

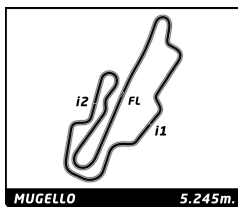
# CLASSIC ENDURANCE RACING 1 MUGELLO CLASSIC QUALIFYING

## 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
<b>2</b> Lola T210 1970 1. Frank JACOB P-2L								4	1	5:11.304	B 41.228	43.601	3:46.475	271.4	13:31.056
1	1	3:10.393	1:31.293	50.400	48.700	96.0	3:10.393	5	1	4:23.653	B 55.728	43.668	2:44.257	135.7	17:54.709
2	1	2:25.337	43.870	48.461	53.006	234.3	5:35.730	6	1	2:19.417	52.038	40.577	46.802	162.7	20:14.126
3	1	3:36.698	B 43.244	40.083	2:13.371	237.9	9:12.428	7	1	2:19.840	55.534	40.539	43.767	266.7	22:33.966
4	1	2:23.081	56.054	42.268	44.759	131.4	11:35.509	8	1	8:21.323	B 42.105	44.950	6:54.268	252.3	30:55.289
5	1	2:09.190	43.551	40.923	44.716	233.8	13:44.699	9	1	2:25.124	55.753	44.150	45.221	129.7	33:20.413
6	1	2:13.160	43.219	43.363	46.578	233.8	15:57.859	10	1	2:07.078	41.942	41.512	43.624	262.8	35:27.491
7	1	2:11.406	44.361	40.636	46.409	235.8	18:09.265	11	1	2:03.621	41.770	39.118	42.733	262.8	37:31.112
8	1	2:07.878	43.739	40.036	44.103	234.8	20:17.143	12	1	7:15.131	B 43.638	56.566	5:34.927	251.7	44:46.243
9	1	2:10.678	42.998	40.011	47.669	236.3	22:27.821	13	1	2:18.912	54.605	40.475	43.832	152.3	47:05.155
10	1	3:39.018	B 43.910	45.533	2:09.575	241.6	26:06.839	14	1	2:05.452	42.232	39.463	43.757	268.7	49:10.607
11	1	3:45.308	B 3:45.308				29:52.147	15	1	2:05.434	42.101	39.718	43.615	266.7	51:16.041
12	1	2:33.342	1:02.765	44.026	46.551	101.0	32:25.489	16	1	2:04.378	41.391	39.247	43.740	270.0	53:20.419
13	1	2:10.315	43.839	41.468	45.008	240.5	34:35.804								
14	1	2:08.102	43.026	39.625	45.451	237.4	36:43.906								
15	1	6:14.816	B 43.033	44.155	4:47.628	243.2	42:58.722								
16	1	2:29.437	1:04.591	39.806	45.040	141.2	45:28.159								
17	1	2:08.867	43.793	40.534	44.540	239.5	47:37.026								
18	1	2:06.547	43.240	39.140	44.167	237.9	49:43.573								
19	1	2:07.280	42.938	39.689	44.653	236.3	51:50.853								
20	1	2:07.051	42.970	39.493	44.588	234.8	53:57.904								
<b>4</b> Porsche 908/03 1971 1. Henrique GEMPERLE P+2L 2. Marc de SIEBENTHAL								<b>8</b> Chevron B21 1972 1. Romain BELLETESTE P-2L							
1	2	4:47.324	3:17.377	43.749	46.198	117.3	4:47.324	1	1	5:43.148	4:15.625	41.893	45.630	105.6	5:43.148
2	2	2:00.058	41.589	36.831	41.638	248.3	6:47.382	2	1	2:09.320	43.569	40.548	45.203	236.3	7:52.468
3	2	2:00.458	40.421	37.620	42.417	260.2	8:47.840	3	1	2:07.008	43.466	39.183	44.359	237.9	9:59.476
4	2	2:07.263	42.384	42.361	42.518	242.7	10:55.103	4	1	2:08.339	44.435	39.608	44.296	238.4	12:07.815
5	2	1:57.509	39.785	36.373	41.351	259.6	12:52.612	5	1	2:06.883	42.952	39.681	44.250	237.9	14:14.698
6	2	16:56.113	B 44.074	45.049	...	262.8	29:48.725	6	1	2:11.381	42.785	44.217	44.379	239.5	16:26.079
7	1	2:16.625	53.393	40.760	42.472	131.5	32:05.350	7	1	2:05.871	42.551	39.244	44.076	237.9	18:31.950
8	1	2:02.078	40.777	38.702	42.599	260.2	34:07.428	8	1	4:43.175	B 43.762	41.478	3:17.935	239.5	23:15.125
9	1	2:01.797	40.820	38.656	42.321	260.9	36:09.225	9	1	7:26.296	B 1:00.212			141.2	30:41.421
								10	1	2:26.513	58.127	43.512	44.874	117.4	33:07.934
								11	1	2:09.678	43.487	41.553	44.638	241.1	35:17.612
								12	1	2:11.853	46.234	40.922	44.697	241.6	37:29.465
								13	1	5:59.123	B 44.406	50.070	4:24.647	239.5	43:28.588
								14	1	2:32.156	1:06.823	40.679	44.654	75.6	46:00.744
								15	1	2:09.100	42.405	39.249	47.446	242.7	48:09.844
								16	1	2:09.967	43.057	41.234	45.676	238.9	50:19.811
								17	1	2:06.066	42.356	39.274	44.436	239.5	52:25.877
								18	1	2:06.748	43.041	39.004	44.703	229.3	54:32.625
<b>6</b> Porsche 911 Carrera RSR 2.8L (C) 1973 1. Kurt THIEL GT1								<b>10</b> Chevron B16 1971 1. Franco MEINERS P-2L							
1	1	4:02.732	2:22.858	47.598	52.276	113.3	4:02.732	1	1	4:10.726	2:29.110	48.337	53.279	116.4	4:10.726
2	1	2:25.281	47.972	46.043	51.266	214.7	6:28.013	2	1	2:12.057	45.483	40.680	45.894	230.3	6:22.783
3	1	3:20.087	B 47.079	43.547	1:49.461	218.6	9:48.100	3	1	2:05.456	42.633	39.251	43.572	241.1	8:28.239
4	1	2:32.470	58.654	45.146	48.670	118.2	12:20.570	4	1	2:04.870	42.108	38.785	43.977	241.1	10:33.109
5	1	2:17.562	46.825	42.527	48.210	220.9	14:38.132	5	1	2:05.674	43.017	39.381	43.276	243.2	12:38.783
6	1	2:19.940	46.912	44.464	48.564	209.3	16:58.072	6	1	2:04.713	42.198	39.191	43.324	237.4	14:43.496
7	1	2:18.791	46.907	42.839	49.045	221.3	19:16.863	7	1	5:19.932	B 43.965	47.112	3:48.855	237.9	20:03.428
8	1	2:17.936	46.004	43.316	48.616	223.6	21:34.799	8	1	2:23.909	55.622	42.846	45.441	121.5	22:27.337
9	1	2:16.977	46.193	42.711	48.073	222.2	23:51.776	9	1	8:45.641	B 42.142	43.601	7:19.898	241.6	31:12.978
10	1	6:47.377	B 1:03.045			142.9	30:39.153	10	1	2:31.428	58.283	47.621	45.524	125.0	33:44.406
11	1	2:36.036	1:00.198	47.251	48.587	110.7	33:15.189	11	1	2:04.992	42.830	38.661	43.501	240.0	35:49.398
12	1	2:17.371	45.647	43.565	48.159	220.9	35:32.560	12	1	2:05.024	42.597	39.077	43.350	245.5	37:54.422
13	1	2:17.552	46.092	43.353	48.107	225.5	37:50.112	13	1	6:27.054	B 49.749			243.2	44:21.476
<b>7</b> Lola T70 Mk.3B 1969 1. Toni SEILER P+2L								<b>11</b> Ford GT40 (C) 1965 1. Frederic WAKEMAN GT1 2. Mike GRANT-PETERKIN							
1	1	4:05.894	2:34.728	43.483	47.683	146.3	4:05.894	1	1	3:16.688	1:35.547	48.525	52.616	112.9	3:16.688
2	1	2:10.292	45.131	41.426	43.735	237.9	6:16.186	2	1	2:17.314	45.399	42.931	48.984	242.7	5:34.002
3	1	2:03.566	41.540	39.205	42.821	262.8	8:19.752	3	1	2:08.976	43.376	40.681	44.919	264.7	7:42.978
								4	1	2:10.321	43.806	40.584	45.931	260.2	9:53.299





