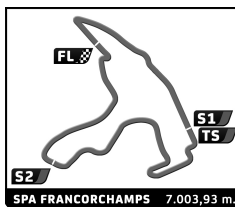


CER 1 SPA CLASSIC RACE

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
3 1. Stéphane GUTZWILLER CHEVRON / B16 / 1970 TSRC16								12	1	4:49.722	2:47.180	1:17.431	45.111	87.0	35:32.662
1	1	2:58.270	55.086	1:18.951	44.233	141.4	2:58.270	13	1	2:50.926	47.372	1:16.125	47.429	147.5	38:23.588
2	1	2:48.537	47.724	1:16.931	43.882	149.6	5:46.807	14	1	2:48.189	46.641	1:16.047	45.501	149.9	41:11.777
3	1	2:49.942	47.223	1:17.631	45.088	148.4	8:36.749	15	1	2:47.947	46.853	1:15.619	45.475	150.1	43:59.724
4	1	2:47.358	47.346	1:17.268	42.744	150.7	11:24.107	16	1	2:46.843	47.447	1:15.503	43.893	151.1	46:46.567
5	1	2:47.675	47.634	1:17.212	42.829	150.4	14:11.782	17	1	2:48.800	47.380	1:15.262	46.158	149.4	49:35.367
6	1	2:45.780	47.726	1:14.439	43.615	152.1	16:57.562	15 1. John EMBERSON 2. Bill WYKEHAM CHEVRON / BB BMW / 1969 TSRC16							
7	1	2:44.981	47.291	1:15.132	42.558	152.8	19:42.543	1	1	2:57.212	52.549	1:19.982	44.681	142.3	2:57.212
8	1	2:43.983	47.156	1:14.201	42.626	153.8	22:26.526	2	1	2:49.982	48.284	1:17.855	43.843	148.3	5:47.194
9	1	2:48.220	47.924	1:18.232	42.064	149.9	25:14.746	3	1	2:49.848	48.202	1:16.965	44.681	148.5	8:37.042
6 1. Charlie REMNANT CHEVRON / B16 / 1970 TSRC16								4	1	2:50.313	47.985	1:17.832	44.496	148.0	11:27.355
1	1	3:04.328	56.132	1:23.055	45.141	136.8	3:04.328	5	1	2:50.137	48.740	1:17.634	43.763	148.2	14:17.492
2	1	2:48.902	47.994	1:17.431	43.477	149.3	5:53.230	6	1	2:50.034	49.599	1:16.756	43.679	148.3	17:07.526
3	1	2:50.177	47.033	1:18.123	45.021	148.2	8:43.407	7	1	2:49.509	48.877	1:17.547	43.085	148.7	19:57.035
4	1	2:45.020	46.723	1:15.707	42.590	152.8	11:28.427	8	1	2:48.793	47.709	1:16.528	44.556	149.4	22:45.828
5	1	2:47.153	46.826	1:17.844	42.483	150.8	14:15.580	9	1	2:48.471	47.369	1:16.941	44.161	149.7	25:34.299
6	1	2:47.392	46.536	1:17.361	43.495	150.6	17:02.972	10	1	2:48.347	47.983	1:16.867	43.497	149.8	28:22.646
10 1. Patrick HAUTOT LOLA / T70 / 1968 TSRC18								11	1	2:47.227	47.622	1:16.525	43.080	150.8	31:09.873
1	1	2:43.942	47.720	1:14.916	41.306	153.8	2:43.942	12	1	4:44.245	2:37.296	1:18.027	48.922	88.7	35:54.118
2	1	2:41.071	44.139	1:15.962	40.970	156.5	5:25.013	13	1	2:54.835	49.928	1:17.405	47.502	144.2	38:48.953
3	1	2:40.727	44.313	1:15.115	41.299	156.9	8:05.740	14	1	2:57.650	49.271	1:19.675	48.704	141.9	41:46.603
4	1	2:40.392	44.323	1:14.857	41.212	157.2	10:46.132	15	1	2:50.858	48.638	1:16.225	45.995	147.6	44:37.461
5	1	2:41.806	44.086	1:16.277	41.443	155.8	13:27.938	16	1	2:51.558	49.193	1:17.384	44.981	147.0	47:29.019
6	1	2:40.634	43.557	1:15.441	41.636	157.0	16:08.572	17	1	2:51.739	48.734	1:16.221	46.784	146.8	50:20.758
