; Scott MK III C 2003</b>								LMP1B	1	1	2:02.031	47.151	35.710	39.170		2:02.031
		2	1	1:52.732	38.698	34.982	39.052	274.8			3:54.763							
	3	1	1:53.226	38.983	35.427	38.816	274.8	5:47.989										
	4	1	1:53.647	39.134	35.441	39.072	274.1	7:41.636										
	5	1	1:53.438	39.053	35.038	39.347	274.1	9:35.074										
	6	1	1:54.664	39.979	35.363	39.322	276.2	11:29.738										
	7	1	1:56.119	41.520	35.005	39.594	276.9	13:25.857										
	<b>16</b>	<b>Aston Martin V8 Vantage GT2 2010</b>							GT2C		1	2	2:13.427	51.853	38.947	42.627		2:13.427
		2	2	2:00.350	40.766	37.849	41.735	246.6			4:13.777							
		3	2	2:00.983	40.615	37.675	42.693	246.0			6:14.760							
		4	2	1:59.458	40.549	37.308	41.601	246.6			8:14.218							
		5	2	2:00.187	41.076	37.431	41.680	247.7			10:14.405							
		6	2	1:58.200	40.102	36.749	41.349	247.7			12:12.605							
		7	2	1:57.194	40.432	<b>35.561</b>	41.201	245.5			14:09.799							
		8	2	1:57.283	40.258	35.972	41.053	247.1			16:07.082							
		9	2	1:57.174	40.081	35.774	41.319	247.7			18:04.256							
		10	2	1:56.767	40.176	35.714	40.877	243.8			20:01.023							
		11	2	3:32.292 B	<b>39.804</b>	35.829	2:16.659	248.3			23:33.315							
		12	2	2:13.657	51.262	40.252	42.143	162.2			25:46.972							
		13	2	1:58.960	41.231	36.910	40.819	228.8			27:45.932							
		14	2	1:58.776	40.014	36.158	42.604	248.3			29:44.708							
		15	2	1:59.775	39.994	38.021	41.760	248.3			31:44.483							
16		2	1:56.803	40.068	36.150	<b>40.585</b>	247.1	33:41.286										
17		2	1:58.321	41.366	36.151	40.804	248.8	35:39.607										
18		2	1:58.086	40.899	36.348	40.839	248.8	37:37.693										
19		2	<b>1:56.426</b>	39.935	35.600	40.891	248.8	39:34.119										
20		2	1:57.453	39.940	36.021	41.492	250.0	41:31.572										
<b>19</b>		<b>Panoz LMP 01 2001</b>								LMP1B	1	1	2:09.298	50.504	37.805	40.989		2:09.298
		2	1	1:58.348	40.445	37.376	40.527	274.1			4:07.646							
	3	1	2:01.846	41.900	38.478	41.468	274.1	6:09.492										
	4	1	2:00.774	41.165	38.027	41.582	272.0	8:10.266										
	5	1	1:57.605	40.434	36.901	40.270	274.1	10:07.871										
	6	1	1:57.354	40.381	36.672	40.301	274.8	12:05.225										
	7	1	1:58.904	40.041	36.532	42.331	275.5	14:04.129										
	8	1	1:56.854	40.514	36.435	39.905	273.4	16:00.983										
	9	1	1:57.419	39.706	37.463	40.250	275.5	17:58.402										
	10	1	<b>1:55.866</b>	40.079	36.186	<b>39.601</b>	266.7	19:54.268										
	11	1	3:22.490 B	40.835	36.636	2:05.019	259.6	23:16.758										
	12	1	2:09.509	52.991	36.854	39.664	152.5	25:26.267										
	13	1	2:01.594	42.695	38.553	40.346	278.4	27:27.861										
	14	1	1:55.977	<b>39.942</b>	<b>36.134</b>	39.901	275.5	29:23.838										
	15	1	5:58.804 B	<b>39.159</b>	36.367	4:43.278	276.2	35:22.642										
	16	1	2:27.759	1:00.422	43.997	43.340	116.0	37:50.401										
	17	1	2:03.892	41.538	39.064	43.290	273.4	39:54.293										



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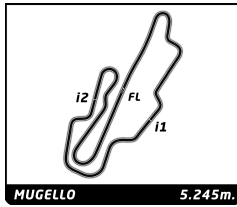
## MUGELLO CLASSIC