# CLASSIC ENDURANCE RACING 1 MUGELLO 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		
5	1	4:30.223	B	48.314	45.512	2:56.397	231.3	14:23.522	2	1	2:08.741	43.852	40.734	44.155	238.9	5:22.437	
6	2	2:26.790		54.315	45.056	47.419	140.1	16:50.312	3	1	2:06.029	42.599	39.635	43.795	238.4	7:28.466	
7	2	2:11.523		43.636	41.691	46.196	259.6	19:01.835	4	1	2:09.234	44.439	40.334	44.461	243.8	9:37.700	
8	2	2:10.125		43.551	41.278	45.296	263.4	21:11.960	5	1	2:04.345	42.550	38.625	43.170	238.4	11:42.045	
9	2	2:22.489		45.680	45.400	51.409	255.9	23:34.449	6	1	2:06.125	42.094	40.378	43.653	240.0	13:48.170	
10	2	6:16.631	B	53.168			260.2	29:51.080	7	1	2:09.824	42.128	41.578	46.118	234.3	15:57.994	
11	2	2:32.356		54.045	49.991	48.320	138.6	32:23.436	8	1	2:08.890	43.142	41.060	44.688	224.1	18:06.884	
12	2	2:21.638		47.775	43.959	49.904	255.9	34:45.074	9	1	2:04.888	42.563	38.425	43.900	238.9	20:11.772	
13	2	2:11.076		43.939	41.170	45.967	262.8	36:56.150	10	1	2:07.254	43.792	39.630	43.832	240.5	22:19.026	
14	2	7:53.678	B	44.146	45.337	6:24.195	244.9	44:49.828	11	1	8:10.512	B	42.907	38.698	6:48.907	240.0	30:29.538
15	2	2:21.844		52.839	42.860	46.145	157.0	47:11.672	12	2	2:21.342	53.011	41.828	46.503	144.4	32:50.880	
16	2	2:12.197		43.722	41.478	46.997	266.7	49:23.869	13	2	2:02.912	41.847	38.294	42.771	243.8	34:53.792	
17	2	2:09.722		43.495	40.862	45.365	265.4	51:33.591	14	2	1:59.233	40.648	36.681	41.904	248.3	36:53.025	

**13** Porsche 911 Carrera RSR 2.8 1972  
1. Oren NATAF  
2. Peter GODFROY

1	2	4:06.173		2:24.042	49.002	53.129	107.1	4:06.173	GT1
2	2	2:31.025		49.744	48.068	53.213	216.9	6:37.198	
3	2	2:27.012		49.529	46.362	51.121	216.9	9:04.210	
4	2	2:23.812		48.267	45.900	49.645	214.3	11:28.022	
5	2	8:21.443	B	48.648	47.818	6:44.977	196.7	19:49.465	
6	1	2:45.200		1:01.061	49.217	54.922	125.3	22:34.665	
7	1	7:52.363	B	50.304	1:02.005	6:00.054	200.0	30:27.028	
8	1	2:41.155		58.537	48.837	53.781	128.0	33:08.183	
9	1	2:33.308		49.895	49.259	54.154	202.2	35:41.491	
10	1	2:36.298		49.677	50.906	55.715	205.3	38:17.789	
11	1	5:52.989	B	1:01.978			192.5	44:10.778	
12	1	2:46.630		1:05.360	48.183	53.087	80.3	46:57.408	
13	1	2:32.751		50.219	48.468	54.064	202.6	49:30.159	
14	1	2:31.196		50.660	47.779	52.757	201.1	52:01.355	
15	1	2:30.814		49.069	48.608	53.137	204.5	54:32.169	

**14** Lola T212 1971  
1. Mauro POPONCINI

1	1	3:39.150		2:00.965	47.227	50.958	111.1	3:39.150	P-2L
2	1	4:18.670	B	46.298	45.601	2:46.771	233.8	7:57.820	
3	1	2:26.250		56.566	42.037	47.647	123.7	10:24.070	
4	1	2:23.618		51.108	46.341	46.169	162.4	12:47.688	
5	1	2:12.053		44.543	40.696	46.814	237.9	14:59.741	
6	1	2:19.733		44.873	49.160	45.700	234.3	17:19.474	
7	1	2:12.583		44.421	41.454	46.708	235.3	19:32.057	
8	1	2:10.895		43.601	41.166	46.128	227.8	21:42.952	
9	1	2:08.659		42.604	40.177	45.878	235.3	23:51.611	
10	1	6:17.380	B	1:02.235			200.0	30:08.991	
11	1	2:28.859		58.245	44.102	46.512	115.3	32:37.850	
12	1	2:12.519		43.383	43.652	45.484	236.3	34:50.369	
13	1	2:08.212		42.978	39.607	45.627	236.8	36:58.581	
14	1	6:21.847	B	42.704	40.849	4:58.294	220.4	43:20.428	
15	1	2:23.704		56.834	41.499	45.371	117.5	45:44.132	
16	1	2:08.405		42.639	40.079	45.687	238.4	47:52.537	
17	1	2:10.874		43.365	40.849	46.660	238.4	50:03.411	
18	1	2:09.518		43.281	40.033	46.204	236.3	52:12.929	
19	1	2:09.028		42.966	39.681	46.381	236.8	54:21.957	

**15** Chevron B19 1971  
1. John EMBERSON  
2. Nigel GREENSALL

1	1	3:13.696		1:44.468	42.418	46.810	112.9	3:13.696	P-2L
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**16** Lola T212 1971  
1. Serge KRIKNOFF

1	1	5:37.544		3:52.515	49.590	55.439	99.8	5:37.544	P-2L
2	1	2:12.539		46.800	39.919	45.820	193.2	7:50.083	
3	1	2:06.758		42.483	40.014	44.261	243.2	9:56.841	
4	1	2:06.810		42.207	39.206	45.397	241.6	12:03.651	
5	1	5:26.495	B	42.158	43.645	4:00.692	241.1	17:30.146	
6	1	2:30.021		1:04.095	41.574	44.352	101.5	20:00.167	
7	1	2:07.131		43.495	39.913	43.723	241.6	22:07.298	
8	1	7:56.687	B	41.868	39.982	6:34.837	245.5	30:03.985	
9	1	2:25.558		57.873	42.068	45.617	125.0	32:29.543	
10	1	2:08.311		43.553	40.353	44.405	247.7	34:37.854	
11	1	2:06.016		42.104	39.965	43.947	248.3	36:43.870	
12	1	6:33.643	B	43.007	43.360	5:07.276	245.5	43:17.513	
13	1	2:18.602		54.198	40.125	44.279	130.0	45:36.115	
14	1	2:02.986		41.605	38.284	43.097	241.6	47:39.101	

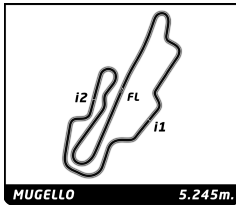
**17** Lola T70 Mk.3B Spyder 1967  
1. Marc DEVIS  
2. Mathias DEVIS

1	1	3:12.898		1:36.297	46.363	50.238	113.4	3:12.898	P+2L
2	1	2:14.527		46.240	42.815	45.472	250.0	5:27.425	
3	1	2:11.504		43.711	42.018	45.775	254.7	7:38.929	
4	1	2:12.568		43.915	40.983	47.670	252.9	9:51.497	
5	1	2:13.498		44.655	41.624	47.219	233.3	12:04.995	
6	1	7:52.953	B	45.531	43.364	6:24.058	220.9	19:57.948	
7	2	2:39.782		1:04.438	45.620	49.724	122.9	22:37.730	
8	2	14:34.710	B	47.549	52.604	...	253.5	37:12.440	
9	2	9:09.402	B	58.732	45.407	7:25.263	138.8	46:21.842	
10	2	2:28.685		55.508	42.887	50.290	142.9	48:50.527	
11	2	2:15.529		45.621	41.897	48.011	250.6	51:06.056	
12	2	2:12.603		45.110	41.587	45.906	248.8	53:18.659	

**19** Chevron B19 1971  
1. Rolf SIGRIST

1	1	3:22.538		1:53.386	42.983	46.169	133.8	3:22.538	P-2L
2	1	2:09.551		44.614	39.685	45.252	235.8	5:32.089	
3	1	2:05.943		41.669	39.833	44.441	250.0	7:38.032	
4	1	2:03.792		41.221	39.657	42.914	249.4	9:41.824	
5	1	2:00.621		41.155	37.396	42.070	248.3	11:42.445	





# CLASSIC ENDURANCE RACING 1 MUGELLO 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
6	1	2:05.743	42.156	40.083	43.504	241.6	13:48.188	8	1	2:28.128	56.449	44.698	46.981	125.6	22:56.335
7	1	2:07.743	41.186	42.069	44.488	247.1	15:55.931	9	1	7:21.129B	44.734	1:00.658	5:35.737	224.1	30:17.464
8	1	2:04.197	40.946	41.030	42.221	247.7	18:00.128	10	1	2:36.852	1:01.491	47.288	48.073	107.2	32:54.316
9	1	2:04.666	40.823	40.274	43.569	250.0	20:04.794	11	1	2:13.052	45.107	41.898	46.047	224.1	35:07.368
10	1	2:03.339	42.005	38.814	42.520	249.4	22:08.133	12	1	2:12.250	44.840	41.782	45.628	231.3	37:19.618
11	1	7:39.047B	42.513	39.221	6:17.313	252.9	29:47.180	13	1	6:37.191B	44.588	42.743	5:09.860	229.3	43:56.809
12	1	2:17.029	54.378	39.438	43.213	140.1	32:04.209	14	1	2:37.188	1:07.685	43.085	46.418	77.8	46:33.997
13	1	1:59.387	40.550	37.215	41.622	248.3	34:03.596	15	1	3:24.881B	45.061	41.129	1:58.691	226.4	49:58.878
14	1	1:59.909	40.526	37.407	41.976	251.2	36:03.505	<b>27</b> De Tomaso Pantera GTS 1975 1. Pedro SANCHEZ GT1 2. Michael FUNKE							
15	1	2:09.451	40.957	39.505	48.989	252.3	38:12.956	1	2	3:13.960	1:40.063	45.574	48.323	99.1	3:13.960
16	1	14:06.425B	55.553		236.8	52:19.381	2 2 2:10.288 5:24.248								