7	1	2:42.625	44.023	1:16.916	41.686	155.0	18:51.197	16 1. Serge KRIKNOFF LOLA / T 212 FVC / 1971 TSRC22							
8	1	2:42.286	44.314	1:16.428	41.544	155.4	21:33.483	1	1	2:44.925	48.347	1:15.177	41.401	152.9	2:44.925
9	1	2:43.214	45.367	1:15.687	42.160	154.5	24:16.697	2	1	2:40.535	45.927	1:13.509	41.099	157.1	5:25.460
10	1	2:43.231	44.669	1:16.399	42.163	154.5	26:59.928	3	1	2:40.748	45.573	1:13.876	41.299	156.9	8:06.208
11	1	4:23.098	2:23.568	1:17.621	41.909	95.8	31:23.026	4	1	2:39.959	45.451	1:13.738	40.770	157.6	10:46.167
12	1	2:46.735	45.481	1:17.035	44.219	151.2	34:09.761	5	1	2:39.249	45.656	1:13.053	40.540	158.3	13:25.416
13	1	2:48.990	44.585	1:16.471	47.934	149.2	36:58.751	6	1	2:37.844	45.305	1:11.935	40.604	159.7	16:03.260
14	1	2:46.835	44.153	1:17.734	44.948	151.1	39:45.586	7	1	2:38.174	45.302	1:12.079	40.793	159.4	18:41.434
15	1	2:49.883	46.401	1:18.881	44.601	148.4	42:35.469	8	1	2:40.178	45.353	1:13.316	41.509	157.4	21:21.612
16	1	2:50.884	47.379	1:19.431	44.074	147.6	45:26.353	9	1	2:39.078	45.768	1:12.193	41.117	158.5	24:00.690
17	1	2:48.163	46.562	1:18.273	43.328	149.9	48:14.516	10	1	2:38.105	45.353	1:11.945	40.807	159.5	26:38.795
18	1	2:48.809	44.873	1:19.208	44.728	149.4	51:03.325	11	1	4:11.003	2:16.923	1:13.249	40.831	100.5	30:49.798
14 1. Mauro POPONCINI LOLA / T212 FVC / 1971 TSRC22								12	1	2:40.017	45.588	1:13.578	40.851	157.6	33:29.815
1	1	2:58.858	52.517	1:18.636	47.705	141.0	2:58.858	13	1	2:41.550	45.286	1:11.085	45.179	156.1	36:11.365
2	1	2:47.168	47.060	1:16.471	43.637	150.8	5:46.026	14	1	2:46.438	45.808	1:14.610	46.020	151.5	38:57.803
3	1	2:49.197	47.235	1:17.743	44.219	149.0	8:35.223	15	1	2:44.448	45.111	1:15.053	44.284	153.3	41:42.251
4	1	2:45.603	47.039	1:15.327	43.237	152.3	11:20.826	16	1	2:40.525	45.108	1:13.812	41.605	157.1	44:22.776
5	1	2:45.356	46.727	1:16.222	42.407	152.5	14:06.182	17	1	2:40.374	44.772	1:13.752	41.850	157.2	47:03.150
6	1	2:44.524	46.696	1:15.571	42.257	153.3	16:50.706	18	1	2:42.915	45.224	1:14.276	43.415	154.8	49:46.065
7	1	2:45.652	46.906	1:15.398	43.348	152.2	19:36.358	17 1. Jean BRANDENBURG 2. Raphaël FAVARO CHEVRON / BB BMW / 1969 TSRC16							
8	1	2:48.579	47.266	1:17.881	43.432	149.6	22:24.937	1	1	3:09.024	1:00.222	1:22.550	46.252	133.4	3:09.024
9	1	2:45.017	46.748	1:16.002	42.267	152.8	25:09.954	2	1	3:20.686	48.558	1:42.432	49.696	125.6	6:29.710
10	1	2:45.637	46.693	1:16.158	42.786	152.2	27:55.591	3	1	4:53.848	2:43.582	1:22.988	47.278	85.8	11:23.558
11	1	2:47.349	47.655	1:16.522	43.172	150.7	30:42.940	4	1	3:00.420	55.579	1:19.950	44.891	139.8	14:23.978
								5	1	2:53.554	49.332	1:19.223	44.999	145.3	17:17.532
								6	1	2:53.687	48.987	1:18.637	46.063	145.2	20:11.219



