

CLASSIC ENDURANCE RACING 1

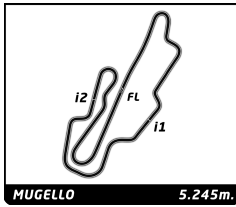
MUGELLO CLASSIC

PRIVATE PRACTICE

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
2 Lola T210 1970 1. Frank JACOB P-2L							9 1 2:08.526 42.179 41.616 44.731 237.4 32:10.195 10 1 2:04.568 41.712 39.610 43.246 252.3 34:14.763 11 1 7:21.028B 43.781 40.879 5:56.368 217.3 41:35.791								
1	1	3:02.635	1:24.616	48.366	49.653	92.0	3:02.635	1	1	5:59.951	4:13.865	50.408	55.678	97.0	5:59.951
2	1	2:13.822	45.313	42.512	45.997	232.3	5:16.457	2	1	2:52.011	51.184	46.363	1:14.464	168.7	8:51.962
3	1	2:18.423	46.840	45.732	45.851	237.9	7:34.880	3	1	3:53.323	1:17.400	1:09.294	1:26.629	92.2	12:45.285
4	1	4:15.988B	56.733			139.7	11:50.868	4	1	2:27.429	59.042	42.542	45.845	90.7	15:12.714
5	1	2:43.755	1:13.863	43.881	46.011	79.3	14:34.623	5	1	2:13.515	44.838	41.552	47.125	233.8	17:26.229
6	1	2:11.308	44.522	41.131	45.655	236.3	16:45.931	6	1	3:25.824	50.032	1:11.448	1:24.344	201.1	20:52.053
7	1	6:28.870B	44.094	40.569	5:04.207	238.4	23:14.801	7	1	3:08.984	1:16.577	1:06.546	45.861	84.6	24:01.037
8	1	2:23.655	57.241	40.787	45.627	138.1	25:38.456	8	1	2:08.877	43.824	40.540	44.513	232.3	26:09.914
9	1	2:09.273	43.611	40.617	45.045	238.9	27:47.729	9	1	2:12.679	44.214	43.200	45.265	234.3	28:22.593
10	1	2:11.131	43.784	42.212	45.135	240.5	29:58.860	10	1	2:10.532	43.460	41.199	45.873	237.9	30:33.125
11	1	2:11.898	44.276	41.499	46.123	238.9	32:10.758	11	1	2:13.438	46.385	41.806	45.247	234.3	32:46.563
12	1	2:08.288	43.965	39.748	44.575	240.5	34:19.046	12	1	2:10.194	43.805	40.800	45.589	239.5	34:56.757
13	1	2:09.636	43.674	40.726	45.236	238.9	36:28.682	13	1	2:09.263	43.597	40.753	44.913	237.4	37:06.020
14	1	9:25.800B	53.339		168.0	45:54.482	14	1	6:03.346B	54.263	1:09.868	3:59.215	220.4	43:09.366	
4 Porsche 908/03 1971 1. Henrique GEMPERLE 2. Marc de SIEBENTHAL P+2L							11 Ford GT40 (C) 1965 1. Frederic WAKEMAN 2. Mike GRANT-PETERKIN GT1								
1	2	2:40.603	1:11.459	41.934	47.210	121.9	2:40.603	1	1	4:26.802	2:48.957	47.137	50.708	91.0	4:26.802
2	2	2:13.689	47.922	40.974	44.793	154.1	4:54.292	2	1	4:18.686B	48.051	48.209	2:42.426	230.8	8:45.488
3	2	2:02.331	40.701	38.676	42.954	252.3	6:56.623	3	1	4:05.567	1:26.868	1:11.582	1:27.117	69.1	12:51.055
4	2	3:10.011	39.952	1:06.362	1:23.697	255.9	10:06.634	4	1	2:30.396	1:01.491	42.333	46.572	84.3	15:21.451
5	2	3:23.642	1:19.355	1:05.598	58.689	85.8	13:30.276	5	1	2:13.767	44.843	43.095	45.829	258.4	17:35.218
6	2	2:02.613	40.868	38.919	42.826	262.1	15:32.889	6	1	6:08.387B	49.911	1:10.529	4:07.947	208.5	23:43.605
7	2	2:00.133	40.862	38.318	40.953	248.8	17:33.022	7	2	2:25.470	54.534	44.137	46.799	151.3	26:09.075
8	2	8:50.589B	47.410	1:08.712	6:54.467	263.4	26:23.611	8	2	2:17.658	44.565	45.798	47.295	230.3	28:26.733
9	1	2:29.949	1:02.135	42.478	45.336	104.4	28:53.560	9	2	2:12.336	44.476	41.734	46.126	244.9	30:39.069
10	1	4:48.822B	45.801	48.310	3:14.711	207.7	33:42.382	10	2	2:14.939	43.936	43.986	47.017	247.1	32:54.008
6 Porsche 911 Carrera RSR 2.8L (C) 1973 1. Kurt THIEL GT1							13 Porsche 911 Carrera RSR 2.8 1972 1. Oren NATAF 2. Peter GODFROY GT1								
1	1	3:26.488	1:39.566	49.823	57.099	98.7	3:26.488	1	1	4:32.356	2:50.676	49.176	52.504	99.3	4:32.356
2	1	2:27.075	50.787	45.926	50.362	184.3	5:53.563	2	1	4:38.473B	49.842	48.187	3:00.444	207.7	9:10.829
3	1	4:44.359B	47.578	45.629	3:11.152	216.4	10:37.922	3	1	4:06.198	1:29.069	1:15.560	1:21.569	72.8	13:17.027
4	1	3:14.011	1:08.375	1:09.518	56.118	93.9	13:51.933	4	1	2:32.735	50.404	48.898	53.433	184.3	15:49.762
5	1	2:20.980	47.430	44.117	49.433	222.2	16:12.913	5	1	2:42.987	51.521	49.743	1:01.723	200.7	18:32.749
6	1	2:29.691	47.531	44.033	58.127	212.2	18:42.604	6	1	3:29.965	1:10.769	1:00.635	1:18.561	90.5	22:02.714
7	1	3:22.476	1:06.304	59.308	1:16.864	108.1	22:05.080	7	1	2:53.771	1:10.595	49.897	53.279	88.0	24:56.485
8	1	2:44.451	1:10.249	45.183	49.019	86.3	24:49.531	8	1	2:31.523	49.783	48.373	53.367	200.4	27:28.008
9	1	2:20.327	47.311	43.693	49.323	219.1	27:09.858	9	1	4:37.976B	50.704	49.462	2:57.810	201.1	32:05.984
10	1	2:20.050	47.109	43.864	49.077	216.0	29:29.908	10	2	2:56.119	1:03.460	54.528	58.131	125.3	35:02.103
11	1	2:19.862	46.624	43.845	49.393	220.0	31:49.770								
12	1	2:20.947	47.379	44.212	49.356	216.4	34:10.717								
13	1	2:21.726	47.690	44.844	49.192	216.9	36:32.443								
7 Lola T70 Mk.3B 1969 1. Toni SEILER P+2L							14 Lola T212 1971 1. Mauro POPONCINI P-2L								
1	1	6:44.706	5:10.341	46.152	48.213	117.0	6:44.706	1	1	3:19.704	1:29.780	53.890	56.034	87.7	3:19.704
2	1	6:42.531B	50.800	1:06.552	4:45.179	174.5	13:27.237	2	1	2:24.221	48.630	45.684	49.907	213.0	5:43.925
3	1	2:24.860	57.794	41.597	45.469	144.2	15:52.097	3	1	3:49.223B	46.635	42.879	2:19.709	229.8	9:33.148
4	1	2:11.042	44.487	40.794	45.761	240.0	18:03.139	4	1	3:41.170	1:08.310	1:15.306	1:17.554	87.7	13:14.318
5	1	5:19.759B	54.702	52.178	3:32.879	155.4	23:22.898	5	1	8:12.330B	48.923	43.637	6:39.770	222.2	21:26.648
6	1	2:23.456	56.817	42.008	44.631	163.9	25:46.354	6	1	2:59.560	1:19.964	52.099	47.497	69.5	24:26.208
7	1	2:08.639	43.557	41.088	43.994	234.3	27:54.993								
8	1	2:06.676	42.066	40.193	44.417	268.7	30:01.669								