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	2	5:27.624	3:53.503	46.639	47.482	99.9	5:27.624
2	2	2:20.177	43.739	46.670	49.768	224.5	7:47.801
3	2	2:34.461B	43.010	39.217	1:12.234	225.9	10:22.262
4	2	2:33.320	55.340	49.204	48.776	134.7	12:55.582
5	2	2:12.848	44.893	41.667	46.288	227.4	15:08.430
6	2	2:11.855	42.765	43.893	45.197	224.1	17:20.285
7	2	2:09.286	43.965	39.959	45.362	226.4	19:29.571
8	2	3:53.745B	43.830	41.675	2:28.240	224.1	23:23.316
9	1	7:25.104B	1:03.282		141.0	30:48.420	
10	1	2:38.488	1:01.545	46.425	50.518	76.7	33:26.908
11	1	2:17.695	45.767	43.592	48.336	223.6	35:44.603
12	1	2:18.575	46.553	44.101	47.921	225.0	38:03.178
13	1	5:59.149B	47.162		223.1	44:02.327	
14	1	2:37.154	1:07.048	42.515	47.591	79.6	46:39.481
15	1	2:15.387	45.750	41.855	47.782	225.0	48:54.868
16	1	2:13.318	44.766	41.496	47.056	224.1	51:08.186
17	1	2:14.557	45.161	41.790	47.606	223.1	53:22.743

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	4:13.564	2:43.281	43.341	46.942	120.8	4:13.564
2	1	2:18.587	46.768	43.878	47.941	224.1	6:32.151
3	1	2:14.860	44.877	43.448	46.535	246.0	8:47.011
4	1	2:17.887	45.235	43.596	49.056	240.0	11:04.898
5	1	2:15.220	45.352	42.541	47.327	225.5	13:20.118
6	1	2:15.707	45.060	44.076	46.571	249.4	15:35.825
7	1	2:17.554	46.386	44.522	46.646	222.7	17:53.379
8	1	2:16.472	44.700	45.186	46.586	243.8	20:09.851
9	1	2:17.319	46.472	43.473	47.374	246.6	22:27.170
10	1	4:30.144B	46.064	46.232	2:57.848	246.6	26:57.314
11	2	6:54.855	5:25.278	43.340	46.237	134.0	33:52.169
12	2	2:05.088	41.999	39.411	43.678	255.9	35:57.257
13	2	5:10.815B	46.325	44.192	3:40.298	217.3	41:08.072

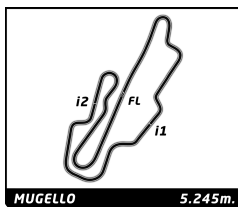
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:58.432	1:24.168	45.421	48.843	103.6	2:58.432
2	1	2:18.084	47.556	43.508	47.020	210.1	5:16.516
3	1	2:16.631	46.523	43.661	46.447	225.0	7:33.147
4	1	2:15.991	45.912	43.076	47.003	225.5	9:49.138
5	1	2:11.658	44.680	41.130	45.848	228.3	12:00.796
6	1	2:11.316	44.389	41.241	45.686	222.2	14:12.112
7	1	6:16.095B	44.669	44.763	4:46.663	226.4	20:28.207

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	2	3:13.960	1:40.063	45.574	48.323	99.1	3:13.960
2	2	2:10.288					5:24.248
3	2	2:09.462	44.043				7:33.710
4	2	2:13.869	44.545	43.206	46.118		9:47.579
5	2	6:45.070B					16:32.649
6	1	2:44.477	1:03.234	49.653	51.590	112.3	19:17.126
7	1	2:36.935	49.821				21:54.061
8	1	11:00.112B			9:24.933		32:54.173
9	1	2:41.648			51.837	116.0	35:35.821
10	1	2:27.817	51.152	46.115	50.550		38:03.638
11	1	6:52.739B	52.636				44:56.377
12	1	2:37.753	1:00.700	46.431	50.622	115.9	47:34.130
13	1	2:24.521	49.938	44.987	49.596	190.1	49:58.651
14	1	2:26.885	49.063	47.963	49.859	209.3	52:25.536

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:34.559	1:00.761	45.148	48.650	156.5	2:34.559
2	1	2:11.739	44.890	41.707	45.142	237.4	4:46.298
3	1	2:07.419	43.033	40.050	44.336	266.0	6:53.717
4	1	2:08.336	43.021	40.345	44.970	260.2	9:02.053
5	1	2:06.840	42.084	39.804	44.952	269.3	11:08.893
6	1	2:08.050	42.751	41.311	43.988	265.4	13:16.943
7	1	2:06.084	41.995	39.981	44.108	266.7	15:23.027
8	1	5:56.429B	41.831	44.141	4:30.457	265.4	21:19.456
9	1	2:17.625	51.979	40.506	45.140	166.2	23:37.081
10	1	2:13.944B	54.004		264.7	25:51.025	
11	1	3:43.848B					29:34.873
12	1	2:48.783	1:20.551	43.431	44.801	110.2	32:23.656
13	1	2:09.370	44.494	41.068	43.808	245.5	34:33.026
14	1	2:07.950	43.129	39.967	44.854	268.7	36:40.976
15	1	2:08.664	42.271	39.730	46.663	261.5	38:49.640
16	1	4:49.228B	1:00.874		138.8	43:38.868	
17	1	2:24.917	57.432	40.934	46.551	124.4	46:03.785
18	1	2:04.233	41.721	39.101	43.411	270.0	48:08.018
19	1	2:04.176	41.993	38.976	43.207	270.0	50:12.194
20	1	2:05.329	42.148	39.829	43.352	263.4	52:17.523
21	1	2:04.436	42.138	39.184	43.114	270.7	54:21.959

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:17.153	56.201	38.902	42.050	149.6	2:17.153
2	1	2:00.879	40.835	38.362	41.682	264.1	4:18.032
3	1	2:03.176	41.152	37.933	44.091	266.0	6:21.208
4	1	1:59.486	40.596	37.377	41.513	266.0	8:20.694
5	1	9:07.027B	48.877	39.466	7:38.684	264.1	17:27.721





# CLASSIC ENDURANCE RACING 1 MUGELLO 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
6	1	2:12.644	49.743	39.852	43.049	166.9	19:40.365	2	1	2:12.274	45.701	41.153	45.420	224.1	5:16.400
7	1	2:01.894	40.850	39.317	41.727	264.1	21:42.259	3	1	2:09.377	43.752	40.189	45.436	236.3	7:25.777
8	1	2:00.403	40.490	37.615	42.298	264.1	23:42.662	4	1	7:38.432 B	49.480	45.890	6:03.062	207.7	15:04.209
9	1	2:09.198 B	50.284			266.0	25:51.860	5	1	2:25.496	55.042	44.023	46.431	126.9	17:29.705
10	1	4:03.866 B					29:55.726	6	1	2:11.351	43.906	42.069	45.376	240.5	19:41.056
11	1	2:20.892	56.864	42.204	41.824	106.4	32:16.618	7	1	2:09.565	42.597	39.294	47.674	239.5	21:50.621
12	1	1:59.294	40.151	37.694	41.449	267.3	34:15.912	8	1	2:05.681	42.040	38.721	44.920	238.4	23:56.302
13	1	1:59.408	40.233	37.283	41.892	265.4	36:15.320	9	1	7:41.761 B	1:00.505			154.1	31:38.063
14	1	1:59.428	40.273	37.364	41.791	263.4	38:14.748	10	1	2:26.367	54.108	43.808	47.451	126.5	34:03.430
15	1	12:51.589 B	55.086			254.1	51:06.337	11	1	2:02.753	41.647	37.722	43.384	237.9	36:06.183
								12	1	2:07.321	41.682	38.903	46.736	241.6	38:13.504

40		Ford GT40 1968		GT1			
		1.Philippe SCEMAMA					
1	1	2:46.858	1:16.210	44.310	46.338	113.1	2:46.858
2	1	2:09.387	43.679	40.818	44.890	247.7	4:56.245
3	1	2:10.410	42.820	41.664	45.926	252.3	7:06.655
4	1	2:10.765	43.405	41.978	45.382	257.8	9:17.420
5	1	2:07.882	42.692	41.006	44.184	250.6	11:25.302
6	1	2:07.853	42.556	41.066	44.231	254.7	13:33.155
7	1	11:14.557 B	45.157	48.439	9:40.961	243.2	24:47.712
8	1	4:46.887 B					29:34.599
9	1	2:38.403	1:06.857	44.846	46.700	124.9	32:13.002
10	1	2:11.586	43.495	42.688	45.403	248.8	34:24.588
11	1	2:07.850	42.567	40.660	44.623	257.1	36:32.438
12	1	2:07.255	42.375	40.342	44.538	260.2	38:39.693
13	1	4:40.841 B	59.515			178.5	43:20.534
14	1	2:21.080	53.725	42.938	44.417	139.0	45:41.614
15	1	2:11.709	42.977	41.765	46.967	260.2	47:53.323
16	1	2:13.455	43.197	44.048	46.210	253.5	50:06.778
17	1	2:07.259	42.274	40.661	44.324	261.5	52:14.037
18	1	2:08.988	42.626	41.403	44.959	260.9	54:23.025