### RACE 2

### Sector Analysis

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

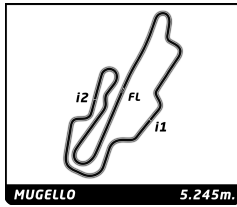
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	
18	1	2:04.027	43.746	38.412	41.869	265.4	41:58.320	8	1	2:17.650	54.130	40.019	43.501	162.9	19:03.382	
<b>29</b>	<b>Porsche 996 GT3 RS 2003</b> 1.Christian TRABER 2.Nicolas TRABER							GT2B	9	1	2:05.821	<b>41.603</b>	40.130	44.088	255.3	21:09.203
1	2	2:26.022	58.340	42.416	45.266		2:26.022	10	1	2:05.947	42.607	39.689	43.651	252.9	23:15.150	
2	2	2:10.082	43.626	40.606	45.850	260.9	4:36.104	11	1	2:06.415	42.579	39.886	43.950	252.3	25:21.565	
3	2	2:08.488	43.378	40.328	44.782	259.6	6:44.592	12	1	2:10.300	43.697	42.281	44.322	254.1	27:31.865	
4	2	2:07.070	43.183	39.608	44.279	260.9	8:51.662	13	1	2:08.618	42.946	41.109	44.563	254.7	29:40.483	
5	2	2:05.462	42.508	39.264	43.690	260.2	10:57.124	14	1	2:08.594	42.813	41.474	44.307	252.3	31:49.077	
6	2	2:06.396	42.474	39.872	44.050	261.5	13:03.520	15	1	2:07.787	43.785	39.953	44.049	257.1	33:56.864	
7	2	2:05.361	42.399	38.894	44.068	260.9	15:08.881	16	1	2:06.652	42.760	39.827	44.065	258.4	36:03.516	
8	2	2:05.518	42.332	39.146	44.040	260.2	17:14.399	17	1	2:05.595	42.810	<b>39.257</b>	43.528	255.9	38:09.111	
9	2	2:07.850	42.516	39.783	45.551	259.6	19:22.249	18	1	<b>2:05.509</b>	42.625	39.548	<b>43.336</b>	254.1	40:14.620	
10	2	3:42.511 <b>B</b>	43.420	40.916	2:18.175	259.6	23:04.760	19	1	2:05.676	42.085	39.883	43.708	255.9	42:20.296	
11	1	2:20.414	56.587	39.646	44.181	152.3	25:25.174	<b>36</b>	<b>Lola B98/10 1999</b> 1.Alexandre LEROY							LMP1A
12	1	2:09.144	44.795	40.989	43.360	258.4	27:34.318	1	1	2:14.121	54.927	38.336	40.858		2:14.121	
13	1	2:06.907	43.080	40.106	43.721	259.0	29:41.225	2	1	2:01.681	42.438	37.734	41.509	227.8	4:15.802	
14	1	2:06.383	42.427	40.616	43.340	259.6	31:47.608	3	1	1:57.741	40.753	36.740	40.248	239.5	6:13.543	
15	1	2:03.517	41.777	39.254	42.486	261.5	33:51.125	4	1	1:52.817	38.681	35.406	38.730	271.4	8:06.360	
16	1	2:01.049	40.988	37.957	42.104	260.2	35:52.174	5	1	1:51.321	38.095	34.550	38.676	272.7	9:57.681	
17	1	<b>2:00.202</b>	<b>40.421</b>	37.590	42.191	259.0	37:52.376	6	1	1:51.714	38.100	34.834	38.780	273.4	11:49.395	
18	1	2:02.064	42.166	37.793	42.105	254.1	39:54.440	7	1	1:51.059	37.936	<b>34.354</b>	38.769	272.0	13:40.454	
19	1	2:00.795	41.855	<b>37.305</b>	<b>41.635</b>	259.6	41:55.235	8	1	1:51.447	38.285	34.663	38.499	274.1	15:31.901	
<b>33</b>	<b>Ferrari 333SP 1999</b> 1.Michel LECOURT 2.Raymond NARAC							LMP1A	9	1	1:51.217	37.790	34.810	38.617	272.7	17:23.118
1	1	2:05.048	48.228	36.352	40.468		2:05.048	10	1	3:23.002 <b>B</b>	39.460	34.804	2:08.738	272.0	20:46.120	
2	1	1:54.969	39.574	35.765	39.630	273.4	4:00.017	11	1	2:01.660	48.007	34.902	38.751	185.2	22:47.780	
3	1	1:54.753	39.101	35.801	39.851	270.7	5:54.770	12	1	<b>1:50.884</b>	<b>37.438</b>	35.384	<b>38.062</b>	272.0	24:38.664	