CER 1 SPA CLASSIC RACE

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
7	1	2:55.408	49.240	1:19.387	46.781	143.7	23:06.627	5	1	2:32.366	43.264	1:10.285	38.817	165.5	12:42.260
8	1	2:54.933	49.551	1:20.122	45.260	144.1	26:01.560	6	1	2:32.608	43.234	1:10.082	39.292	165.2	15:14.868
9	1	5:05.807	2:58.134	1:20.985	46.688	82.5	31:07.367	7	1	2:32.611	42.959	1:09.222	40.430	165.2	17:47.479
10	1	2:53.394	49.506	1:19.564	44.324	145.4	34:00.761	8	1	2:32.700	43.800	1:10.210	38.690	165.1	20:20.179
11	1	3:00.522	48.357	1:21.118	51.047	139.7	37:01.283	9	1	2:31.519	43.093	1:09.594	38.832	166.4	22:51.698
12	1	2:56.881	49.275	1:19.187	48.419	142.5	39:58.164	10	1	2:34.274	44.123	1:11.284	38.867	163.4	25:25.972
13	1	4:09.093	2:00.178	1:21.450	47.465	101.2	44:07.257	11	1	2:33.834	44.750	1:10.208	38.876	163.9	27:59.806
14	1	2:57.541	49.996	1:20.914	46.631	142.0	47:04.798	12	1	2:31.591	42.931	1:09.558	39.102	166.3	30:31.397
15	1	3:00.068	48.696	1:21.441	49.931	140.0	50:04.866	13	1	2:33.376	43.299	1:09.999	40.078	164.4	33:04.773

20

1. Christian DUMOLIN
2. Christophe VAN RIET

FORD / GT 40 / 1966
GTP12

1	1	3:01.821	59.290	1:19.483	43.048	138.7	3:01.821
2	1	2:46.442	45.382	1:18.277	42.783	151.5	5:48.263
3	1	2:47.469	45.913	1:17.815	43.741	150.6	8:35.732
4	1	2:47.090	46.087	1:17.524	43.479	150.9	11:22.822
5	1	2:46.363	45.568	1:17.942	42.853	151.6	14:09.185
6	1	2:48.201	45.858	1:17.445	44.898	149.9	16:57.386
7	1	2:47.581	46.983	1:17.944	42.654	150.5	19:44.967
8	1	2:46.559	46.341	1:17.420	42.798	151.4	22:31.526
9	1	2:46.498	46.256	1:17.591	42.651	151.4	25:18.024
10	1	2:52.952	45.782	1:18.021	49.149	145.8	28:10.976
11	1	4:54.740	2:41.448	1:24.714	48.578	85.5	33:05.716
12	1	3:03.943	50.151	1:23.006	50.786	137.1	36:09.659
13	1	3:03.036	50.199	1:22.897	49.940	137.8	39:12.695
14	1	3:01.356	48.919	1:24.830	47.607	139.0	42:14.051
15	1	2:57.425	48.250	1:21.645	47.530	142.1	45:11.476
16	1	2:58.582	48.808	1:22.243	47.531	141.2	48:10.058
17	1	3:01.814	48.446	1:23.687	49.681	138.7	51:11.872

21

1. Ralf KELLENNERS
2. Detlef VON DER LIECK

DE TOMASO / Pantera / 1971
GTS27

1	1	2:44.838	47.981	1:15.185	41.672	153.0	2:44.838
2	1	2:42.689	45.334	1:15.443	41.912	155.0	5:27.527
3	1	2:41.534	44.344	1:15.236	41.954	156.1	8:09.061
4	1	2:45.175	45.959	1:17.073	42.143	152.7	10:54.236
5	1	2:43.650	44.710	1:16.372	42.568	154.1	13:37.886
6	1	2:44.987	45.630	1:16.627	42.730	152.8	16:22.873
7	1	2:44.941	45.587	1:16.947	42.407	152.9	19:07.814
8	1	2:45.358	44.910	1:17.579	42.869	152.5	21:53.172
9	1	2:45.516	45.471	1:16.838	43.207	152.3	24:38.688
10	1	2:46.621	45.520	1:17.797	43.304	151.3	27:25.309
11	1	4:48.090	2:35.099	1:25.613	47.378	87.5	32:13.399
12	1	3:03.976	49.994	1:25.311	48.671	137.1	35:17.375
13	1	3:07.105	49.473	1:26.203	51.429	134.8	38:24.480
14	1	3:02.366	48.420	1:25.276	48.670	138.3	41:26.846
15	1	3:03.805	48.861	1:26.668	48.276	137.2	44:30.651
16	1	3:02.411	48.223	1:27.065	47.123	138.2	47:33.062
17	1	3:04.295	50.463	1:25.612	48.220	136.8	50:37.357