42		Lola T212 1971		P-2L			
		1.Christophe BEAUDON					
1	1	3:17.262	1:45.031	45.925	46.306	108.3	3:17.262
2	1	2:16.882	45.340	42.676	48.866	228.3	5:34.144
3	1	2:09.454	43.742	40.719	44.993	233.3	7:43.598
4	1	2:10.165	43.526	40.829	45.810	236.3	9:53.763
5	1	2:11.268	43.281	41.071	46.916	238.9	12:05.031
6	1	2:07.502	43.282	40.019	44.201	231.3	14:12.533
7	1	3:31.103 B	44.538	43.042	2:03.523	226.4	17:43.636
8	1	2:21.340	54.837	42.599	43.904	129.0	20:04.976
9	1	2:11.437	43.731	41.777	45.929	233.8	22:16.413
10	1	8:12.398 B	43.435	40.356	6:48.607	230.3	30:28.811
11	1	2:23.751	56.677	41.919	45.155	128.7	32:52.562
12	1	2:08.724	43.036	41.651	44.037	238.4	35:01.286
13	1	2:07.617	43.399	39.964	44.254	238.9	37:08.903
14	1	3:13.869 B	43.375	40.179	1:50.315	238.9	40:22.772
15	1	5:06.539	3:42.263	39.836	44.440	127.8	45:29.311
16	1	2:07.852	42.848	40.709	44.295	235.3	47:37.163
17	1	2:06.599	43.359	39.594	43.646	232.3	49:43.762
18	1	2:07.312	42.943	40.075	44.294	229.3	51:51.074
19	1	2:07.140	43.004	39.856	44.280	236.8	53:58.214

44		Chevron B19 1971		P-2L			
		1.Patrick JACK					
1	1	3:04.126	1:30.637	44.829	48.660	96.9	3:04.126

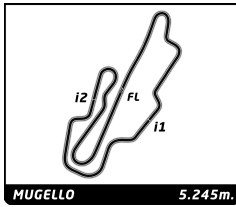
45		Chevron B19 1971		P-2L			
		1.Gianluigi CANDIANI					
		2.Frédéric ROUVIER					
1	2	2:18.584	55.299	40.482	42.803	141.0	2:18.584
2	2	2:01.954	41.715	37.951	42.288	247.1	4:20.538
3	2	2:02.025	40.952	37.678	43.395	250.6	6:22.563
4	2	2:03.185	41.593	38.833	42.759	253.5	8:25.748
5	2	5:00.843 B	41.714	39.090	3:40.039	252.3	13:26.591
6	1	2:26.420	56.073	44.394	45.953	132.5	15:53.011
7	1	2:07.035	42.503	41.269	43.263	243.8	18:00.046
8	1	2:06.201	42.312	40.328	43.561	245.5	20:06.247
9	1	2:10.228	42.987	41.767	45.474	247.1	22:16.475
10	1	8:30.621 B	42.401	39.920	7:08.300	242.7	30:47.096
11	1	2:26.072	1:00.652	41.269	44.151	84.0	33:13.168
12	1	2:07.174	42.949	40.554	43.671	243.8	35:20.342
13	1	2:06.732	42.368	39.644	44.720	249.4	37:27.074
14	1	6:39.059 B	45.736	42.757	5:10.566	247.7	44:06.133
15	1	2:31.514	1:02.822	41.277	47.415	76.8	46:37.647
16	1	2:10.536	43.437	41.335	45.764	246.6	48:48.183
17	1	2:05.592	42.559	39.377	43.656	242.7	50:53.775

47		Lola T70 Mk.2 1966		P+2L			
		1.Marcel BERNET					
1	1	4:04.833	2:29.457	48.312	47.064	128.7	4:04.833
2	1	2:17.341	45.357	44.064	47.920	233.8	6:22.174
3	1	2:20.271	46.181	45.052	49.038	226.4	8:42.445
4	1	2:21.899	46.974	45.122	49.803	225.0	11:04.344
5	1	2:19.267	47.068	44.089	48.110	222.2	13:23.611
6	1	2:25.200	48.904	47.417	48.879	243.2	15:48.811
7	1	2:21.346	46.154	46.700	48.492	244.3	18:10.157
8	1	2:16.301	45.688	43.452	47.161	235.8	20:26.458
9	1	10:22.604 B	46.515	44.286	8:51.803	246.6	30:49.062
10	1	2:40.180	1:03.416	47.892	48.872	79.5	33:29.242
11	1	2:23.709	47.421	47.881	48.407	225.0	35:52.951
12	1	2:19.370	46.202	44.218	48.950	249.4	38:12.321
13	1	6:07.407 B	58.918			212.2	44:19.728
14	1	2:33.191	1:00.523	44.477	48.191	141.7	46:52.919
15	1	2:17.962	45.926	44.190	47.846	238.9	49:10.881
16	1	2:18.818	46.748	44.278	47.792	237.4	51:29.699
17	1	2:16.844	45.746	43.471	47.627	248.8	53:46.543

48		Porsche 908/03 1969		P+2L			
		1.Peter VÖGELE					
1	1	3:21.983	1:43.062	49.143	49.778	106.5	3:21.983
2	1	2:15.788	45.771	43.988	46.029	239.5	5:37.771
3	1	2:13.152	43.929	41.871	47.352	245.5	7:50.923







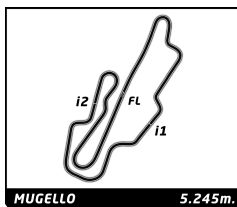
# CLASSIC ENDURANCE RACING 1 MUGELLO CLASSIC QUALIFYING