4	1	1:54.245	38.889	35.880	39.476	270.7	7:49.015	13	1	1:56.762	37.500	36.626	42.636	274.8	26:35.426	
5	1	1:53.514	38.640	35.359	39.515	274.8	9:42.529	14	1	1:52.453	38.662	35.253	38.538	274.1	28:27.879	
6	1	1:54.367	38.717	35.930	39.720	276.9	11:36.896	15	1	1:51.030	37.981	34.875	38.174	274.8	30:18.909	
7	1	1:56.322	38.995	37.244	40.083	276.9	13:33.218	16	1	1:52.286	38.221	34.600	39.465	276.2	32:11.195	
8	1	3:27.191 <b>B</b>	39.248	36.085	2:11.858	273.4	17:00.409	17	1	1:54.609	38.559	35.953	40.097	276.2	34:05.804	
9	1	2:00.434	49.036	33.296	38.102	183.7	19:00.843	18	1	1:56.148	38.984	36.473	40.691	262.1	36:01.952	
10	1	1:48.151	37.120	33.363	37.668	277.6	20:48.994	19	1	1:50.965	37.685	34.615	38.665	273.4	37:52.917	
11	1	1:48.704	37.311	33.553	37.840	276.2	22:37.698	20	1	1:56.277	39.888	37.679	38.710	248.8	39:49.194	
12	1	1:49.295	38.097	33.546	37.652	279.8	24:26.993	21	1	1:53.002	38.708	35.383	38.911	272.7	41:42.196	
13	1	1:52.694	38.986	35.509	38.199	253.5	26:19.687	<b>40</b>	<b>Ford GT (001 PT GT1) 2010</b> 1.Philippe SCEMAMA 2.Eric HELARY							GT1B
14	1	1:52.552	39.028	34.969	38.555	273.4	28:12.239	1	1	2:13.898	52.409	38.791	42.698		2:13.898	
15	1	1:47.709	36.974	33.685	37.050	276.2	29:59.948	2	1	2:02.308	42.237	37.850	42.221	243.8	4:16.206	
16	1	1:52.595	37.299	35.179	40.117	280.5	31:52.543	3	1	2:02.272	42.321	37.990	41.961	254.1	6:18.478	
17	1	1:50.568	38.999	34.640	36.929	283.5	33:43.111	4	1	1:59.457	40.887	37.078	41.492	254.7	8:17.935	
18	1	1:48.579	37.575	33.203	37.801	285.0	35:31.690	5	1	1:58.403	40.246	36.945	41.212	254.1	10:16.338	
19	1	1:50.477	38.746	33.988	37.743	277.6	37:22.167	6	1	1:57.910	40.571	36.413	40.926	255.3	12:14.248	
20	1	<b>1:46.778</b>	36.741	<b>33.194</b>	<b>36.843</b>	282.7	39:08.945	7	1	1:57.973	40.203	36.682	41.088	257.8	14:12.221	
21	1	1:50.063	<b>36.739</b>	35.147	38.177	284.2	40:59.008	8	1	1:59.034	40.832	37.206	40.996	255.3	16:11.255	
<b>35</b>	<b>Porsche 993 GT2 Evo 1996</b> 1.Paul MCLEAN							GT2A	9	1	1:57.763	39.870	36.340	41.553	255.9	18:09.018
1	1	2:24.515	57.796	41.974	44.745		2:24.515	10	1	3:23.673 <b>B</b>	40.178	37.331	2:06.164	255.9	21:32.691	
2	1	2:09.345	43.664	40.692	44.989	258.4	4:33.860	11	1	2:09.649	49.203	37.580	42.866	176.2	23:42.340	
3	1	2:10.520	44.090	41.127	45.303	251.2	6:44.380	12	1	2:03.089	41.049	40.434	41.606	256.5	25:45.429	
4	1	2:10.566	43.955	42.011	44.600	253.5	8:54.946	13	1	1:58.339	40.104	37.375	40.860	251.7	27:43.768	
5	1	2:08.779	43.424	40.892	44.463	256.5	11:03.725	14	1	1:57.801	<b>39.781</b>	36.734	41.286	256.5	29:41.569	
6	1	2:08.777	43.742	40.940	44.095	260.2	13:12.502	15	1	1:58.198	40.211	36.769	41.218	259.0	31:39.767	
7	1	3:33.230 <b>B</b>	42.162	39.304	2:11.764	254.7	16:45.732	16	1	1:55.975	39.801	35.987	40.187	238.9	33:35.742	
								17	1	1:56.123	39.962	35.982	40.179	235.3	35:31.865	
								18	1	1:56.428	40.409	35.925	40.094	238.9	37:28.293	