22

1. Romain BELLETESTE
2. Eric JAMAR

CHEVRON / B 19 FVC / 1971
TSRC22

1	1	2:35.304	45.428	1:11.205	38.671	162.4	2:35.304
2	1	2:31.421	42.915	1:09.782	38.724	166.5	5:06.725
3	1	2:31.425	43.400	1:09.178	38.847	166.5	7:38.150
4	1	2:31.744	43.118	1:09.656	38.970	166.2	10:09.894

23

1. Charles RUPP
2. Philippe PEAUGER

PORSCHE / 911 RS 3L / 1974
GTS27

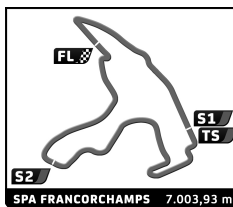
1	1	3:16.417	1:06.070	1:24.375	45.972	128.4	3:16.417
2	1	2:59.671	52.035	1:21.496	46.140	140.3	6:16.088
3	1	2:59.507	53.051	1:20.915	45.541	140.5	9:15.595
4	1	3:00.342	52.927	1:21.455	45.960	139.8	12:15.937
5	1	2:59.102	51.948	1:21.312	45.842	140.8	15:15.039
6	1	3:00.871	51.877	1:22.499	46.495	139.4	18:15.910
7	1	3:00.970	52.168	1:22.087	46.715	139.3	21:16.880
8	1	2:59.222	51.735	1:20.723	46.764	140.7	24:16.102
9	1	3:01.079	52.599	1:21.978	46.502	139.2	27:17.181
10	1	3:01.073	52.696	1:22.534	45.843	139.2	30:18.254
11	1	4:36.498	2:22.913	1:25.903	47.682	91.2	34:54.752
12	1	3:11.366	52.669	1:24.880	53.817	131.8	38:06.118
13	1	3:16.128	55.020	1:28.977	52.131	128.6	41:22.246
14	1	3:11.644	54.226	1:26.849	50.569	131.6	44:33.890
15	1	3:10.072	53.319	1:26.115	50.638	132.7	47:43.962
16	1	3:09.164	53.039	1:24.238	51.887	133.3	50:53.126

27

1. Pedro SILVA

LOLA / T70 Mk II Spyder / 1966
TSRC18

1	1	2:36.628	44.027	1:13.317	39.284	161.0	2:36.628
2	1	2:33.954	41.971	1:12.734	39.249	163.8	5:10.582
3	1	2:34.818	42.241	1:12.852	39.725	162.9	7:45.400
4	1	2:35.295	42.770	1:13.329	39.196	162.4	10:20.695
5	1	2:35.728	42.291	1:13.448	39.989	161.9	12:56.423
6	1	2:35.617	42.329	1:13.651	39.637	162.0	15:32.040
7	1	2:35.866	42.626	1:13.501	39.739	161.8	18:07.906
8	1	2:43.916	42.886	1:16.527	44.503	153.8	20:51.822
9	1	4:20.452	2:22.632	1:16.361	41.459	96.8	25:12.274
10	1	2:39.835	43.345	1:14.890	41.600	157.8	27:52.109
11	1	4:25.319	2:28.497	1:15.380	41.442	95.0	32:17.428
12	1	2:40.821	44.728	1:14.886	41.207	156.8	34:58.249
13	1	2:47.223	43.845	1:15.208	48.170	150.8	37:45.472
14	1	2:45.638	44.562	1:16.132	44.944	152.2	40:31.110
15	1	2:41.942	43.280	1:15.844	42.818	155.7	43:13.052
16	1	2:41.349	43.222	1:15.426	42.701	156.3	45:54.401
17	1	2:42.456	43.626	1:15.302	43.528	155.2	48:36.857
18	1	2:43.716	43.232	1:15.588	44.896	154.0	51:20.573