CLASSIC ENDURANCE RACING 1 MUGELLO 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
7	1	2:15.631	45.239	42.454	47.938	238.9	26:41.839	6	1	2:14.064	45.472	41.824	46.768	225.0	17:04.850
8	1	2:13.848	45.075	42.512	46.261	238.4	28:55.687	7	1	2:52.625	45.384	49.526	1:17.715	223.6	19:57.475
9	1	2:14.721	44.041	44.199	46.481	238.9	31:10.408	8	1	6:22.581 B	1:09.492	1:07.162	4:05.927	101.4	26:20.056
10	1	2:11.691	43.920	41.524	46.247	239.5	33:22.099	9	2	2:22.850	56.647	40.696	45.507	114.2	28:42.906
11	1	2:11.942	43.264	42.159	46.519	236.3	35:34.041	10	2	2:08.452	43.086	40.019	45.347	225.5	30:51.358
12	1	2:35.870	53.238	42.271	1:00.361	160.0	38:09.911								
13	1	5:39.232 B	1:06.952	1:03.378	3:28.902	110.9	43:49.143								

15		Chevron B19 1971		P-2L			
		1. John EMBERSON					
		2. Nigel GREENSALL					
1	1	4:36.551	3:10.362	40.710	45.479	83.3	4:36.551
2	1	2:12.056	43.564	43.208	45.284	241.6	6:48.607
3	1	3:17.285	45.650	1:07.156	1:24.479	236.8	10:05.892
4	1	3:27.112	1:18.955	1:05.884	1:02.273	83.1	13:33.004
5	1	5:57.323 B	44.884	41.002	4:31.437	228.8	19:30.327
6	1	3:55.712	1:25.852	1:16.938	1:12.922	71.1	23:26.039
7	1	2:13.358	46.281	40.949	46.128	219.1	25:39.397
8	1	2:08.888	44.469	40.427	43.992	221.8	27:48.285
9	1	2:11.161	43.511	42.219	45.431	223.6	29:59.446
10	1	2:10.084	43.844	41.587	44.653	243.8	32:09.530
11	1	4:26.503 B	43.377	39.388	3:03.738	242.2	36:36.033
12	2	3:22.984	55.865	1:05.735	1:21.384	149.2	39:59.017
13	2	3:42.714	1:31.219	1:21.182	50.313	83.5	43:41.731
14	2	1:59.389	40.712	36.629	42.048	242.2	45:41.120

16		Lola T212 1971		P-2L			
		1. Serge KRINKOFF					
1	1	24:44.658	...	42.800	45.197	82.9	24:44.658
2	1	2:07.188	43.337	39.858	43.993	244.9	26:51.846
3	1	4:13.140 B	42.282	40.236	2:50.622	244.3	31:04.986
4	1	2:27.339	1:01.852	39.902	45.585	115.9	33:32.325
5	1	2:04.768	42.045	39.306	43.417	244.3	35:37.093
6	1	5:47.041 B	53.184	42.130	4:11.727	235.3	41:24.134

17		Lola T70 Mk.3B Spyder 1967		P+2L			
		1. Marc DEVIS					
		2. Mathias DEVIS					
1	1	5:25.058 B	1:34.717	49.765	3:00.576	103.3	5:25.058
2	1	2:44.593	58.801	43.919	1:01.873	115.6	8:09.651
3	1	3:54.866	1:17.363	1:11.646	1:25.857	87.7	12:04.517
4	1	2:44.065	1:15.277	43.202	45.586	73.6	14:48.582
5	1	2:12.410	46.070	41.278	45.062	217.7	17:00.992
6	1	7:13.482 B	44.814	48.542	5:40.126	242.2	24:14.474
7	1	2:25.787	56.353	43.464	45.970	129.3	26:40.261
8	1	2:11.900	45.614	40.375	45.911	241.6	28:52.161
9	1	5:00.879 B	43.453	40.044	3:37.382	252.3	33:53.040
10	2	2:41.409	1:03.560	48.268	49.581	122.9	36:34.449
11	2	2:55.716	49.110	50.464	1:16.142	223.1	39:30.165
12	2	3:25.008	1:06.814	1:01.200	1:16.994	91.8	42:55.173
13	2	2:28.080	55.688	44.411	47.981	148.8	45:23.253

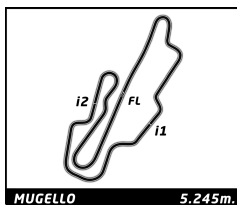
20		Porsche 911 Carrera RSR 3.0 1974		GT1			
		1. Rémi TERRAIL					
		2. Jürg AEBERHARD					
1	1	3:24.295	1:45.736	45.353	53.206	109.0	3:24.295
2	1	2:18.046	47.363	42.674	48.009	219.5	5:42.341
3	1	2:29.115	45.548	41.795	1:01.772	221.3	8:11.456
4	1	3:55.451	1:17.857	1:12.721	1:24.873	79.9	12:06.907
5	1	2:43.879	1:13.807	42.717	47.355	79.8	14:50.786

21		De Tomaso Pantera Gr. IV 1975		GT1			
		1. Detlef VON DER LIECK					
		2. Ralf KELLEHERS					
1	2	4:09.256	2:33.633	46.931	48.692	97.3	4:09.256
2	2	2:11.680	46.301	41.278	44.101	209.7	6:20.936
3	2	2:49.931	41.966	42.638	1:25.327	256.5	9:10.867
4	2	4:01.144	1:26.513	1:15.098	1:19.533	77.4	13:12.011
5	2	2:06.579	43.689	39.382	43.508	227.8	15:18.590
6	2	2:05.816	42.089	39.527	44.200	257.1	17:24.406
7	2	3:29.687 B	44.832	1:06.969	1:37.886	238.4	20:54.093
8	2	2:59.943 B					23:54.036
9	1	2:47.627	1:13.238	44.516	49.873	98.5	26:41.663
10	1	2:21.279	47.303	46.059	47.917	225.5	29:02.942
11	1	2:21.492	47.042	44.614	49.836	241.1	31:24.434
12	1	2:18.435	45.907	45.138	47.390	226.4	33:42.869
13	1	2:17.263	45.775	43.356	48.132	245.5	36:00.132
14	1	3:12.458 B	48.926	44.090	1:39.442	177.6	39:12.590
15	1	3:44.151	1:34.724	53.333	1:16.094	90.2	42:56.741
16	1	2:27.513	55.107	44.432	47.974	150.2	45:24.254

24		Chevron B16 1971		P-2L			
		1. François BOURDIN					
1	1	4:11.415	2:23.095	53.781	54.539	100.4	4:11.415
2	1	4:04.239 B	51.639	47.004	2:25.596	195.3	8:15.654
3	1	4:03.575	1:20.005	1:15.046	1:28.524	79.5	12:19.229
4	1	2:44.746	1:09.853	46.017	48.876	79.0	15:03.975
5	1	2:21.283	47.970	44.926	48.387	222.2	17:25.258
6	1	3:25.925	50.332	1:11.287	1:24.306	216.9	20:51.183
7	1	3:12.360	1:16.969	1:07.011	48.380	83.1	24:03.543
8	1	2:13.654	44.739	42.309	46.606	226.4	26:17.197
9	1	2:16.231	45.909	43.250	47.072	225.9	28:33.428
10	1	2:15.892	46.982	41.955	46.955	208.5	30:49.320
11	1	2:13.235	45.115	42.004	46.116	227.8	33:02.555
12	1	2:12.708	44.267	42.429	46.012	229.3	35:15.263
13	1	2:16.197	45.882	42.443	47.872	228.8	37:31.460
14	1	6:38.569 B	1:11.043	1:06.712	4:20.814	106.3	44:10.029