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## 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	1:57.644	39.895	35.981	41.768	235.3	39:25.937	9	1	3:12.019	1:48.586	40.347	43.086	175.9	20:47.855	
20	1	<b>1:55.532</b>	39.978	<b>35.542</b>	<b>40.012</b>	231.8	41:21.469	10	1	2:07.803	42.854	41.493	43.456	262.1	22:55.658	
<b>45</b>		<b>Lucchini SR2 2002</b> 1. Gianluigi CANDIANI					LMP2B		11	1	2:40.178 <b>B</b>	42.404	41.669	1:16.105	260.2	25:35.836
1	1	2:18.271	54.830	39.569	43.872		2:18.271	12	1	4:11.921	2:34.554	48.467	48.900	125.3	29:47.757	
2	1	2:04.673	42.511	38.940	43.222	235.3	4:22.944	13	1	2:13.537	44.734	42.721	46.082	242.2	32:01.294	
3	1	2:02.449	40.974	38.328	43.147	236.8	6:25.393	14	1	2:09.981	43.941	41.951	44.089	261.5	34:11.275	
4	1	2:00.336	40.282	38.427	41.627	237.4	8:25.729	15	1	2:07.111	42.550	41.379	43.182	262.1	36:18.386	
5	1	1:58.512	40.142	36.793	41.577	237.4	10:24.241	16	1	2:06.038	42.532	40.530	42.976	263.4	38:24.424	
6	1	1:57.922	39.902	36.327	41.693	236.8	12:22.163	17	1	2:05.802	42.709	40.187	<b>42.906</b>	262.8	40:30.226	
7	1	1:58.395	39.679	37.138	41.578	234.8	14:20.558	18	1	2:08.469	44.030	41.364	43.075	261.5	42:38.695	
8	1	1:59.103	40.151	37.048	41.904	233.8	16:19.661	<b>60</b>		<b>Keiler K II 1998</b> 1. Marc JULLY					LMP1A	
9	1	3:24.270 <b>B</b>	39.873	37.870	2:06.527	236.3	19:43.931	1	1	2:17.942	55.277	40.087	42.578		2:17.942	
10	1	2:11.520	52.302	37.199	42.019	162.4	21:55.451	2	1	2:03.419	42.325	38.620	42.474	256.5	4:21.361	
11	1	1:57.769	40.017	35.724	42.028	232.8	23:53.220	3	1	2:01.121	41.750	38.273	41.098	258.4	6:22.482	
12	1	2:01.366	40.603	37.995	42.768	229.3	25:54.586	4	1	1:59.959	40.651	37.872	41.436	257.8	8:22.441	
13	1	1:57.336	40.211	35.759	41.366	233.8	27:51.922	5	1	1:58.634	40.767	37.254	40.613	257.8	10:21.075	
14	1	1:57.308	<b>39.558</b>	36.629	41.121	236.3	29:49.230	6	1	1:57.430	40.420	36.572	40.438	259.0	12:18.505	
15	1	2:00.468	41.264	36.715	42.489	236.3	31:49.698	7	1	1:57.697	40.215	37.023	40.459	259.0	14:16.202	
16	1	1:59.028	41.524	36.876	<b>40.628</b>	235.8	33:48.726	8	1	3:22.108 <b>B</b>	40.276	37.286	2:04.546	258.4	17:38.310	
17	1	<b>1:55.796</b>	39.718	<b>35.164</b>	40.914	234.8	35:44.522	9	1	2:07.335	48.859	37.284	41.192	177.0	19:45.645	
18	1	1:58.248	40.073	36.142	42.033	234.8	37:42.770	10	1	1:57.633	40.010	36.901	40.722	257.8	21:43.278	
19	1	1:58.255	41.855	35.342	41.058	232.3	39:41.025	11	1	1:57.671	40.089	36.539	41.043	258.4	23:40.949	
20	1	1:56.886	39.995	35.616	41.275	234.3	41:37.911	12	1	1:58.139	40.869	36.788	40.482	257.8	25:39.088	
<b>51</b>		<b>Cannibal Chevrolet IMSA 1998</b> 1. Edouard DEGUEMP					LMP1A		13	1	1:59.323	39.823	37.851	41.649	259.0	27:38.411
1	1	2:33.442	1:02.255	44.006	47.181		2:33.442	14	1	2:01.895	40.501	39.365	42.029	260.2	29:40.306	