## 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	3:19.461	B	46.559	42.378	1:50.524	235.8	11:10.384	19	2	2:17.575	51.011	41.386	45.178	153.0	52:49.753	
5	1	2:28.499		56.689	44.535	47.275	139.5	13:38.883	<b>57</b> Lola T70 Mk.3 1968 1.Christophe GADAIS P+2L								
6	1	2:20.319		45.092	44.641	50.586	235.8	15:59.202	1	1	5:54.406	4:19.174	46.107	49.125	109.6	5:54.406	
7	1	2:14.356		44.902	42.460	46.994	240.5	18:13.558	2	1	2:19.017	47.138	45.547	46.332	226.4	8:13.423	
8	1	2:13.839		44.979	42.851	46.009	246.6	20:27.397	3	1	2:15.851	45.827	43.509	46.515	221.8	10:29.274	
9	1	2:16.336		46.838	43.028	46.470	247.7	22:43.733	4	1	2:11.379	44.933	40.979	45.467	240.5	12:40.653	
10	1	8:06.077	B	44.570	1:00.096	6:21.411	247.7	30:49.810	5	1	2:11.626	44.828	42.032	<b>44.766</b>	241.1	14:52.279	
11	1	2:34.677		1:01.378	45.518	47.781	79.2	33:24.487	6	1	5:39.974	B	43.649	44.989	4:11.336	247.7	20:32.253
12	1	2:13.889		44.676	41.976	47.237	248.8	35:38.376	7	1	2:30.010	1:01.794	41.549	46.667	101.6	23:02.263	
13	1	2:14.829		46.868	42.195	45.766	235.3	37:53.205	8	1	7:16.708	B	43.736	58.257	5:34.715	255.9	30:18.971
14	1	6:11.218	B	48.573			250.0	44:04.423	9	1	2:34.679	1:00.924	47.147	46.608	104.3	32:53.650	
15	1	2:32.515		1:03.421	42.058	47.036	78.3	46:36.938	10	1	2:11.656	43.988	41.896	45.772	244.3	35:05.306	
16	1	2:16.376		<b>43.827</b>	43.962	48.587	249.4	48:53.314	11	1	2:12.432	44.366	42.861	45.205	246.6	37:17.738	
17	1	2:12.176		44.080	41.347	46.749	246.0	51:05.490	12	1	6:10.414	B	44.112	42.573	4:43.729	254.1	43:28.152
18	1	<b>2:10.645</b>		43.931	<b>41.253</b>	<b>45.461</b>	247.7	53:16.135	13	1	2:36.772	1:06.323	44.676	45.773	77.4	46:04.924	
<b>51</b> Porsche 911 Carrera RSR 3.0 1974 1.Frédéric DI EGIDIO GT1								<b>58</b> Crosslé 9S 1968 1.Laurent FORT P-2L									
1	1	4:05.522	2:32.784	44.085	48.653	118.0	4:05.522	1	1	3:37.199	1:52.007	51.900	53.292	129.2	3:37.199		
2	1	2:18.342	45.969	44.027	48.346	215.6	6:23.864	2	1	2:18.492	46.284	44.400	47.808	214.7	5:55.691		
3	1	2:16.917	45.523	42.711	48.683	221.8	8:40.781	3	1	2:17.167	46.105	43.819	47.243	227.8	8:12.858		
4	1	2:13.902	<b>44.867</b>	41.596	47.439	219.5	10:54.683	4	1	2:16.961	45.780	43.727	47.454	227.8	10:29.819		
5	1	2:14.429	45.011	41.757	47.661	223.1	13:09.112	5	1	2:15.584	45.494	43.604	46.486	227.4	12:45.403		
6	1	2:15.392	45.247	42.268	47.877	218.2	15:24.504	6	1	2:14.059	44.927	42.311	46.821	229.8	14:59.462		
7	1	2:16.422	45.276	43.633	47.513	220.9	17:40.926	7	1	2:20.826	44.898	49.720	46.208	232.8	17:20.288		
8	1	3:40.050	B	45.299	42.608	2:12.143	220.0	21:20.976	8	1	2:14.739	45.743	42.603	46.393	229.8	19:35.027	
9	1	2:25.191	55.561	42.171	47.459	130.0	23:46.167	9	1	2:15.507	44.947	42.786	47.774	229.3	21:50.534		
10	1	6:51.586	B	52.692			220.9	30:37.753	10	1	2:15.445	44.854	42.274	48.317	228.8	24:05.979	
11	1	2:27.779	56.110	44.107	47.562	118.9	33:05.532	11	1	5:57.257	B	57.079		145.7	30:03.236		
12	1	2:14.791	45.115	42.041	47.635	224.5	35:20.323	12	1	2:27.089	55.627	44.553	46.909	145.0	32:30.325		
13	1	<b>2:13.561</b>	45.029	<b>41.398</b>	<b>47.134</b>	221.3	37:33.884	13	1	<b>2:12.576</b>	<b>44.452</b>	41.818	46.306	235.8	34:42.901		
14	1	6:06.513	B	45.222	53.554	4:27.737	225.0	43:40.397	14	1	2:12.090	44.768	<b>41.567</b>	<b>45.755</b>	229.3	36:54.991	
15	1	2:26.949	56.737	42.532	47.680	129.5	46:07.346	15	1	6:19.805	B	44.843	42.277	4:52.685	231.3	43:14.796	
16	1	2:15.047	45.462	41.606	47.979	225.5	48:22.393	16	1	2:28.752	58.684	43.942	46.126	119.3	45:43.548		
17	1	2:14.150	45.045	41.614	47.491	223.6	50:36.543	<b>59</b> Porsche 911 Carrera RSR 3.0 1974 1.Jean-Louis BONNET GT1									
18	1	2:14.910	45.671	41.793	47.446	222.2	52:51.453	1	1	4:45.985	2:56.816	53.284	55.885	107.7	4:45.985		
<b>55</b> Chevron B19 1971 1.François RIVAZ P-2L 2.Alexander FURIANI								2	1	2:35.272	52.346	48.565	54.361	193.9	7:21.257		
1	1	4:10.581	2:40.413	42.040	48.128	126.2	4:10.581	3	1	2:35.512	50.070	50.246	55.196	212.2	9:56.769		
2	1	2:10.689	44.001	41.062	45.626	226.4	6:21.270	4	1	2:28.851	49.395	48.648	<b>50.808</b>	220.9	12:25.620		
3	1	2:05.427	42.672	39.365	<b>43.390</b>	236.8	8:26.697	5	1	<b>2:27.617</b>	<b>48.292</b>	47.395	51.930	220.4	14:53.237		
4	1	2:06.062	42.051	39.225	44.786	246.6	10:32.759	6	1	2:31.950	49.357	51.186	51.407	216.9	17:25.187		
5	1	2:08.223	42.927	41.012	44.284	245.5	12:40.982	7	1	2:29.560	50.179	48.171	51.210	206.9	19:54.747		
6	1	2:06.593	42.302	40.265	44.026	243.8	14:47.575	8	1	4:19.353	B	49.049	50.375	2:39.929	210.5	24:14.100	
7	1	2:12.346	42.633	45.567	44.146	244.9	16:59.921	9	1	8:12.191	6:30.054	50.410	51.727	120.7	32:26.291		
8	1	2:09.026	42.836	40.473	45.717	244.3	19:08.947	10	1	2:31.981	50.110	48.270	53.601	215.6	34:58.272		
9	1	2:08.303	43.493	39.868	44.942	240.5	21:17.250	11	1	2:29.424	50.060	47.961	51.403	210.5	37:27.696		
10	1	8:44.314	B	42.740	41.467	7:20.107	240.5	30:01.564	12	1	6:26.255	B	51.128	56.558	4:38.569	204.2	43:53.951
11	2	2:23.256	54.713	43.039	45.504	136.7	32:24.820	13	1	3:00.920	1:18.825	50.943	51.152	72.4	46:54.871		
12	2	2:09.074	43.976	40.792	44.306	243.8	34:33.894	14	1	2:34.743	49.775	48.878	56.090	210.1	49:29.614		
13	2	<b>2:04.486</b>	41.568	39.216	43.702	246.0	36:38.380	15	1	2:28.614	49.422	46.914	52.278	214.7	51:58.228		
14	2	2:04.226	41.534	38.558	44.134	243.8	38:42.606										
15	2	4:42.540	B	1:03.720			152.1	43:25.146									
16	2	2:32.103	1:08.481	39.731	43.891	75.2	45:57.249										
17	2	2:05.559	41.608	38.570	45.381	242.2	48:02.808										
18	2	2:29.370	<b>41.503</b>	38.889	1:08.978	243.8	50:32.178										





# CLASSIC ENDURANCE RACING 1

## MUGELLO CLASSIC

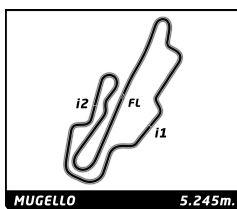
### QUALIFYING

### 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
16	1	2:28.496	49.141	46.674	52.681	217.3	54:26.724	18	1	2:20.440	49.516	43.287	47.637	195.3	53:39.867
<b>62</b>	Chevron B19 1971 1. Michael BIRCH P-2L							<b>67</b>	Porsche 906 1967 1. Luca LITTARDI P-2L 2. Claudio RODDARO						
1	1	4:28.549	2:54.977	45.411	48.161	119.1	4:28.549	1	1	12:26.848	4:22.694	58.790	7:05.364	95.7	12:26.848
2	1	2:10.450	45.123	40.779	44.548	227.4	6:38.999	2	1	3:07.896	1:12.656	56.187	59.053	105.1	15:34.744
3	1	2:10.367	43.694	41.231	45.442	231.3	8:49.366	3	1	2:45.803	55.257	52.752	57.794	164.4	18:20.547
4	1	2:14.359	43.181	42.367	48.811	236.8	11:03.725	<b>68</b>	Porsche 911 Carrera RSR 3.0 1974 1. Claudio RODDARO GT1 2. Michel SPEYER						
5	1	2:08.029	43.490	40.002	44.537	236.3	13:11.754	1	1	10:04.330	7:57.189	59.368	1:07.773	92.6	10:04.330
6	1	2:11.029	43.192	41.065	46.772	235.8	15:22.783	2	1	2:28.243	56.661	45.785	45.797	159.3	12:32.573
7	1	6:06.438	43.724	49.700	4:33.014	231.8	21:29.221	3	1	2:10.133	43.937	40.981	45.215	232.3	14:42.706
8	1	2:29.627	55.943	44.546	49.138	130.9	23:58.848	4	1	4:08.652	44.467	48.386	2:35.799	236.3	18:51.358
9	1	9:09.135	1:00.410			148.8	33:07.983	5	2	3:14.625	1:14.031	1:04.033	56.561	123.0	22:05.983
10	1	2:26.779	58.387	41.715	46.677	127.8	35:34.762	6	2	8:08.265	45.519	42.554	6:40.192	234.3	30:14.248
11	1	2:10.078	44.103	40.819	45.156	238.9	37:44.840	7	2	3:08.353	1:14.058	55.219	59.076	117.5	33:22.601
12	1	5:20.602	43.546			236.8	43:05.442	8	2	2:15.130	44.831	42.467	47.832	231.3	35:37.731
13	1	2:21.790	56.504	40.596	44.690	116.3	45:27.232	<b>69</b>	Ford GT40 E1 1969 1. Mr JOHN OF B GT1 2. Soheil AYARI						
14	1	2:05.404	42.998	38.639	43.767	234.3	47:32.636	1	1	5:13.282	3:41.754	44.501	47.027	125.4	5:13.282
15	1	2:04.912	42.524	39.025	43.363	237.4	49:37.548	2	1	2:13.880	45.054	42.540	46.286	255.3	7:27.162
<b>63</b>	Chevron B8 1968 1. Roderick JACK P-2L							3	1	2:14.881	45.644	42.705	46.532	253.5	9:42.043
1	1	2:36.497	1:04.260	44.254	47.983	142.9	2:36.497	4	1	2:11.029	44.176	41.199	45.654	242.7	11:53.072
2	1	2:13.223	45.233	40.877	47.113	225.5	4:49.720	5	1	2:10.100	43.782	41.114	45.204	254.7	14:03.172
3	1	2:11.289	45.444	39.892	45.953	230.8	7:01.009	6	1	2:10.718	43.983	41.708	45.027	260.2	16:13.890
4	1	2:08.727	43.531	39.919	45.277	230.3	9:09.736	7	1	2:10.009	44.064	40.663	45.282	251.2	18:23.899
5	1	2:08.777	43.761	39.846	45.170	229.3	11:18.513	8	1	5:11.927	46.065	42.489	3:43.373	247.7	23:35.826
6	1	2:10.907	43.420	39.687	47.800	228.3	13:29.420	9	1	3:46.575	1:00.131			138.6	27:22.401
7	1	20:17.443	44.039	43.665	...	229.8	33:46.863	10	2	5:06.799	3:35.925	44.844	46.030	109.8	32:29.200
8	1	2:26.474	56.486	42.818	47.170	126.6	36:13.337	11	2	2:08.202	43.452	40.634	44.116	256.5	34:37.402
9	1	2:12.964	45.365	40.322	47.277	227.4	38:26.301	12	2	2:05.983	42.232	40.158	43.593	264.7	36:43.385
10	1	4:52.672	55.185			229.3	43:18.973	13	2	2:05.619	42.041	39.529	44.049	265.4	38:49.004
11	1	2:21.169	54.806	40.997	45.366	131.2	45:40.142	14	2	4:48.781	58.782			154.5	43:37.785
12	1	2:09.722	43.906	40.285	45.531	232.3	47:49.864	15	2	2:22.103	57.070	40.068	44.965	100.2	45:59.888
13	1	2:16.534	43.604	42.930	50.000	233.3	50:06.398	16	2	2:05.864	42.129	39.575	44.160	262.8	48:05.752
14	1	2:08.657	43.354	40.213	45.090	230.3	52:15.055	17	2	2:04.582	42.144	39.166	43.272	265.4	50:10.334
15	1	2:12.320	45.649	40.114	46.557	227.8	54:27.375	<b>70</b>	Lola T70 Mk.3B 1969 1. Pierre-Alain FRANCE P+2L						
<b>66</b>	Ford GT40 1965 1. Jean-François DECAUX GT1							1	1	3:55.676	2:26.004	44.132	45.540	113.9	3:55.676
1	1	3:25.886	1:48.830	47.301	49.755	102.6	3:25.886	2	1	2:07.382	43.179	39.933	44.270	255.3	6:03.058
2	1	2:23.809	49.404	45.409	48.996	200.4	5:49.695	3	1	2:07.485	41.998	40.714	44.773	257.8	8:10.543
3	1	2:20.692	46.991	44.818	48.883	223.6	8:10.387	4	1	2:07.379	42.803	40.223	44.353	254.7	10:17.922
4	1	2:21.055	47.542	44.055	49.458	181.5	10:31.442	5	1	2:05.748	43.059	39.359	43.304	242.2	12:23.670
5	1	2:18.867	47.397	43.836	47.634	194.2	12:50.309	6	1	2:05.905	42.173	38.839	44.893	251.7	14:29.575
6	1	2:18.356	45.999	43.987	48.370	224.5	15:08.665	7	1	9:55.118	46.759	45.536	8:22.823	210.1	24:24.693
7	1	2:19.319	46.837	45.119	47.363	205.7	17:27.984	8	1	5:14.744					29:39.437
8	1	2:17.708	45.503	44.068	48.137	229.8	19:45.692	9	1	2:26.354	59.373	41.508	45.473	120.0	32:05.791
9	1	2:15.661	45.723	42.632	47.306	234.3	22:01.353	10	1	2:05.205	42.028	39.450	43.727	255.9	34:10.996
10	1	8:44.683	45.329	44.471	7:14.883	234.8	30:46.036	11	1	2:04.505	41.871	39.246	43.388	254.1	36:15.501
11	1	2:42.433	1:03.608	48.636	50.189	84.4	33:28.469	12	1	2:03.552	41.745	38.850	42.957	257.8	38:19.053
12	1	2:17.050	46.703	43.027	47.320	224.5	35:45.519	13	1	6:29.135	58.521			227.4	44:48.188
13	1	2:18.900	46.254	45.227	47.419	209.7	38:04.419	14	1	2:19.089	54.001	40.810	44.278	149.4	47:07.277
14	1	6:03.855	51.149			191.5	44:08.274	15	1	2:06.277	41.724	39.719	44.834	250.0	49:13.554
15	1	2:36.846	1:04.151	45.037	47.658	77.6	46:45.120	16	1	2:06.587	42.625	39.847	44.115	249.4	51:20.141
16	1	2:17.597	45.918	43.022	48.657	223.6	49:02.717								
17	1	2:16.710	46.309	43.227	47.174	238.4	51:19.427								