33		Lola T70 Mk.3 1967		P+2L			
		1. Rory JACK					
1	1	2:34.505	1:01.920	45.103	47.482	128.1	2:34.505
2	1	2:18.383	47.044	44.919	46.420	264.1	4:52.888
3	1	2:18.356	46.260	44.407	47.689	268.0	7:11.244
4	1	8:43.342 B	57.328	1:06.856	6:39.158	200.4	15:54.586
5	1	2:40.124	56.442	42.108	1:01.574	137.4	18:34.710
6	1	3:29.685	1:11.675	59.805	1:18.205	88.7	22:04.395
7	1	2:37.422	1:09.810	42.475	45.137	91.0	24:41.817
8	1	2:06.301	41.961	39.926	44.414	266.7	26:48.118
9	1	2:11.441	41.815	43.733	45.893	270.7	28:59.559
10	1	2:06.986	41.920	41.458	43.608	270.0	31:06.545
11	1	2:08.059	41.954	40.594	45.511	264.1	33:14.604
12	1	2:04.841	41.395	38.711	44.735	269.3	35:19.445
13	1	2:08.315	43.519	40.702	44.094	222.2	37:27.760





CLASSIC ENDURANCE RACING 1

MUGELLO CLASSIC

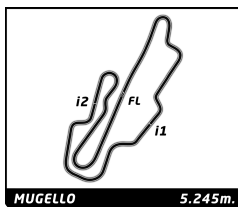
PRIVATE PRACTICE

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
14	1	9:14.546B	50.169	1:01.550	7:22.827	222.2	46:42.306	8	1	2:11.808	43.032	41.144	47.632	234.3	27:41.455
35 Lola T70 Mk.3B 1969 1.Armand MILLE P+2L								9 1 2:10.132 43.765 40.950 45.417 242.7 29:51.587							
1	1	4:53.296	3:25.370	42.403	45.523	120.0	4:53.296	10	1	2:07.249	42.744	39.561	44.944	241.6	31:58.836
2	1	2:06.118	42.751	38.621	44.746	260.9	6:59.414	11	1	2:06.596	42.355	39.861	44.380	243.2	34:05.432
3	1	3:23.863	48.365	1:13.036	1:22.462	244.3	10:23.277	12	1	5:23.251B	47.080			238.4	39:28.683
4	1	3:17.033	1:19.529	1:10.079	47.425	79.9	13:40.310	13	1	3:25.151	1:06.752	1:01.812	1:16.587	108.4	42:53.834
5	1	2:03.380	41.490	38.740	43.150	265.4	15:43.690	45 Chevron B19 1971 1.Gianluigi CANDIANI P-2L 2.Frédéric ROUVIER							
6	1	14:25.384B	41.857	38.427	...	254.7	30:09.074	1	1	15:55.518	...	41.520	43.676	135.3	15:55.518
40 Ford GT40 1968 1.Philippe SCEMAMA GT1								2	1	2:08.350	43.008	40.506	44.836	250.0	18:03.868
1	1	4:44.736	3:12.326	44.793	47.617	95.8	4:44.736	3	1	6:07.149B	54.948	51.822	4:20.379	156.7	24:11.017
2	1	2:17.773	45.609	44.513	47.651	232.8	7:02.509	4	1	2:14.874	51.677	39.284	43.913	140.6	26:25.891
3	1	6:28.132B	53.908	1:09.715	4:24.509	220.4	13:30.641	5	1	2:03.609	41.810	38.892	42.907	246.6	28:29.500
4	1	2:27.380	57.471	43.809	46.100	147.1	15:58.021	6	1	2:06.925	44.027	39.559	43.339	248.3	30:36.425
5	1	2:18.154	46.224	43.171	48.759	236.8	18:16.175	7	1	2:02.387	41.868	37.503	43.016	251.7	32:38.812
6	1	5:13.947B	1:08.004	1:01.488	3:04.455	102.6	23:30.122	8	1	2:01.800	41.317	37.949	42.534	250.0	34:40.612
7	1	2:22.132	52.760	43.539	45.833	160.5	25:52.254	9	1	2:02.516	41.268	37.942	43.306	246.6	36:43.128
8	1	2:10.513	43.119	42.456	44.938	255.3	28:02.767	47 Lola T70 Mk.2 1966 1.Marcel BERNET P+2L							
9	1	2:08.517	42.733	41.222	44.562	260.2	30:11.284	1	1	4:28.466	2:49.616	48.488	50.362	104.1	4:28.466
10	1	3:50.955B	44.829	44.036	2:22.090	257.1	34:02.239	2	1	2:24.602	48.385	47.806	48.411	226.4	6:53.068
11	1	2:28.234	1:01.184	41.952	45.098	88.4	36:30.473	3	1	6:01.562B	48.462	1:03.736	4:09.364	211.4	12:54.630
12	1	2:47.644	44.708	50.928	1:12.008	216.4	39:18.117	4	1	2:35.813	1:02.926	44.825	48.062	96.9	15:30.443
13	1	3:34.093	1:08.215	1:07.272	1:18.606	95.7	42:52.210	5	1	2:24.070	48.297	47.381	48.392	204.9	17:54.513
14	1	2:21.814	54.042	41.377	46.395	137.8	45:14.024	6	1	3:11.225	53.842	56.025	1:21.358	212.2	21:05.738
42 Lola T212 1971 1.Christophe BEAUDON P-2L								7	1	3:04.234	1:15.102	1:00.754	48.378	83.3	24:09.972
1	1	3:15.118	1:34.018	49.910	51.190	99.3	3:15.118	8	1	2:23.451	47.844	47.161	48.446	231.3	26:33.423
2	1	2:17.485	47.523	43.148	46.814	204.2	5:32.603	9	1	2:20.005	46.050	45.610	48.345	225.0	28:53.428
3	1	2:15.728	45.765	41.899	48.064	224.5	7:48.331	10	1	2:20.658	47.722	45.429	47.507	219.1	31:14.086
4	1	5:35.220B	53.609	55.912	3:45.699	205.3	13:23.551	11	1	2:19.837	48.173	44.133	47.531	206.1	33:33.923
5	1	2:26.091	56.064	43.412	46.615	113.3	15:49.642	12	1	2:17.118	45.541	44.085	47.492	224.5	35:51.041
6	1	2:12.579	43.077	41.665	47.837	234.8	18:02.221	13	1	6:03.603B	51.208	44.656	4:27.739	173.9	41:54.644
7	1	3:04.840	47.959	54.962	1:21.919	200.4	21:07.061	48 Porsche 908/03 1969 1.Peter VÖGELE P+2L							
8	1	3:02.100	1:14.617	1:00.385	47.098	85.5	24:09.161	1	1	4:06.753	2:28.120	46.630	52.003	105.3	4:06.753
9	1	2:09.887	44.440	40.523	44.924	240.0	26:19.048	2	1	2:20.351	47.229	45.130	47.992	222.2	6:27.104
10	1	2:09.842	44.326	40.084	45.432	238.9	28:28.890	3	1	3:56.699B	46.350	52.871	2:17.478	224.1	10:23.803
11	1	2:11.071	45.295	41.278	44.498	235.3	30:39.961	4	1	3:21.816	1:20.565	1:09.610	51.641	69.5	13:45.619
12	1	2:11.715	43.535	42.204	45.976	242.2	32:51.676	5	1	2:18.902	47.756	43.779	47.367	243.8	16:04.521
13	1	2:09.116	44.498	40.415	44.203	228.3	35:00.792	6	1	2:29.364	44.892	42.769	1:01.703	242.7	18:33.885
14	1	2:07.448	43.904	39.390	44.154	236.8	37:08.240	7	1	3:29.850	1:11.526	1:00.203	1:18.121	94.7	22:03.735
15	1	3:27.561	1:00.535	1:06.261	1:20.765	172.0	40:35.801	8	1	2:38.888	1:09.941	42.464	46.483	90.6	24:42.623
16	1	3:19.270	1:21.706	1:11.377	46.187	63.3	43:55.071	9	1	2:13.513	43.938	42.621	46.954	249.4	26:56.136
17	1	2:06.914	42.866	39.500	44.548	240.0	46:01.985	10	1	2:13.950	44.532	42.481	46.937	247.7	29:10.086
44 Chevron B19 1971 1.Patrick JACK P-2L								11	1	2:15.183	44.250	42.594	48.339	249.4	31:25.269
1	1	5:02.907	3:21.733	52.163	49.011	94.1	5:02.907	12	1	2:15.861	45.921	43.094	46.846	244.9	33:41.130
2	1	2:22.686	53.582	41.764	47.340	213.9	7:25.593	13	1	2:12.722	44.351	42.005	46.366	248.3	35:53.852
3	1	6:27.085B	57.026			228.3	13:52.678	14	1	4:15.220B	50.033	43.528	2:41.659	210.9	40:09.072
4	1	2:36.775	1:01.521	45.861	49.393	110.3	16:29.453	15	1	3:38.081	1:23.005	1:21.091	53.985	74.3	43:47.153
5	1	2:51.640	45.110	43.286	1:23.244	236.3	19:21.093	16	1	2:16.100	43.944	43.307	48.849	244.3	46:03.253
6	1	3:57.967	1:25.351	1:16.798	1:15.818	75.2	23:19.060	51 Porsche 911 Carrera RSR 3.0 1974 1.Frédéric DI EGIDIO GT1							
7	1	2:10.587	43.776	40.439	46.372	230.3	25:29.647	1	1	3:24.388	1:47.523	43.632	53.233	125.9	3:24.388