2	1	2:13.267	44.737	42.954	45.576	250.0	4:46.709	15	1	1:58.336	39.739	38.274	40.323	257.8	31:38.642	
3	1	2:13.895	44.175	43.165	46.555	217.3	7:00.604	16	1	1:55.477	39.512	36.121	39.844	257.8	33:34.119	
4	1	2:14.983	45.436	42.738	46.809	217.7	9:15.587	17	1	<b>1:54.924</b>	39.213	35.990	<b>39.721</b>	259.0	35:29.043	
5	1	2:12.068	44.854	41.735	45.479	217.7	11:27.655	18	1	1:56.048	<b>39.148</b>	36.245	40.655	262.8	37:25.091	
6	1	2:13.849	45.472	42.273	46.104	225.5	13:41.504	19	1	1:56.930	39.324	37.292	40.314	260.9	39:22.021	
7	1	<b>2:10.282</b>	43.599	41.733	<b>44.950</b>	231.8	15:51.786	20	1	1:55.529	39.389	<b>35.933</b>	40.207	259.6	41:17.550	
8	1	3:57.386 <b>B</b>	43.976	43.064	2:30.346	220.4	19:49.172	<b>69</b>		<b>DODGE Viper GTS-R 2000</b> 1. Mr JOHN OF B 2. Soheil AYARI					GT1B	
9	1	2:24.515	57.473	41.957	45.085	114.8	22:13.687	1	1	2:31.587	1:09.077	39.298	43.212		2:31.587	
10	1	2:12.299	44.296	43.048	44.955	226.4	24:25.986	2	1	2:02.365	41.392	38.432	42.541	264.1	4:33.952	
11	1	2:16.773	44.317	46.846	45.610	209.7	26:42.759	3	1	2:03.043	41.527	39.707	41.809	260.9	6:36.995	
12	1	2:11.237	43.776	41.903	45.558	226.9	28:53.996	4	1	1:59.352	40.314	37.701	41.337	262.1	8:36.347	
13	1	2:10.530	<b>43.374</b>	<b>41.270</b>	45.886	234.8	31:04.526	5	1	1:58.964	40.272	37.535	41.157	264.1	10:35.311	
14	1	2:12.584	44.100	42.079	46.405	217.3	33:17.110	6	1	1:59.180	39.622	37.904	41.654	265.4	12:34.491	
15	1	2:11.012	44.469	41.438	45.105	217.7	35:28.122	7	1	1:57.810	40.008	36.868	40.934	257.8	14:32.301	
16	1	2:15.005	46.801	41.823	46.381	203.8	37:43.127	8	1	2:03.535 <b>B</b>	39.335	36.966	47.234	261.5	16:35.836	
17	1	2:15.073	44.929	42.575	47.569	202.2	39:58.200	9	1	3:58.964	2:41.592	36.678	40.694	165.1	20:34.800	
18	1	2:14.493	44.421	43.440	46.632	216.9	42:12.693	10	1	1:57.059	39.861	36.570	40.628	262.8	22:31.859	
<b>55</b>		<b>Ferrari 458 GTE 2011</b> 1. Xavier GALANT					INV		11	1	1:54.743	39.086	35.784	39.873	263.4	24:26.602
1	1	2:22.537	56.914	41.794	43.829		2:22.537	12	1	1:57.268	39.215	37.871	40.182	267.3	26:23.870	
2	1	2:09.517	43.907	41.521	44.089	256.5	4:32.054	13	1	1:55.625	39.480	36.371	39.774	267.3	28:19.495	
3	1	2:09.561	43.336	42.107	44.118	261.5	6:41.615	14	1	1:55.622	39.074	36.716	39.832	269.3	30:15.117	
4	1	2:06.977	42.762	40.339	43.876	261.5	8:48.592	15	1	<b>1:54.606</b>	39.108	<b>35.530</b>	39.968	267.3	32:09.723	
5	1	2:05.858	42.455	39.813	43.590	260.9	10:54.450	16	1	1:55.670	<b>38.893</b>	36.588	40.189	264.1	34:05.393	
6	1	2:05.737	42.332	39.790	43.615	261.5	13:00.187	17	1	1:56.643	39.118	36.322	41.203	268.0	36:02.036	
7	1	<b>2:05.359</b>	<b>42.199</b>	39.824	43.336	261.5	15:05.546	18	1	1:55.037	39.479	35.976	<b>39.582</b>	259.0	37:57.073	
8	1	2:30.290 <b>B</b>	42.540	<b>39.629</b>	1:08.121	261.5	17:35.836	19	1	1:56.627	39.077	36.479	41.071	270.0	39:53.700	
								20	1	1:55.926	39.491	36.415	40.020	267.3	41:49.626	