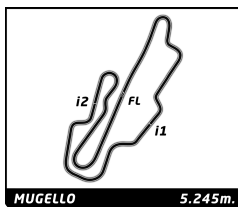
# CLASSIC ENDURANCE RACING 1 MUGELLO CLASSIC QUALIFYING

## 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		
17	1	2:04.974	42.224	39.327	43.423	240.0	53:25.115										
<b>71</b>		Porsche 911 Carrera RS 3.0 1975					GT1	<b>79</b>		Chevron B8 1969					P-2L		
		1. Annette ROLNER								1. Daniel ROUSTAN							
		2. Pierre-Alain THIBAUT								1	1	5:22.326	3:47.630	45.378	49.318	99.6	5:22.326
1	2	3:22.391	1:49.248	44.221	48.922	137.6	3:22.391	2	1	2:22.290	47.271	45.474	49.545	210.9	7:44.616		
2	2	2:16.845	45.893	44.309	<b>46.643</b>	230.3	5:39.236	3	1	2:18.190	46.023	44.022	48.145	227.8	10:02.806		
3	2	2:14.330	45.853	<b>41.257</b>	47.220	226.4	7:53.566	4	1	2:20.174	<b>45.686</b>	45.713	48.775	226.4	12:22.980		
4	2	2:14.214	<b>45.103</b>	41.920	47.191	233.8	10:07.780	5	1	2:18.910	46.524	43.818	48.568	223.6	14:41.890		
5	2	4:25.196	<b>B</b>	49.849	42.763	2:52.584	211.8	14:32.976	6	1	2:26.042	48.173	49.301	48.568	227.8	17:07.932	
6	1	2:44.150	1:01.725	50.249	52.176	97.8	17:17.126	7	1	2:19.991	47.233	44.409	48.349	223.6	19:27.923		
7	1	2:30.609	50.732	48.134	51.743	190.5	19:47.735	8	1	2:24.111	47.551	45.916	50.644	223.1	21:52.034		
8	1	2:28.970	48.838	48.433	51.699	190.1	22:16.705	9	1	2:20.936	45.840	44.465	50.631	225.9	24:12.970		
9	1	8:42.179	<b>B</b>	50.338	49.511	7:02.330	189.5	30:58.884	10	1	5:57.695	<b>B</b>	1:03.165		129.3	30:10.665	
<b>75</b>		Chevron B16 1970					P-2L	11	1	2:36.730	1:01.836	46.151	48.743	110.8	32:47.395		
		1. Ted TUPPEN						12	1	2:19.811	46.818	44.599	48.394	226.9	35:07.206		
1	1	2:37.108	1:05.761	44.112	47.235	134.0	2:37.108	13	1	2:20.500	46.647	44.384	49.469	229.8	37:27.706		
2	1	2:12.677	45.483	41.422	45.772	225.9	4:49.785	14	1	6:05.406	<b>B</b>	45.983	54.668	4:24.755	227.8	43:33.112	
3	1	2:15.020	46.504	41.853	46.663	233.8	7:04.805	15	1	2:38.923	1:05.299	44.850	48.774	74.5	46:12.035		
4	1	2:13.738	44.885	43.339	45.514	234.8	9:18.543	16	1	2:18.646	46.784	<b>43.435</b>	48.427	225.5	48:30.681		
5	1	2:23.586	49.586	47.279	46.721	234.8	11:42.129	17	1	2:18.307	45.877	43.885	48.545	227.4	50:48.988		
6	1	2:11.808	45.081	41.173	45.554	223.6	13:53.937	18	1	<b>2:17.755</b>	46.067	43.726	<b>47.962</b>	224.5	53:06.743		
7	1	2:24.594	44.751	48.336	51.507	234.8	16:18.531	<b>89</b>		McLaren M6B 1968					P+2L		
8	1	2:12.077	44.833	41.505	45.739	234.8	18:30.608			1. Max BANKS							
9	1	2:11.606	44.654	41.355	45.597	231.8	20:42.214			2. Andrew BANKS							
10	1	10:22.368	<b>B</b>	46.568	45.200	8:50.600	232.3	31:04.582	1	2	2:33.918	1:04.840	42.451	46.627	145.0	2:33.918	
11	1	2:38.999	58.802	51.887	48.310	134.7	33:43.581	2	2	2:07.343	45.803	39.402	42.138	206.1	4:41.261		
12	1	2:13.287	45.159	41.838	46.290	234.3	35:56.868	3	2	1:57.925	39.832	37.113	40.980	275.5	6:39.186		
13	1	2:16.348	44.600	42.390	49.358	234.3	38:13.216	4	2	2:02.456	41.131	38.536	42.789	272.7	8:41.642		
14	1	5:02.229	<b>B</b>	1:00.075		227.8	43:15.445	5	2	1:58.002	40.040	<b>36.697</b>	41.265	279.8	10:39.644		
15	1	2:23.130	54.833	42.709	45.588	133.8	45:38.575	6	2	2:04.243	41.038	40.749	42.456	277.6	12:43.887		
16	1	2:10.582	44.646	40.752	<b>45.184</b>	234.8	47:49.157	7	2	2:03.594	40.389	39.502	43.703	278.4	14:47.481		
17	1	2:10.950	44.123	41.162	45.665	234.8	50:00.107	8	2	2:08.979	41.200	44.355	43.424	279.8	16:56.460		
18	1	<b>2:10.252</b>	<b>43.711</b>	40.903	45.638	234.8	52:10.359	9	2	<b>1:57.890</b>	39.656	37.259	<b>40.975</b>	274.1	18:54.350		
19	1	2:09.610	43.847	<b>40.374</b>	45.389	234.8	54:19.969	10	2	2:09.282	42.066	<b>39.645</b>	47.242	42.395	274.1	21:03.632	
<b>78</b>		Porsche 911 Carrera RSR 3.0 (C) 1974					GT1	11	2	3:58.538	<b>B</b>	40.066	37.531	2:40.941	274.1	25:02.170	
		1. Roberto BENUCCI						12	2	4:31.335	<b>B</b>					29:33.505	
		2. Fabio BABINI						13	1	2:26.351	1:04.544	39.358	42.449	131.5	31:59.856		
1	1	3:22.424	1:41.675	48.745	52.004	106.2	3:22.424	14	1	1:59.644	40.440	37.545	41.659	272.7	33:59.500		
2	1	2:21.339	48.875	43.747	48.717	197.1	5:43.763	15	1	1:58.892	39.944	37.180	41.768	276.2	35:58.392		
3	1	2:18.147	46.367	43.466	48.314	222.7	8:01.910	16	1	2:05.464	41.964	41.264	42.236	279.8	38:03.856		
4	1	3:39.155	<b>B</b>	50.229		220.4	11:41.065	17	1	10:02.460	<b>B</b>	45.559		276.9	48:06.316		
5	2	2:24.737	57.163	41.680	45.894	130.6	14:05.802	18	1	2:16.652	53.722	38.289	44.641	147.3	50:22.968		
6	2	2:09.638	43.761	40.520	45.357	223.6	16:15.440	19	1	2:04.187	40.513	38.437	45.237	275.5	52:27.155		
7	2	2:09.519	43.388	40.073	46.058	225.0	18:24.959	<b>99</b>		Lola T70 Mk.3 1967					P+2L		
8	2	<b>2:08.176</b>	43.379	<b>39.820</b>	44.977	225.9	20:33.135			1. Nick CHESTER							
9	2	10:01.403	<b>B</b>	46.080		223.6	30:34.538	1	1	2:36.935	1:08.950	42.068	45.917	151.3	2:36.935		
10	1	2:40.300	1:03.510	47.773	49.017	115.4	33:14.838	2	1	2:10.641	43.676	41.289	45.676	238.9	4:47.576		
11	1	2:21.201	47.468	45.158	48.575	220.9	35:36.039	3	1	2:05.985	43.271	39.471	43.243	227.8	6:53.561		
12	1	2:17.949	46.401	43.535	48.013	225.5	37:53.988	4	1	2:03.332	41.522	38.759	43.051	267.3	8:56.893		
13	1	6:03.790	<b>B</b>	54.623		185.9	43:57.778	5	1	2:06.498	41.553	39.047	45.898	278.4	11:03.391		
14	2	2:32.837	1:05.307	41.654	45.876	74.1	46:30.615	6	1	<b>2:02.538</b>	<b>41.424</b>	<b>38.330</b>	<b>42.784</b>	276.9	13:05.929		
15	2	2:09.066	44.168	39.922	<b>44.976</b>	223.1	48:39.681	7	1	5:57.554	<b>B</b>	41.557	40.660	4:35.337	274.1	19:03.483	
16	2	2:08.462	43.442	40.030	44.990	225.0	50:48.143	8	1	2:19.283	53.412	41.589	44.282	156.1	21:22.766		
17	2	2:08.314	<b>43.332</b>	40.005	44.977	224.1	52:56.457	9	1	2:03.965	41.625	39.120	43.220	276.9	23:26.731		
								10	1	7:33.645	<b>B</b>	44.935		273.4	31:00.376		
								11	1	2:24.045	54.921	43.915	45.209	137.1	33:24.421		