CLASSIC ENDURANCE RACING 1

MUGELLO 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	1	2:19.323	48.361	42.558	48.404	210.1	5:43.711	4	1	2:37.552	1:01.193	48.202	48.157	123.7	14:24.155
3	1	2:28.959	45.389	41.619	1:01.951	222.2	8:12.670	5	1	2:16.737	45.836	44.117	46.784	214.3	16:40.892
4	1	3:56.039	1:17.409	1:12.991	1:25.639	78.8	12:08.709								
5	1	2:43.057	1:14.124	41.864	47.069	79.1	14:51.766								
6	1	2:14.879	46.456	41.477	46.946	217.7	17:06.645								
7	1	5:21.080	B 45.115	48.783	3:47.182	225.0	22:27.725								
8	1	2:26.187	57.447	41.443	47.297	108.5	24:53.912								
9	1	2:14.302	45.011	41.802	47.489	222.7	27:08.214								
10	1	2:15.039	45.407	42.192	47.440	222.2	29:23.253								
11	1	2:14.650	45.495	41.554	47.601	222.7	31:37.903								
12	1	2:14.523	44.813	42.210	47.500	224.5	33:52.426								
13	1	2:15.844	45.541	42.360	47.943	222.2	36:08.270								
14	1	2:47.432	48.575	43.992	1:14.865	222.2	38:55.702								
15	1	3:40.077	1:12.049	1:05.559	1:22.469	86.0	42:35.779								
16	1	2:25.205	56.321	41.508	47.376	107.9	45:00.984								

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:05.948	1:29.677	47.620	48.651	102.5	3:05.948
2	1	2:11.353	44.921	40.966	45.466	210.5	5:17.301
3	1	8:03.526	B 46.239	42.552	6:34.735	214.7	13:20.827
4	1	2:30.416	58.314	44.204	47.898	115.5	15:51.243
5	1	2:11.609	43.494	40.364	47.751	235.8	18:02.852
6	1	3:06.147	53.870	52.307	1:19.970	180.6	21:08.999
7	1	3:01.940	1:14.628	59.494	47.818	87.7	24:10.939
8	1	2:08.376	43.232	40.479	44.665	242.2	26:19.315
9	1	2:07.942	42.686	39.756	45.500	244.9	28:27.257
10	1	2:07.438	42.992	39.865	44.581	241.6	30:34.695
11	1	4:02.588	B 45.407	43.038	2:34.143	244.9	34:37.283
12	2	2:18.331	53.562	40.352	44.417	147.5	36:55.614
13	2	3:35.453	54.928	1:13.178	1:27.347	243.8	40:31.067
14	2	3:18.127	1:22.664	1:10.464	44.999	74.5	43:49.194
15	2	2:05.505	42.494	39.354	43.657	240.0	45:54.699

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	6:40.191	4:56.087	52.784	51.320	108.3	6:40.191
2	1	4:23.829	B 51.211	53.071	2:39.547	175.0	11:04.020
3	1	2:51.075	1:07.356	54.542	49.177	93.2	13:55.095
4	1	2:15.610	46.119	43.838	45.653	226.9	16:10.705
5	1	5:31.463	B 45.015	43.217	4:03.231	247.7	21:42.168
6	1	2:46.546	1:09.081	50.059	47.406	88.2	24:28.714
7	1	2:13.793	45.118	42.032	46.643	243.2	26:42.507
8	1	2:18.858	46.845	44.137	47.876	220.4	29:01.365
9	1	2:12.895	44.509	42.429	45.957	240.5	31:14.260
10	1	2:13.494	45.903	41.905	45.686	200.0	33:27.754
11	1	2:12.914	44.696	42.467	45.751	248.8	35:40.668
12	1	2:32.263	52.575	42.443	57.245	196.0	38:12.931
13	1	3:26.121	1:08.144	1:00.328	1:17.649	110.2	41:39.052
14	1	2:48.222	1:14.476	47.626	46.120	100.0	44:27.274
15	1	2:11.190	44.109	41.328	45.753	248.3	46:38.464

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	4:22.761	2:47.280	44.802	50.679	105.7	4:22.761
2	1	2:18.328	46.551	44.132	47.645	208.5	6:41.089
3	1	5:05.514	B 46.832	47.716	3:30.966	218.2	11:46.603

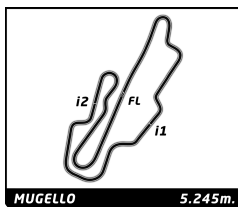
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:33.560	1:54.001	48.252	51.307	124.7	3:33.560
2	1	2:35.546	57.395	47.374	50.777	207.7	6:09.106

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	10:49.434	B 3:29.701			95.7	10:49.434
2	1	3:03.048	1:08.745	59.504	54.799	86.7	13:52.482
3	1	2:12.781	46.000	41.527	45.254	225.5	16:05.263
4	1	8:49.560	B 44.553	41.504	7:23.503	229.8	24:54.823
5	1	2:23.921	54.275	42.670	46.976	132.4	27:18.744
6	1	2:12.272	44.678	40.088	47.506	229.3	29:31.016
7	1	2:15.283	48.400	41.175	45.708	169.0	31:46.299
8	1	2:07.513	43.298	39.814	44.401	237.4	33:53.812
9	1	2:08.887	43.373	40.478	45.036	230.8	36:02.699
10	1	2:49.449	52.534	43.740	1:13.175	180.0	38:52.148
11	1	3:41.136	1:09.013	1:09.814	1:22.309	109.3	42:33.284
12	1	2:23.847	56.588	41.404	45.855	102.9	44:57.131
13	1	2:09.018	44.564	40.168	44.286	235.3	47:06.149