# ENDURANCE RACING LEGENDS

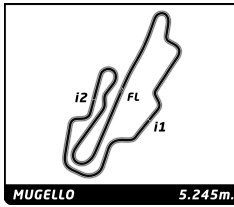
## MUGELLO CLASSIC

### RACE 2

### 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
<b>76</b>	Porsche 996 GT3-RSR 2005 1. Jean-Lou RIHON GT2C							11	1	2:07.117	42.987	39.899	44.231	237.4	25:24.089
1	1	2:22.157	56.251	41.619	44.287		2:22.157	12	1	2:11.340	44.784	42.361	<b>44.195</b>	237.9	27:35.429
2	1	2:11.162	43.669	42.468	45.025	255.9	4:33.319	13	1	2:11.044	43.218	41.160	46.666	240.0	29:46.473
3	1	2:08.900	43.705	41.159	44.036	253.5	6:42.219	14	1	2:08.528	43.058	40.405	45.065	238.4	31:55.001
4	1	2:06.851	43.096	40.201	43.554	254.7	8:49.070	15	1	2:10.038	43.035	42.171	44.832	237.4	34:05.039
5	1	2:05.699	42.425	39.801	43.473	257.1	10:54.769	16	1	2:09.588	43.891	40.299	45.398	228.8	36:14.627
6	1	2:05.847	42.457	39.556	43.834	254.7	13:00.616	17	1	2:08.419	43.467	40.223	44.729	235.8	38:23.046
7	1	2:05.589	42.970	39.194	43.425	255.9	15:06.205	18	1	2:09.662	44.514	40.609	44.539	235.3	40:32.708
8	1	2:05.595	42.414	39.506	43.675	255.3	17:11.800	19	1	2:09.621	44.339	40.548	44.734	233.3	42:42.329
9	1	2:03.760	41.590	39.186	42.984	255.3	19:15.560								
10	1	2:03.649	41.807	38.971	42.871	256.5	21:19.209								
11	1	3:27.521 <b>B</b>	42.105	39.766	2:05.650	255.9	24:46.730								
12	1	2:15.476	51.064	41.080	43.332	151.7	27:02.206								
13	1	2:03.963	42.447	39.179	42.337	256.5	29:06.169								
14	1	2:05.326	42.232	40.305	42.789	257.8	31:11.495								
15	1	2:04.062	41.667	39.293	43.102	255.9	33:15.557								
16	1	2:03.568	42.262	39.007	<b>42.299</b>	255.9	35:19.125								
17	1	<b>2:03.112</b>	41.602	38.874	42.636	256.5	37:22.237								
18	1	2:03.914	<b>41.328</b>	39.560	43.026	256.5	39:26.151								
19	1	2:03.342	42.244	<b>38.621</b>	42.477	222.2	41:29.493								
<b>77</b>	Porsche 997 GT3 RSR 2007 1. Michael ERLICH GT2C							1	1	2:33.706	1:01.153	43.847	48.706		2:33.706
1	1	2:11.921	51.267	38.352	42.302		2:11.921	2	1	2:20.142	46.998	44.317	48.827	228.3	4:53.848
2	1	2:03.523	41.312	39.429	42.782	255.9	4:15.444	3	1	2:19.758	46.881	44.122	48.755	235.3	7:13.606
3	1	2:07.440	44.363	40.044	43.033	255.3	6:22.884	4	1	2:18.623	46.662	43.877	48.084	231.8	9:32.229
4	1	2:05.739	42.042	40.438	43.259	253.5	8:28.623	5	1	2:18.548	46.571	43.716	48.261	237.4	11:50.777
5	1	2:03.654	42.188	38.600	42.866	253.5	10:32.277	6	1	2:16.928	46.176	42.544	48.208	234.8	14:07.705
6	1	2:04.639	41.528	38.941	44.170	254.7	12:36.916	7	1	2:18.896	46.933	44.452	47.511	237.9	16:26.601
7	1	2:02.610	41.897	38.342	42.371	254.7	14:39.526	8	1	<b>2:15.303</b>	45.525	<b>42.431</b>	47.347	238.4	18:41.904
8	1	2:01.832	41.205	38.207	42.420	255.3	16:41.358	9	1	3:41.371 <b>B</b>	45.748	43.271	2:12.352	218.2	22:23.275
9	1	3:23.848 <b>B</b>	41.316	38.192	2:04.340	254.7	20:05.206	10	1	2:24.731	54.944	42.473	<b>47.314</b>	140.8	24:48.006
10	1	2:11.811	49.720	39.530	42.561	170.9	22:17.017	11	1	2:17.767	<b>45.333</b>	43.930	48.504	238.9	27:05.773
11	1	2:02.903	41.501	38.806	42.596	255.3	24:19.920	12	1	2:21.510	49.324	44.054	48.132	240.0	29:27.283
12	1	2:33.008	41.144	1:05.297	46.567	255.9	26:52.928	13	1	2:19.082	47.038	44.037	48.007	240.0	31:46.365
13	1	2:12.773	45.065	43.566	44.142	248.8	29:05.701	14	1	2:25.658	47.531	48.915	49.212	236.8	34:12.023