# CLASSIC ENDURANCE RACING 1 MUGELLO CLASSIC QUALIFYING

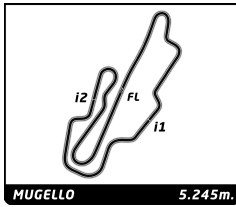
## Sector Analysis

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						
12	1	2:10.220	43.611	41.323	45.286	265.4	35:34.641	16	1	<b>2:15.368</b>	<b>45.236</b>	42.839	47.293	250.0	50:10.258						
13	1	2:06.332	42.610	40.444	43.278	274.8	37:40.973	17	1	2:16.993	45.563	43.466	47.964	241.6	52:27.251						
14	1	6:29.602 <b>B</b>	42.291	53.412	4:53.899	278.4	44:10.575	<b>123</b> Ford GT40 (C) 1965 1. Adriano NICODEMI GT1 2. Giulio MAZZAROLO													
15	1	2:28.042	1:02.401	42.083	43.558	77.8	46:38.617	1	1	3:55.633	2:18.397	45.876	51.360	115.4	3:55.633						
16	1	2:11.649	43.261	41.342	47.046	257.8	48:50.266	2	1	2:21.391	48.464	43.866	49.061	208.1	6:17.024						
17	1	2:04.578	42.452	39.135	42.991	267.3	50:54.844	3	1	<b>2:19.345</b>	<b>46.809</b>	43.923	<b>48.613</b>	217.7	8:36.369						
18	1	2:09.222	44.595	40.803	43.824	218.2	53:04.066	4	1	10:47.706 <b>B</b>	48.996	49.212	9:09.498	219.1	19:24.075						
<b>110</b> Sabre D4 1971 1. Franco PEDRAZZI P+2L								5							2	2:39.501	1:03.214	45.050	51.237	97.0	22:03.576
1	1	3:48.883	2:11.964	47.588	49.331	100.6	3:48.883	6	2	8:12.407 <b>B</b>	46.991	<b>43.025</b>	6:42.391	215.6	30:15.983						
2	1	2:14.964	44.864	42.826	47.274	221.8	6:03.847	7	1	2:42.713	1:05.102	47.694	49.917	113.1	32:58.696						
3	1	2:11.676	44.534	40.925	46.217	228.8	8:15.523	8	1	4:32.151 <b>B</b>	50.227	47.720	2:54.204	210.1	37:30.847						
4	1	2:15.341	45.047	42.880	47.414	225.9	10:30.864	9	2	6:20.666 <b>B</b>	1:11.951			72.6	43:51.513						
5	1	2:13.214	44.692	42.722	45.800	225.9	12:44.078	10	2	2:42.218	1:01.516	47.506	53.196	115.8	46:33.731						
6	1	3:52.078 <b>B</b>	<b>43.213</b>	40.898	2:27.967	223.6	16:36.156	11	2	2:36.819	52.656	50.216	53.947	183.7	49:10.550						
7	1	2:22.984	55.573	41.120	46.291	142.3	18:59.140	12	2	3:39.112 <b>B</b>	53.538	49.390	1:56.184	167.4	52:49.662						
8	1	2:12.154	44.086	42.234	45.834	222.7	21:11.294	<b>124</b> Lola T70 Mk.3B (C) 1968 1. Emile BREITTMAYER P+2L													
9	1	<b>2:10.981</b>	44.938	<b>40.600</b>	<b>45.443</b>	223.1	23:22.275	1	1	6:47.043	5:19.747	43.984	43.312	121.8	6:47.043						
10	1	7:15.353 <b>B</b>	44.544			221.3	30:37.628	2	1	2:00.348	40.310	37.681	42.357	264.7	8:47.391						
11	1	2:26.669	57.781	41.720	47.168	134.7	33:04.297	3	1	2:02.871	41.952	38.267	42.652	244.9	10:50.262						
12	1	2:11.436	44.572	40.741	46.123	225.5	35:15.733	4	1	4:36.031 <b>B</b>	40.186	38.851	3:16.994	264.1	15:26.293						
13	1	2:29.131	1:00.831	42.777	45.523	229.8	37:44.864	5	1	2:19.845	54.390	40.576	44.879	159.1	17:46.138						
<b>113</b> Ford GT40 Mk II (C) 1966 1. Lucio SANCHEZ GT1 2. Michael FUNKE								6							1	2:00.658	40.550	37.729	42.379	264.7	19:46.796
1	1	3:44.506	2:09.208	46.933	48.365	88.9	3:44.506	7	1	2:03.638	40.936	38.738	43.964	266.0	21:50.434						
2	1	2:14.585	45.911	42.490	46.184	212.2	5:59.091	8	1	1:59.980	40.139	36.887	42.954	264.7	23:50.414						
3	1	2:15.225	45.375	43.106	46.744	236.8	8:14.316	9	1	6:15.212 <b>B</b>	50.456			247.1	30:05.626						
4	1	4:00.294 <b>B</b>	45.722	43.960	2:30.612	226.9	12:14.610	10	1	2:18.689	53.202	41.088	44.399	122.7	32:24.315						
5	1	2:26.777	55.203	43.804	47.770	119.6	14:41.387	11	1	2:07.539	40.622	38.284	48.633	265.4	34:31.854						
6	1	2:15.942	45.278	43.313	47.351	229.8	16:57.329	12	1	1:59.372	40.111	36.536	42.725	266.0	36:31.226						
7	1	2:13.395	44.638	43.175	45.582	233.8	19:10.724	13	1	<b>1:58.109</b>	<b>40.002</b>	<b>36.499</b>	<b>41.608</b>	266.0	38:29.335						
8	1	2:13.004	44.519	42.355	46.130	242.2	21:23.728	14	1	7:09.576 <b>B</b>	53.583			266.0	45:38.911						
9	1	2:12.852	45.831	41.568	45.453	204.5	23:36.580	15	1	2:40.815	1:03.104	47.183	50.528	156.1	48:19.726						
10	1	6:46.455 <b>B</b>	55.365			208.1	30:23.035	16	1	2:03.544	41.765	38.159	43.620	265.4	50:23.270						
11	2	2:21.670	56.010	41.521	44.139	121.6	32:44.705	17	1	2:10.183	40.730	43.853	45.600	266.7	52:33.453						
12	2	<b>2:08.646</b>	<b>43.467</b>	<b>39.791</b>	45.388	276.9	34:53.351	<b>170</b> Lola T70 Mk.3B 1969 1. Ross HYETT P+2L 2. Nick HYETT													
13	2	2:07.120	43.641	39.956	<b>43.523</b>	270.7	37:00.471	1	1	2:41.925	1:13.111	43.343	45.471	161.4	2:41.925						
<b>114</b> Chevrolet Corvette C3 1971 1. Marc GODFROY GT1								2							1	2:09.366	43.279	41.123	44.964	238.4	4:51.291
1	1	3:44.225	2:08.630	45.826	49.769	90.2	3:44.225	3	1	2:14.261	45.205	42.915	46.141	262.1	7:05.552						
2	1	2:19.426	46.843	44.704	47.879	235.8	6:03.651	4	1	2:06.393	42.843	40.160	43.390	262.1	9:11.945						
3	1	2:16.825	46.311	42.797	47.717	238.9	8:20.476	5	1	2:08.684	42.805	41.206	44.673	261.5	11:20.629						
4	1	2:16.899	45.783	43.658	47.458	243.2	10:37.375	6	1	2:07.866	42.220	39.773	45.873	259.6	13:28.495						
5	1	2:16.660	46.171	<b>42.480</b>	48.009	238.9	12:54.035	7	1	2:10.032	42.306	42.630	45.096	260.2	15:38.527						
6	1	2:18.200	46.356	44.508	47.336	241.1	15:12.235	8	1	4:29.385 <b>B</b>	44.026	42.710	3:02.649	245.5	20:07.912						
7	1	5:12.487 <b>B</b>	45.955	44.748	3:41.784	243.8	20:24.722	9	2	2:25.595	57.998	42.085	45.512	118.8	22:33.507						
8	1	2:26.895	55.183	44.267	47.445	151.9	22:51.617	10	2	7:50.741 <b>B</b>	43.417	45.617	6:21.707	248.8	30:24.248						
9	1	7:59.335 <b>B</b>	45.609	57.624	6:16.102	242.2	30:50.952	11	2	2:23.765	55.929	43.733	44.103	126.5	32:48.013						
10	1	2:38.901	1:02.794	47.576	48.531	91.4	33:29.853	12	2	2:08.129	43.204	40.858	44.067	240.0	34:56.142						
11	1	2:18.471	47.034	44.278	47.159	243.2	35:48.324	13	2	2:06.936	42.722	40.788	43.426	240.0	37:03.078						
12	1	2:20.726	45.942	47.903	<b>46.881</b>	246.6	38:09.050	14	2	3:05.624 <b>B</b>	42.940	40.709	1:41.975	258.4	40:08.702						
13	1	4:52.803 <b>B</b>	53.057			245.5	43:01.853	15	2	2:57.572 <b>B</b>					43:08.274						
14	1	2:35.697	1:05.420	42.704	47.573	124.3	45:37.550	16	2	2:21.624	57.415	40.362	43.847	138.6	45:27.898						
15	1	2:17.340	46.193	44.158	46.989	245.5	47:54.890	17	2	2:06.516	43.276	39.846	43.394	239.5	47:34.414						