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:36.447	1:04.497	43.740	48.210	132.7	2:36.447
2	1	2:19.129	48.288	42.684	48.157	225.5	4:55.576
3	1	2:14.302	45.146	42.476	46.680	232.8	7:09.878
4	1	4:52.299	B 57.682	1:06.385	2:48.232	194.2	12:02.177
5	1	2:45.618	1:16.142	42.394	47.082	62.2	14:47.795
6	1	2:11.590	44.792	40.916	45.882	227.8	16:59.385
7	1	4:49.930	B 44.789	47.802	3:17.339	228.8	21:49.315
8	1	2:51.374	1:16.868	44.346	50.160	77.7	24:40.689
9	1	2:23.952	47.135	43.664	53.153	228.8	27:04.641
10	1	2:11.529	44.988	40.739	45.802	229.3	29:16.170
11	1	2:15.414	44.516	42.324	48.574	233.8	31:31.584
12	1	2:14.655	45.498	41.395	47.762	235.3	33:46.239
13	1	2:14.583	45.054	41.467	48.062	231.8	36:00.822
14	1	2:49.873	48.617	43.896	1:17.360	174.2	38:50.695
15	1	3:35.988	1:06.336	1:06.736	1:22.916	113.1	42:26.683
16	1	2:29.792	57.634	42.542	49.616	133.5	44:56.475
17	1	2:12.022	45.099	41.270	45.653	228.3	47:08.497

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:25.291	1:27.792	59.254	58.245	85.1	3:25.291
2	1	2:39.779	55.172	51.783	52.824	162.2	6:05.070
3	1	3:02.500	49.918	49.726	1:22.856	180.6	9:07.570
4	1	4:03.730	1:28.690	1:15.426	1:19.614	67.2	13:11.300
5	1	2:28.675	50.620	47.678	50.377	183.4	15:39.975
6	1	2:24.502	47.996	45.985	50.521	212.6	18:04.477
7	1	3:05.864	56.748	51.091	1:18.025	137.4	21:10.341
8	1	3:05.750	1:14.628	1:01.209	49.913	85.4	24:16.091
9	1	2:23.276	48.092	46.252	48.932	194.9	26:39.367
10	1	2:22.047	48.437	45.464	48.146	225.5	29:01.414
11	1	2:22.772	47.854	44.778	50.140	220.4	31:24.186





CLASSIC ENDURANCE RACING 1

MUGELLO 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
12	1	2:21.211	48.544	44.484	48.183	195.3	33:45.397	11	1	2:05.123	42.169	39.544	43.410	264.7	36:12.124
13	1	2:25.509	48.084	47.573	49.852	195.3	36:10.906	12	1	2:57.859	52.368	51.096	1:14.395	136.7	39:09.983
14	1	3:02.942	53.202	54.066	1:15.674	144.8	39:13.848	13	1	3:35.686	1:10.533	1:05.786	1:19.367	92.6	42:45.669
15	1	3:32.986	1:08.893	1:06.354	1:17.739	102.9	42:46.834	14	1	2:20.408	56.484	40.959	42.965	93.1	45:06.077

67		Porsche 906 1967		P-2L			
		1. Luca LITTARDI					
		2. Claudio RODDARO					
1	1	4:08.384	2:16.412	54.774	57.198	99.3	4:08.384
2	1	2:54.832	1:00.712	57.889	56.231	180.0	7:03.216
3	1	8:57.335 B	1:02.364	1:06.493	6:48.478	164.9	16:00.551
4	1	3:23.002	1:08.597	48.899	1:25.506	92.5	19:23.553
5	1	3:59.240	1:25.145	1:16.409	1:17.686	75.3	23:22.793
6	1	9:08.177 B	56.925	49.567	7:21.685	187.5	32:30.970
7	2	2:56.715	1:09.676	50.782	56.257	85.7	35:27.685

68		Porsche 911 Carrera RSR 3.0 1974		GT1			
		1. Claudio RODDARO					
		2. Michel SPEYER					
1	1	4:09.305	2:18.233	54.424	56.648	100.4	4:09.305
2	1	2:22.284	50.486	44.839	46.959	180.9	6:31.589
3	1	8:31.473 B	44.897	50.961	6:55.615	231.8	15:03.062
4	2	2:40.754	1:02.786	48.434	49.534	116.6	17:43.816
5	2	3:13.947	56.541	57.018	1:20.388	154.9	20:57.763
6	2	3:09.853	1:14.790	1:06.637	48.426	97.1	24:07.616
7	2	2:19.786	45.625	46.012	48.149	227.8	26:27.402
8	2	2:16.840	45.684	43.673	47.483	218.2	28:44.242
9	2	2:16.743	44.928	43.397	48.418	231.3	31:00.985
10	2	2:15.771	45.621	43.592	46.558	228.8	33:16.756
11	2	2:16.308	46.079	43.272	46.957	233.3	35:33.064
12	2	12:32.324 B	52.593	43.337	...	161.2	48:05.388

69		Ford GT40 E1 1969		GT1			
		1. Mr JOHN OF B					
		2. Soheil AYARI					
1	1	4:24.562	2:50.706	45.669	48.187	115.1	4:24.562
2	1	2:15.367	45.909	43.514	45.944	232.3	6:39.929
3	1	4:39.450 B	43.520	49.307	3:06.623	258.4	11:19.379
4	1	2:34.913	1:00.013	48.148	46.752	110.8	13:54.292
5	1	2:08.291	43.831	40.603	43.857	229.3	16:02.583
6	1	6:37.673 B	42.762	43.971	5:10.940	263.4	22:40.256
7	1	2:39.344	1:09.805	43.022	46.517	76.1	25:19.600
8	1	2:11.555	44.019	41.987	45.549	254.1	27:31.155
9	1	2:09.319	43.111	41.243	44.965	260.9	29:40.474
10	1	2:08.469	42.622	40.974	44.873	262.1	31:48.943
11	1	2:09.868	43.671	41.638	44.559	261.5	33:58.811
12	1	6:05.553 B	44.449	45.216	4:35.888	263.4	40:04.364

70		Lola T70 Mk.3B 1969		P+2L			
		1. Pierre-Alain FRANCE					
1	1	6:52.953 B	3:32.277	45.981	2:34.695	111.3	6:52.953
2	1	5:05.077 B	1:01.600	1:09.527	2:53.950	122.9	11:58.030
3	1	2:45.851	1:19.343	41.612	44.896	63.2	14:43.881
4	1	2:05.079	41.772	39.259	44.048	250.0	16:48.960
5	1	2:42.126	41.989	42.417	1:17.720	254.1	19:31.086
6	1	3:52.658	1:23.632	1:16.408	1:12.618	78.8	23:23.744
7	1	2:06.051	42.638	40.329	43.084	240.5	25:29.795
8	1	2:05.716	41.721	40.852	43.143	262.8	27:35.511
9	1	4:16.901 B	44.599	41.873	2:50.429	264.7	31:52.412
10	1	2:14.589	51.430	39.662	43.497	144.8	34:07.001