14	1	2:06.341	42.170	41.486	42.685	255.3	31:12.042	15	1	2:16.736	45.513	43.335	47.888	238.9	36:28.759
15	1	2:04.742	41.721	40.350	42.671	256.5	33:16.784	16	1	2:16.087	45.827	42.559	47.701	238.4	38:44.846
16	1	2:03.621	42.109	39.453	<b>42.059</b>	255.9	35:20.405	17	1	2:17.032	45.581	43.365	48.086	236.3	41:01.878
17	1	2:02.512	41.031	39.350	42.131	258.4	37:22.917								
18	1	2:04.059	41.281	39.458	43.320	257.8	39:26.976								
19	1	<b>2:00.698</b>	<b>40.675</b>	<b>37.960</b>	42.063	257.8	41:27.674								
<b>99</b>	Porsche 996 GT3-RS 2001 1. Simon EVANS GT2B							1	1	2:20.306	56.483	40.451	43.372		2:20.306
1	1	2:27.073	58.587	42.391	46.095		2:27.073	2	1	2:03.138	41.610	38.856	42.672	254.1	4:23.444
2	1	2:09.752	43.086	40.719	45.947	241.1	4:36.825	3	1	2:00.819	41.456	37.605	41.758	252.3	6:24.263
3	1	2:08.699	43.275	40.695	44.729	240.5	6:45.524	4	1	2:00.281	40.980	37.673	41.628	255.9	8:24.544
4	1	2:08.241	43.163	40.623	44.455	238.9	8:53.765	5	1	1:58.222	40.179	37.043	41.000	254.1	10:22.766
5	1	<b>2:07.007</b>	<b>42.711</b>	40.053	44.243	236.8	11:00.772	6	1	1:57.934	39.904	36.994	41.036	255.3	12:20.700
6	1	2:07.867	42.929	40.112	44.826	236.8	13:08.639	7	1	1:58.275	39.933	37.316	41.026	254.1	14:18.975
7	1	2:07.291	43.123	39.964	44.204	235.3	15:15.930	8	1	1:59.651	40.503	37.817	41.331	254.7	16:18.626
8	1	2:07.779	42.807	40.386	44.586	236.8	17:23.709	9	1	1:59.408	40.375	37.558	41.475	254.1	18:18.034
9	1	3:36.352 <b>B</b>	43.412	40.010	2:12.930	234.8	21:00.061	10	1	2:00.092	40.584	37.786	41.722	254.7	20:18.126
10	1	2:16.911	52.640	<b>39.899</b>	44.372	152.8	23:16.972	11	1	3:24.033 <b>B</b>	40.935	38.056	2:05.042	254.1	23:42.159
<b>108</b>	Porsche 993 GT2 Evo 1998 1. Peter FAIRBAIRN GT2A							12	2	2:13.910	50.945	40.142	42.823	170.1	25:56.069
1	1	2:07.117	42.987	39.899	44.231	237.4	25:24.089	13	2	1:59.949	40.770	37.717	41.462	249.4	27:56.018
2	1	2:11.340	44.784	42.361	<b>44.195</b>	237.9	27:35.429	14	2	1:59.667	39.845	37.891	41.931	255.9	29:55.685
3	1	2:11.044	43.218	41.160	46.666	240.0	29:46.473	15	2	1:59.656	40.175	38.005	41.476	255.9	31:55.341
4	1	2:08.528	43.058	40.405	45.065	238.4	31:55.001	16	2	1:59.813	40.234	37.710	41.869	256.5	33:55.154
5	1	2:10.038	43.035	42.171	44.832	237.4	34:05.039	17	2	1:58.896	40.118	37.841	<b>40.937</b>	255.3	35:54.050
6	1	2:09.588	43.891	40.299	45.398	228.8	36:14.627	18	2	1:57.934	39.895	36.893	41.146	257.1	37:51.984
7	1	2:08.419	43.467	40.223	44.729	235.8	38:23.046	19	2	2:01.003	40.122	39.169	41.712	256.5	39:52.987
8	1	2:09.662	44.514	40.609	44.539	235.3	40:32.708	20	2	<b>1:57.248</b>	<b>39.726</b>	<b>36.457</b>	41.065	255.3	41:50.235
9	1	2:09.621	44.339	40.548	44.734	233.3	42:42.329								
<b>115</b>	Porsche 996 GT3-RSR 2005 1. Marc DEVIS 2. Christian GLÄSEL GT2C							1	1	2:31.067	1:00.424	43.844	46.799		2:31.067
1	1	2:20.306	56.483	40.451	43.372		2:20.306	2	1	2:20.266	46.899	45.894	47.473	234.3	4:51.333
2	1	2:03.138	41.610	38.856	42.672	254.1	4:23.444								
3	1	2:00.819	41.456	37.605	41.758	252.3	6:24.263								
4	1	2:00.281	40.980	37.673	41.628	255.9	8:24.544								
5	1	1:58.222	40.179	37.043	41.000	254.1	10:22.766								
6	1	1:57.934	39.904	36.994	41.036	255.3	12:20.700								
7	1	1:58.275	39.933	37.316	41.026	254.1	14:18.975								
8	1	1:59.651	40.503												