# CLASSIC ENDURANCE RACING 1 MUGELLO 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
18	2	2:04.994	42.276	39.351	43.367	263.4	49:39.408	3	1	2:16.982	46.052	42.089	48.841	224.1	8:23.041
19	2	2:08.291	42.367	40.491	45.433	250.6	51:47.699	4	1	2:19.925	49.054	42.942	47.929	223.6	10:42.966
20	2	2:04.824	41.621	39.591	43.612	260.9	53:52.523	5	1	2:15.829	45.487	42.383	47.959	223.1	12:58.795

175 Chevron B16 1970 1. Giovanni BUGANZA P-2L							
1	1	3:14.446	1:30.624	51.796	52.026	87.2	3:14.446
2	1	2:15.243	46.181	42.378	46.684	217.3	5:29.689
3	1	2:13.716	44.676	41.553	47.487	226.9	7:43.405
4	1	2:12.695	45.225	40.962	46.508	223.1	9:56.100
5	1	2:28.222	57.471	42.585	48.166	227.4	12:24.322
6	1	2:18.449	45.960	44.272	48.217	225.9	14:42.771
7	1	2:26.954	47.577	50.724	48.653	221.3	17:09.725
8	1	2:11.207	44.558	40.129	46.520	221.3	19:20.932
9	1	2:12.558	44.350	41.105	47.103	224.5	21:33.490
10	1	8:35.718 B	44.796	42.021	7:08.901	223.6	30:09.208
11	1	2:31.166	57.349	45.591	48.226	129.8	32:40.374
12	1	2:14.680	44.530	40.862	49.288	225.5	34:55.054
13	1	2:12.144	45.537	40.235	46.372	228.3	37:07.198
14	1	6:06.747 B	44.875	41.207	4:40.665	226.4	43:13.945
15	1	2:35.151	1:03.190	45.148	46.813	126.6	45:49.096
16	1	2:11.979	44.582	40.662	46.735	224.5	48:01.075
17	1	2:11.007	44.771	40.020	46.216	225.9	50:12.082
18	1	2:13.663	44.400	42.376	46.887	230.8	52:25.745

250 Chevron B16 1971 1. Alberto ZOLI P-2L							
1	1	3:17.147	1:30.400	51.198	55.549	87.0	3:17.147
2	1	2:24.158	49.922	45.450	48.786	198.2	5:41.305
3	1	2:13.348	44.504	42.023	46.821	240.0	7:54.653
4	1	2:19.509	45.360	47.610	46.539	248.8	10:14.162
5	1	2:19.086	44.124	45.390	49.572	243.8	12:33.248
6	1	2:25.573	47.429	50.866	47.278	240.5	14:58.821
7	1	3:56.757 B	44.377	52.779	2:19.601	241.6	18:55.578
8	1	2:27.759	57.948	43.583	46.228	122.6	21:23.337
9	1	8:49.082 B	51.082	48.827	7:09.173	197.4	30:12.419
10	1	2:29.819	56.651	46.979	46.189	120.9	32:42.238
11	1	2:31.275	1:02.344	43.161	45.770	243.2	35:13.513
12	1	2:11.453	44.200	41.640	45.613	244.3	37:24.966
13	1	5:59.095 B	47.788	49.824	4:21.483	243.8	43:24.061
14	1	2:29.954	55.771	44.530	49.653	117.1	45:54.015
15	1	2:13.197	44.732	41.686	46.779	243.2	48:07.212
16	1	2:16.681	45.453	43.637	47.591	244.3	50:23.893
17	1	2:12.761	44.809	41.796	46.156	244.3	52:36.654

512 Ferrari 512 M 1971 1. David HART P+2L 2. Olivier HART							
1	1	5:02.284	3:42.532	38.472	41.280	97.3	5:02.284
2	1	1:57.885	39.744	37.234	40.907	279.8	7:00.169
3	1	1:58.609	39.855	37.405	41.349	285.0	8:58.778
4	1	1:59.597	39.824	37.301	42.472	287.2	10:58.375
5	1	1:58.392	40.036	37.509	40.847	285.7	12:56.767

690 Chevron B8 1969 1. Roger WHITESIDE P-2L							
1	1	3:44.349	2:07.532	46.219	50.598	103.1	3:44.349
2	1	2:21.710	47.953	45.222	48.535	192.5	6:06.059

6	1	2:19.381	44.947	45.774	48.660	224.5	15:18.176
7	1	2:23.742	45.564	47.368	50.810	222.2	17:41.918
8	1	2:16.817	46.226	42.581	48.010	221.3	19:58.735
9	1	2:22.301	46.299	47.783	48.219	223.1	22:21.036
10	1	8:13.968 B	46.430	50.662	6:36.876	224.5	30:35.004
11	1	2:44.687	1:02.933	50.635	51.119	108.1	33:19.691
12	1	2:27.452	47.533	48.409	51.510	222.7	35:47.143
13	1	2:29.317	46.774	49.559	52.984	225.9	38:16.460
14	1	5:45.210 B	59.371			223.1	44:01.670
15	1	2:43.308	1:09.182	45.453	48.673	81.7	46:44.978
16	1	2:19.181	46.728	44.112	48.341	220.9	49:04.159
17	1	2:17.047	45.664	43.525	47.858	222.7	51:21.206
18	1	2:17.454	46.265	43.091	48.098	224.5	53:38.660

910 Porsche 910 1967 1. Dr Afschin FATEMI P-2L							
1	1	4:12.880	2:36.266	45.701	50.913	101.9	4:12.880
2	1	2:20.526	48.410	43.456	48.660	211.4	6:33.406
3	1	2:19.673	46.883	44.867	47.923	215.1	8:53.079
4	1	2:17.939	46.851	42.599	48.489	215.1	11:11.018
5	1	2:18.290	46.709	43.050	48.531	213.0	13:29.308
6	1	5:44.895 B	47.492	44.994	4:12.409	205.3	19:14.203
7	1	2:43.499	1:03.229	49.119	51.151	110.0	21:57.702