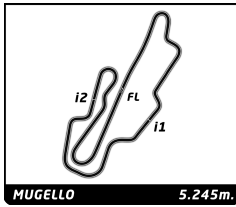
71		Porsche 911 Carrera RS 3.0 1975		GT1			
		1. Annette ROLNER					
		2. Pierre-Alain THIBAUT					
1	2	3:36.471	2:03.768	44.697	48.006	118.2	3:36.471
2	2	2:18.899	46.111	44.812	47.976	225.5	5:55.370
3	2	7:30.925 B	46.042	42.904	6:01.979	228.3	13:26.295
4	1	2:54.182	1:03.927	55.277	54.978	89.7	16:20.477
5	1	3:04.082	50.110	49.599	1:24.373	176.2	19:24.559
6	1	3:59.802	1:25.063	1:16.242	1:18.497	76.4	23:24.361
7	1	2:34.693	52.238	49.670	52.785	159.8	25:59.054
8	1	2:33.484	50.833	49.609	53.042	180.9	28:32.538
9	1	2:31.398	50.302	48.228	52.868	188.5	31:03.936
10	1	2:29.118	50.162	47.799	51.157	182.4	33:33.054
11	1	2:27.867	48.917	47.430	51.520	194.6	36:00.921
12	1	2:57.441	51.618	49.431	1:16.392	151.9	38:58.362
13	1	3:39.275	1:11.842	1:04.203	1:23.230	84.9	42:37.637
14	1	2:39.367	1:00.808	47.237	51.322	96.0	45:17.004

72		De Tomaso Pantera Gr. IV 1971		GT1			
		1. Ronald LENTERS					
		2. Nicky PASTORELLI					
1	1	4:11.990	2:38.214	45.677	48.099	93.3	4:11.990
2	1	2:19.745	48.907	44.230	46.608	213.0	6:31.735
3	1	2:44.247	46.968	50.702	1:06.577	229.8	9:15.982
4	1	3:55.984	1:22.668	1:15.263	1:18.053	87.6	13:11.966
5	1	2:20.080	50.319	43.115	46.646	186.2	15:32.046
6	1	2:18.047	47.050	42.975	48.022	228.3	17:50.093
7	1	5:48.738 B	52.125	...	237.4	...	23:38.831
8	1	2:27.747	53.861	41.945	51.941	139.0	26:06.578
9	1	2:20.822	46.013	47.492	47.317	230.3	28:27.400
10	1	2:14.571	45.606	43.332	45.633	237.9	30:41.971
11	1	2:12.940	45.260	41.751	45.929	233.8	32:54.911
12	1	2:15.609	46.683	42.803	46.123	238.9	35:10.520

75		Chevron B16 1970		P-2L			
		1. Ted TUPPEN					
1	1	2:49.875	1:10.734	47.736	51.405	123.7	2:49.875
2	1	2:23.100	48.225	45.153	49.722	198.2	5:12.975
3	1	4:57.119 B	47.834	43.357	3:25.928	215.6	10:10.094
4	1	4:02.597 B	1:17.356	1:05.351	1:39.890	93.2	14:12.691
5	1	2:29.504	58.078	44.870	46.556	122.0	16:42.195
6	1	2:46.765	45.265	41.997	1:19.503	225.9	19:28.960
7	1	3:55.782	1:23.094	1:18.075	1:14.613	75.6	23:24.742
8	1	2:14.435	45.360	42.065	47.010	221.8	25:39.177
9	1	2:16.456	46.871	42.851	46.734	225.9	27:55.633
10	1	2:13.293	45.212	41.851	46.230	225.9	30:08.926
11	1	2:13.367	45.155	41.849	46.363	225.9	32:22.293
12	1	2:12.432	45.135	41.498	45.799	224.5	34:34.725
13	1	2:15.124	44.839	43.870	46.415	225.9	36:49.849
14	1	6:36.150 B	51.297	1:01.088	4:43.765	223.6	43:25.999
15	1	2:28.772	56.207	44.379	48.186	141.5	45:54.771

78		Porsche 911 Carrera RSR 3.0 (G) 1974		GT1	
		1. Roberto BENUCCI			
		2. Fabio BABINI			





CLASSIC ENDURANCE RACING 1 MUGELLO 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	2	4:20.263	2:46.053	44.207	50.003	104.1	4:20.263	7	1	7:41.674 B	1:08.500	1:01.568	5:31.606	100.5	25:57.989
2	2	2:15.311	45.953	42.978	46.380	225.5	6:35.574	8	1	2:23.290	55.386	42.957	44.947	154.1	28:21.279
3	2	5:06.561 B	44.861	51.373	3:30.327	226.4	11:42.135	9	1	2:10.367	43.895	41.325	45.147	252.9	30:31.646
4	2	2:45.769	1:05.181	49.422	51.166	116.1	14:27.904	10	1	2:08.406	43.157	40.440	44.809	273.4	32:40.052
5	2	2:13.156	44.149	42.638	46.369	224.5	16:41.060	11	1	2:08.771	43.586	40.419	44.766	255.3	34:48.823
6	2	6:39.493 B	43.947	40.975	5:14.571	224.1	23:20.553	12	1	2:09.779	43.190	40.639	45.950	260.2	36:58.602
7	1	2:40.890	1:02.061	47.333	51.496	109.6	26:01.443	13	1	3:34.270	53.826	1:13.193	1:27.251	225.9	40:32.872
8	1	2:25.943	49.272	47.541	49.130	220.9	28:27.386	14	1	3:19.694	1:22.711	1:11.468	45.515	78.8	43:52.566
9	1	2:24.607	49.032	45.326	50.249	221.8	30:51.993	15	1	2:08.241	43.341	40.991	43.909	274.1	46:00.807
10	1	2:23.687	48.069	45.784	49.834	220.9	33:15.680								
11	1	2:24.113	48.653	46.201	49.259	220.4	35:39.793								
12	1	6:43.719 B	57.391	47.825	4:58.503	195.3	42:23.512								

79		Chevron B8 1969		P+2L			
		1. Daniel ROUSTAN					
1	1	5:10.677	3:27.532	50.902	52.243	81.6	5:10.677
2	1	2:32.034	51.774	49.414	50.846	166.9	7:42.711
3	1	5:36.340 B	57.976	55.668	3:42.696	131.7	13:19.051
4	1	2:35.700	56.098	47.259	52.343	118.2	15:54.751
5	1	2:30.552	49.055	47.552	53.945	184.3	18:25.303
6	1	3:17.502	1:01.479	1:02.969	1:13.054	150.6	21:42.805
7	1	2:48.648	1:06.084	52.509	50.055	110.9	24:31.453
8	1	2:21.255	47.644	44.642	48.969	205.3	26:52.708
9	1	2:21.579	46.889	45.140	49.550	227.4	29:14.287
10	1	2:20.045	46.220	44.407	49.418	225.5	31:34.332
11	1	2:20.173	46.777	44.571	48.825	225.0	33:54.505
12	1	2:20.200	47.081	44.292	48.827	206.1	36:14.705
13	1	3:00.198	53.177	51.352	1:15.669	153.0	39:14.903
14	1	3:32.754	1:08.559	1:06.448	1:17.747	100.2	42:47.657
15	1	2:35.527	1:01.061	45.113	49.353	102.8	45:23.184

89		McLaren M6B 1968		P+2L			
		1. Max BANKS					
		2. Andrew BANKS					
1	1	2:29.757	1:02.428	42.152	45.177	142.5	2:29.757
2	1	2:08.867	43.281	40.731	44.855	218.2	4:38.624
3	1	2:08.592	43.319	41.583	43.690	268.7	6:47.216
4	1	3:17.507	46.557	1:06.953	1:23.997	214.7	10:04.723
5	1	3:24.613	1:18.276	1:06.638	59.699	85.3	13:29.336
6	1	2:03.246	41.350	39.119	42.777	263.4	15:32.582
7	1	2:01.871	40.689	38.513	42.669	278.4	17:34.453
8	1	5:13.254 B	48.626	1:10.666	3:13.962	253.5	22:47.707
9	2	2:24.179	1:02.542	39.018	42.619	96.9	25:11.886
10	2	2:01.528	40.172	39.457	41.899	274.1	27:13.414
11	2	2:01.894	41.103	39.154	41.637	260.9	29:15.308
12	2	2:03.761	41.265	38.490	44.006	276.2	31:19.069
13	2	2:01.808	41.238	38.545	42.025	279.8	33:20.877
14	2	2:01.290	40.831	37.598	42.861	281.2	35:22.167
15	2	2:05.391	42.908	38.824	43.659	244.3	37:27.558