# ENDURANCE RACING LEGENDS

## MUGELLO CLASSIC

### RACE 2

### 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
3	1	2:12.749	45.164	42.197	45.388	252.3	7:04.082								
4	1	2:10.122	44.270	41.122	44.730	254.7	9:14.204								
5	1	2:10.858	44.308	41.098	45.452	243.8	11:25.062								
6	1	2:13.312	46.459	41.414	45.439	247.1	13:38.374								
7	1	3:32.842 B	44.517	40.434	2:07.891	248.8	17:11.216								
8	1	2:21.729	54.010	41.428	46.291	168.2	19:32.945								
9	1	2:09.059	43.593	40.743	44.723	257.1	21:42.004								
10	1	2:11.346	43.964	42.108	45.274	243.2	23:53.350								
11	1	2:10.539	43.193	41.913	45.433	245.5	26:03.889								
12	1	2:11.050	43.025	43.106	44.919	255.9	28:14.939								
13	1	2:10.070	43.190	42.528	44.352	250.6	30:25.009								
14	1	2:07.259	42.205	40.062	44.992	260.2	32:32.268								
15	1	2:07.227	42.618	40.441	44.168	247.1	34:39.495								
16	1	2:06.956	42.595	40.168	44.193	255.3	36:46.451								
17	1	2:10.956	45.437	40.889	44.630	231.8	38:57.407								
18	1	2:09.234	42.681	42.121	44.432	252.3	41:06.641								

**160** Porsche 993 GT2 Evo 1997  
1. Paul HOWELLS GT2A

1	1	2:28.959	59.199	43.445	46.315		2:28.959								
2	1	2:13.416	45.481	42.257	45.678	238.4	4:42.375								
3	1	2:10.155	44.125	41.004	45.026	243.2	6:52.530								
4	1	2:08.673	43.357	40.641	44.675	256.5	9:01.203								
5	1	2:08.458	43.175	40.237	45.046	250.6	11:09.661								
6	1	2:06.984	42.872	40.011	44.101	254.7	13:16.645								
7	1	2:08.274	42.895	40.515	44.864	252.9	15:24.919								
8	1	2:07.828	42.586	40.823	44.419	255.3	17:32.747								
9	1	3:36.021 B	42.958	40.277	2:12.786	251.2	21:08.768								
10	1	2:18.769	53.290	40.350	45.129	151.0	23:27.537								
11	1	2:08.015	43.980	39.544	44.491	230.8	25:35.552								
12	1	2:12.112	44.776	41.128	46.208	256.5	27:47.664								
13	1	2:10.785	42.844	42.593	45.348	254.1	29:58.449								
14	1	2:10.830	43.196	40.767	46.867	255.3	32:09.279								
15	1	2:08.720	43.948	39.943	44.829	241.6	34:17.999								
16	1	2:07.252	42.351	40.477	44.424	256.5	36:25.251								
17	1	2:05.242	42.384	39.053	43.805	258.4	38:30.493								
18	1	2:05.032	42.038	38.996	43.998	258.4	40:35.525								

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1. Maurizio FRATTI GT2C

1	1	2:11.260	50.927	38.292	42.041		2:11.260								
2	1	2:01.198	40.856	38.225	42.117	251.7	4:12.458								
3	1	2:01.454	40.639	38.597	42.218	252.9	6:13.912								
4	1	2:00.039	40.662	37.763	41.614	253.5	8:13.951								
5	1	1:59.527	40.425	37.520	41.582	255.9	10:13.478								
6	1	1:59.244	40.401	36.995	41.848	253.5	12:12.722								
7	1	1:59.207	41.177	36.800	41.230	255.3	14:11.929								
8	1	2:00.536	40.718	38.142	41.676	254.7	16:12.465								
9	1	1:58.239	40.452	36.815	40.972	250.0	18:10.704								
10	1	1:58.799	40.322	37.020	41.457	251.2	20:09.503								
11	1	3:21.368 B	40.031	37.646	2:03.691	251.7	23:30.871								