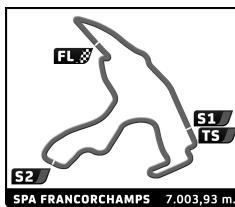


CER 1 SPA CLASSIC RACE

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
29 1.Xavier GALANT 2.Vincent NEURISSE CHEVRON / B16 FVC / 1970 TSRC16								34 1.Franco MEINERS CHEVRON / B16 BMW / 1969 TSRC16							
1	1	3:12.307	1:05.436	1:20.664	46.207	131.1	3:12.307	1	1	2:45.515	49.097	1:14.727	41.691	152.3	2:45.515
2	1	2:56.816	49.632	1:21.809	45.375	142.6	6:09.123	2	1	2:42.313	45.515	1:14.791	42.007	155.3	5:27.828
3	1	2:53.863	49.186	1:20.477	44.200	145.0	9:02.986	3	1	2:41.400	45.103	1:14.329	41.968	156.2	8:09.228
4	1	2:52.577	48.761	1:19.617	44.199	146.1	11:55.563	4	1	2:40.367	45.462	1:13.458	41.447	157.2	10:49.595
5	1	2:53.883	48.420	1:20.528	44.935	145.0	14:49.446	5	1	2:40.003	45.049	1:13.233	41.721	157.6	13:29.598
6	1	2:52.634	48.586	1:19.550	44.498	146.1	17:42.080	6	1	2:42.581	45.820	1:14.366	42.395	155.1	16:12.179
7	1	2:58.424	51.036	1:20.391	46.997	141.3	20:40.504	7	1	2:40.578	45.543	1:12.928	42.107	157.0	18:52.757
8	1	15:00.415	...	1:26.650	50.102	28.0	35:40.919	8	1	2:40.162	45.108	1:13.755	41.299	157.4	21:32.919
9	1	3:15.594	54.586	1:26.155	54.853	128.9	38:56.513	9	1	2:44.480	47.046	1:15.103	42.331	153.3	24:17.399
10	1	3:13.642	57.105	1:27.164	49.373	130.2	42:10.155	10	1	2:43.375	46.472	1:14.197	42.706	154.3	27:00.774
11	1	4:32.116	2:16.354	1:27.241	48.521	92.7	46:42.271	11	1	2:42.101	46.429	1:13.854	41.818	155.5	29:42.875
12	1	3:17.582	57.519	1:25.878	54.185	127.6	49:59.853	12	1	2:42.290	45.845	1:14.061	42.384	155.4	32:25.165
30 1.Anthony SCHRAUWEN LOTUS / 30 / 1964 TSRC12								35 1.Gianluca RATAZZI 2.Emanuele PIRRO ALFA ROMEO / T33/3 / 1969 TSRC17							
1	1	3:00.837	55.925	1:20.758	44.154	139.4	3:00.837	1	1	2:34.690	43.817	1:11.711	39.162	163.0	2:34.690
2	1	2:51.173	45.930	1:20.470	44.773	147.3	5:52.010	2	1	2:35.316	42.999	1:12.869	39.448	162.3	5:10.006
3	1	2:50.426	45.932	1:20.157	44.337	147.9	8:42.436	3	1	2:37.110	43.113	1:13.728	40.269	160.5	7:47.116
4	1	2:48.590	46.221	1:18.649	43.720	149.6	11:31.026	4	1	2:35.308	43.113	1:12.975	39.220	162.3	10:22.424
5	1	2:50.864	47.164	1:20.099	43.601	147.6	14:21.890	5	1	2:34.698	42.959	1:12.187	39.552	163.0	12:57.122
6	1	2:48.967	45.937	1:19.893	43.137	149.2	17:10.857	6	1	2:35.712	42.680	1:13.075	39.957	161.9	15:32.834
7	1	2:49.665	45.632	1:19.689	44.344	148.6	20:00.522	7	1	2:37.560	42.795	1:13.982	40.783	160.0	18:10.394
8	1	2:48.645	45.695	1:19.286	43.664	149.5	22:49.167	8	1	2:34.431	42.569	1:12.611	39.251	163.3	20:44.825
9	1	2:50.357	46.053	1:19.316	44.988	148.0	25:39.524	9	1	2:39.039	43.137	1:15.237	40.665	158.5	23:23.864
10	1	2:49.369	46.215	1:19.436	43.718	148.9	28:28.893	10	1	2:39.627	43.554	1:14.011	42.062	158.0	26:03.491
11	1	4:35.879	2:31.688	1:19.979	44.212	91.4	33:04.772	11	1	2:39.624	43.798	1:13.770	42.056	158.0	28:43.115