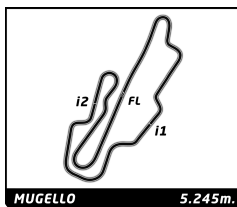
99		Lola T70 Mk.3 1967		P+2L			
		1. Nick CHESTER					
1	1	5:07.192 B	1:41.973	48.390	2:36.829	116.8	5:07.192
2	1	2:26.733	55.810	44.940	45.983	147.1	7:33.925
3	1	3:08.708	56.254	56.380	1:16.074	146.5	10:42.633
4	1	3:02.847	1:02.453	1:09.745	50.649	134.8	13:45.480
5	1	2:13.889	45.921	42.583	45.385	231.8	15:59.369
6	1	2:16.946	45.135	43.497	48.314	225.9	18:16.315

110		Sabre D4 1971		P+2L			
		1. Franco PEDRAZZI					
1	1	8:15.676 B	2:38.198	51.428	4:46.050	87.4	8:15.676
2	1	3:54.619	1:15.425	1:12.635	1:26.559	86.7	12:10.295
3	1	2:53.717	1:13.375	47.184	53.158	78.3	15:04.012
4	1	2:23.992	47.618	45.062	51.312	210.5	17:28.004
5	1	8:07.165 B	51.295	1:08.948	6:06.922	226.4	25:35.169
6	1	2:34.048	58.059	45.691	50.298	121.5	28:09.217
7	1	2:22.733	47.801	45.753	49.179	237.9	30:31.950
8	1	2:19.656	47.337	44.418	47.901	242.2	32:51.606
9	1	2:18.946	46.225	44.547	48.174	240.0	35:10.552
10	1	2:17.836	46.751	43.546	47.539	230.3	37:28.388

113		Ford GT40 Mk II (C) 1966		GT1			
		1. Lucio SANCHEZ					
		2. Michael FUNKE					
1	1	3:55.058	2:23.490	45.480	46.088	107.1	3:55.058
2	1	2:06.787	42.438	40.806	43.543	262.8	6:01.845
3	1	4:15.993 B	42.378	40.885	2:52.730	274.8	10:17.838
4	2	3:20.864	1:17.354	1:11.298	52.212	100.2	13:38.702
5	2	2:06.896	41.756	41.239	43.901	274.8	15:45.598
6	2	2:06.635	42.580	40.182	43.873	259.0	17:52.233
7	2	4:54.132 B	52.139	57.436	3:04.557	230.3	22:46.365
8	1	2:36.763	1:04.909	44.059	47.795	74.6	25:23.128
9	1	2:18.577	46.688	43.832	48.057	194.6	27:41.705
10	1	2:18.876	45.618	46.046	47.212	217.3	30:00.581
11	1	2:15.478	46.012	42.868	46.598	205.7	32:16.059
12	1	2:13.744	45.412	42.133	46.199	227.4	34:29.803
13	1	2:15.495	45.130	43.235	47.130	242.2	36:45.298
14	1	5:23.865 B	45.755	57.007	3:41.103	235.8	42:09.163
15	1	2:36.228	1:07.547	42.759	45.922	85.6	44:45.391
16	1	2:12.472	44.707	41.886	45.879	241.6	46:57.863

114		Chevrolet Corvette C3 1971		GT1			
		1. Marc GODFROY					
1	1	3:27.116	1:37.463	50.625	59.028	105.2	3:27.116
2	1	2:29.174	51.699	47.046	50.429	179.4	5:56.290
3	1	4:55.195 B	46.974	46.190	3:22.031	220.0	10:51.485
4	1	3:01.658	1:07.852	59.648	54.158	92.1	13:53.143
5	1	2:23.885	47.815	45.315	50.755	210.1	16:17.028
6	1	5:26.867 B	47.355	44.428	3:55.084	228.8	21:43.895
7	1	2:47.691	1:09.615	48.861	49.215	87.2	24:31.586
8	1	2:18.127	46.269	43.744	48.114	234.8	26:49.713
9	1	2:20.679	47.340	44.121	49.218	228.8	29:10.392
10	1	2:20.543	47.687	44.141	48.715	226.9	31:30.935
11	1	2:21.925	47.711	44.195	50.019	232.3	33:52.860
12	1	2:21.346	48.259	44.261	48.826	201.9	36:14.206
13	1	3:01.332	57.002	50.020	1:14.310	155.2	39:15.538





CLASSIC ENDURANCE RACING 1

MUGELLO CLASSIC

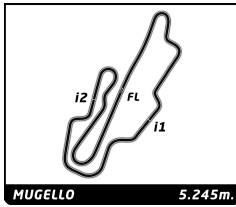
PRIVATE PRACTICE

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							
14	1	3:35.848	1:09.402	1:06.962	1:19.484	92.8	42:51.386	5	1	2:14.214	47.302	40.552	46.360	228.8	18:06.665							
15	1	2:32.578	58.611	45.781	48.186	117.0	45:23.964	6	1	3:04.590	56.371	50.594	1:17.625	144.6	21:11.255							
123 Ford GT40 (C) 1965 GT1								9								1	2:11.191	44.349	40.042	46.800	229.3	28:38.301
1. Adriano NICODEMI								10								1	2:11.686	44.760	41.203	45.723	223.1	30:49.987
2. Giulio MAZZAROLO								11								1	3:43.965	45.786	41.304	2:16.875	230.3	34:33.952
1	1	4:39.395	3:01.017	46.478	51.900	104.5	4:39.395	12	1	2:20.099	51.747	42.327	46.025	144.8	36:54.051							
2	1	2:25.501	49.987	44.230	51.284	199.6	7:04.896	13	1	3:38.003	57.693	1:12.864	1:27.446	227.8	40:32.054							
3	1	12:03.731	B 1:01.323	1:06.536	9:55.872	208.1	19:08.627	14	1	3:23.082	1:22.621	1:11.249	49.212	74.6	43:55.136							
4	1	3:10.407	1:13.687	56.151	1:00.569	81.0	22:19.034	250 Chevron B16 1971 P-2L														
5	1	2:34.829	59.800	45.683	49.346	128.3	24:53.863	1. Alberto ZOLI														
6	1	2:18.773	47.479	42.988	48.306	215.6	27:12.636	1	1	2:59.434	1:14.702	51.079	53.653	120.5	2:59.434							
7	1	2:19.157	47.112	42.912	49.133	218.2	29:31.793	2	1	2:18.547	46.719	43.686	48.142	216.0	5:17.981							
8	1	4:29.607	B 47.335	45.865	2:56.407	218.6	34:01.400	3	1	2:19.114	46.596	46.300	46.218	221.3	7:37.095							
9	2	3:05.540	1:12.132	55.754	57.654	85.5	37:06.940	4	1	5:57.044	B 56.307	54.937	4:05.800	158.4	13:34.139							
10	2	3:27.631	59.530	1:06.666	1:21.435	158.4	40:34.571	5	1	2:25.924	55.029	43.480	47.415	139.4	16:00.063							
11	2	3:29.581	1:21.867	1:12.414	55.300	72.4	44:04.152	6	1	2:17.334	44.845	43.751	48.738	242.2	18:17.397							
124 Lola T70 Mk.3B (C) 1968 P+2L								7	1	3:24.699	1:08.974	1:02.601	1:13.124	86.5	21:42.096							
1. Emile BREITTMAYER								8	1	2:42.964	1:06.100	49.804	47.060	113.0	24:25.060							
1	1	3:26.277	1:59.196	42.333	44.748	127.2	3:26.277	9	1	2:13.386	44.452	42.670	46.264	242.2	26:38.446							
2	1	2:08.219	44.344	41.215	42.660	205.3	5:34.496	10	1	2:11.993	44.125	41.543	46.325	241.6	28:50.439							
3	1	2:07.243	42.666	39.353	45.224	265.4	7:41.739	11	1	2:11.341	43.666	41.123	46.552	239.5	31:01.780							
4	1	3:10.503	56.817	57.165	1:16.521	155.2	10:52.242	12	1	2:12.346	43.731	41.234	47.381	238.9	33:14.126							
5	1	2:55.267	1:08.885	59.615	46.767	104.2	13:47.509	13	1	2:20.123	B 45.102			237.4	35:34.249							
6	1	6:30.779	B 44.343	41.159	5:05.277	265.4	20:18.288	14	1	2:52.358	1:01.158	47.890	1:03.310	124.0	38:26.607							
7	1	3:15.851	1:05.379	1:06.949	1:03.523	112.1	23:34.139	15	1	3:21.488	1:07.459	58.047	1:15.982	111.3	41:48.095							
8	1	2:06.124	44.399	39.258	42.467	250.6	25:40.263	16	1	2:46.712	1:10.811	47.388	48.513	111.2	44:34.807							
9	1	2:05.899	44.108	38.969	42.822	221.8	27:46.162	17	1	2:10.548	43.852	40.757	45.939	242.2	46:45.355							
10	1	2:05.197	41.817	41.163	42.217	266.0	29:51.359	512 Ferrari 512 M 1971 P+2L														
11	1	1:59.605	40.624	37.059	41.922	266.0	31:50.964	1. David HART														
12	1	2:03.055	41.981	38.663	42.411	241.6	33:54.019	2. Olivier HART														
13	1	10:38.054	B 43.993	39.984	9:14.077	204.9	44:32.073	1	1	3:38.920	2:12.865	41.890	44.165	71.8	3:38.920							
170 Lola T70 Mk.3B 1969 P+2L								2	1	2:04.530	42.548	39.587	42.395	225.0	5:43.450							
1. Ross HYETT								3	1	2:08.414	41.807	38.474	48.133	262.8	7:51.864							
2. Nick HYETT								4	1	3:08.580	51.576	56.155	1:20.849	187.8	11:00.444							
1	1	3:16.906	1:43.286	44.747	48.873	118.3	3:16.906	5	1	2:48.303	1:05.234	57.377	45.692	138.6	13:48.747							
2	1	2:15.138	46.050	43.959	45.129	216.9	5:32.044	6	1	2:03.838	42.393	39.334	42.111	268.0	15:52.585							
3	1	2:14.366	44.510	43.309	46.547	243.8	7:46.410	7	1	2:02.159	41.721	39.413	41.025	232.3	17:54.744							
4	1	6:08.794	B 55.042	55.539	4:18.213	181.8	13:55.204	8	1	7:15.105	B 50.302	57.551	5:27.252	260.9	25:09.849							
5	1	2:33.319	1:00.001	45.583	47.735	108.1	16:28.523	9	2	2:09.576	48.387	38.408	42.781	146.7	27:19.425							
6	1	2:51.748	43.413	44.144	1:24.191	259.0	19:20.271	10	2	2:00.462	40.854	38.211	41.397	258.4	29:19.887							
7	1	3:59.833	1:25.324	1:16.565	1:17.944	74.5	23:20.104	11	2	4:22.168	B 41.335	40.909	2:59.924	268.0	33:42.055							
8	1	2:12.096	44.423	43.023	44.650	248.3	25:32.200	12	2	2:10.349	49.399	38.278	42.672	179.7	35:52.404							
9	1	2:12.004	43.527	42.776	45.701	265.4	27:44.204	13	2	4:53.184	B 47.469	39.831	3:25.884	210.5	40:45.588							
10	1	2:10.618	43.490	42.528	44.600	264.1	29:54.822	14	2	3:08.445	1:13.703	1:10.219	44.523	88.2	43:54.033							
11	1	2:07.572	42.538	41.193	43.841	264.7	32:02.394	15	2	1:59.082	40.779	37.372	40.931	266.7	45:53.115							
12	1	4:27.987	B 42.389	40.435	3:05.163	262.8	36:30.381	690 Chevron B8 1969 P-2L														
13	1	3:00.811	54.841	49.744	1:16.226	119.5	39:31.192	1. Roger WHITESIDE														
14	1	3:24.582	1:07.181	1:01.199	1:16.202	84.9	42:55.774	1	1	5:01.964	3:16.214	50.048	55.702	84.9	5:01.964							
15	1	2:24.515	55.424	43.205	45.886	142.7	45:20.289	2	1	2:25.456	50.470	44.428	50.558	215.6	7:27.420							
175 Chevron B16 1970 P-2L								3	1	6:23.805	B 59.156	58.352	4:26.297	185.9	13:51.225							
1. Giovanni BUGANZA								4	1	2:38.251	1:02.394	45.520	50.337	105.7	16:29.476							
1	1	4:54.900	B 1:26.535	56.334	2:32.031	92.3	4:54.900	5	1	2:56.834	47.881	43.767	1:25.186	212.6	19:26.310							
2	1	2:32.848	58.078	44.466	50.304	113.4	7:27.748	6	1	4:02.343	1:25.035	1:17.149	1:20.159	69.6	23:28.653							
3	1	5:57.106	B 59.467	58.446	3:59.193	175.6	13:24.854															
4	1	2:27.597	56.832	42.784	47.981	111.3	15:52.451															





CLASSIC ENDURANCE RACING 1

MUGELLO 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
7	1	2:27.610	50.010	46.615	50.985	197.4	25:56.263								
8	1	2:20.865	47.241	45.374	48.250	223.1	28:17.128								
9	1	2:19.994	46.276	45.014	48.704	222.7	30:37.122								
10	1	2:17.768	45.385	43.019	49.364	224.5	32:54.890								
11	1	2:24.955	47.503	49.012	48.440	225.9	35:19.845								
12	1	7:44.209 B	48.024	43.939	6:12.246	217.3	43:04.054								
13	1	2:33.852	1:00.104	43.802	49.946	109.1	45:37.906								

910	Porsche 910 1967														
	1.Dr Afschin FATEMI		P-2L												
1	1	4:11.836	2:32.326	47.600	51.910	111.5	4:11.836								
2	1	2:32.201	54.096	46.285	51.820	173.6	6:44.037								
3	1	7:01.445 B	49.369	1:06.424	5:05.652	191.8	13:45.482								
4	1	2:34.480	1:02.645	43.227	48.608	87.7	16:19.962								
5	1	2:50.059	46.525	42.654	1:20.880	215.1	19:10.021								
6	1	3:41.476	1:15.328	1:04.561	1:21.587	78.1	22:51.497								
7	1	2:31.289	1:00.797	43.330	47.162	83.5	25:22.786								
8	1	2:16.854	46.080	42.806	47.968	215.6	27:39.640								
9	1	2:28.598	46.900	46.960	54.738	213.4	30:08.238								
10	1	2:16.389	46.855	42.685	46.849	212.2	32:24.627								
11	1	2:16.180	45.875	43.335	46.970	215.1	34:40.807								