12	1	2:53.454	46.151	1:19.345	47.958	145.4	35:58.226	12	1	4:59.304	2:51.130	1:22.634	45.540	84.2	33:42.419
13	1	2:54.493	47.495	1:19.588	47.410	144.5	38:52.719	13	1	2:57.749	47.310	1:23.043	47.396	141.9	36:40.168
14	1	2:51.839	45.947	1:19.925	45.967	146.7	41:44.558	14	1	3:06.985	50.932	1:24.679	51.374	134.8	39:47.153
15	1	2:48.822	45.283	1:18.388	45.151	149.4	44:33.380	15	1	3:03.005	50.139	1:25.440	47.426	137.8	42:50.158
16	1	2:49.228	45.735	1:18.737	44.756	149.0	47:22.608	16	1	3:02.330	48.776	1:24.587	48.967	138.3	45:52.488
17	1	2:49.444	45.612	1:18.375	45.457	148.8	50:12.052	17	1	3:02.901	49.168	1:25.397	48.336	137.9	48:55.389
33 1.Richard MILLE 2.Carlos ANTUNES TAVARES LOLA / T70 Mk III B / 1969 TSRC18								38 1.Christophe VAN RIET 2.Frederic BOUVY Porsche / 911 3.0L RS / 1974 GTS27							
1	1	2:41.631	45.906	1:15.264	40.461	156.0	2:41.631	1	1	3:02.538	57.319	1:21.099	44.120	138.1	3:02.538
2	1	2:39.692	43.571	1:15.284	40.837	157.9	5:21.323	2	1	2:51.037	48.665	1:18.181	44.191	147.4	5:53.575
3	1	2:38.744	43.420	1:14.958	40.366	158.8	8:00.067	3	1	2:49.974	48.145	1:17.676	44.153	148.3	8:43.549
4	1	2:39.899	43.426	1:15.090	41.383	157.7	10:39.966	4	1	2:51.000	48.851	1:18.111	44.038	147.5	11:34.549
5	1	2:39.754	43.871	1:15.077	40.806	157.8	13:19.720	5	1	2:50.299	48.586	1:18.017	43.696	148.1	14:24.848
6	1	2:40.036	43.122	1:16.404	40.510	157.6	15:59.756	6	1	2:50.837	48.325	1:18.481	44.031	147.6	17:15.685
7	1	2:39.803	43.536	1:15.313	40.954	157.8	18:39.559	7	1	2:51.288	48.691	1:18.408	44.189	147.2	20:06.973
8	1	2:41.716	43.767	1:16.454	41.495	155.9	21:21.275	8	1	2:52.616	48.939	1:19.477	44.200	146.1	22:59.589
9	1	2:41.727	44.697	1:16.064	40.966	155.9	24:03.002	9	1	2:52.240	48.400	1:19.803	44.037	146.4	25:51.829
10	1	2:39.846	43.650	1:15.153	41.043	157.7	26:42.848	10	1	2:50.160	48.322	1:18.040	43.798	148.2	28:41.989
11	1	2:40.290	43.674	1:15.576	41.040	157.3	29:23.138	11	1	2:51.780	49.063	1:18.381	44.336	146.8	31:33.769
12	1	2:39.996	43.989	1:15.160	40.847	157.6	32:03.134	12	1	4:26.462	2:16.293	1:21.493	48.676	94.6	36:00.231
13	1	4:37.052	2:33.545	1:17.766	45.741	91.0	36:40.186	13	1	2:56.145	49.731	1:19.573	46.841	143.1	38:56.376
14	1	2:45.169	45.639	1:15.988	43.542	152.7	39:25.355								
15	1	2:44.217	44.558	1:15.835	43.824	153.5	42:09.572								
16	1	2:41.169	44.962	1:14.597	41.610	156.4	44:50.741								
17	1	2:43.701	45.316	1:16.009	42.376	154.0	47:34.442								
18	1	2:44.809	45.689	1:14.745	44.375	153.0	50:19.251								



CER 1 SPA CLASSIC RACE

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
14	1	2:55.491	49.791	1:19.889	45.811	143.7	41:51.867	12	1	4:35.849	2:24.429	1:23.610	47.810	91.4	35:44.895
15	1	2:53.669	49.242	1:18.727	45.700	145.2	44:45.536	13	1	3:00.739	49.673	1:23.017	48.049	139.5	38:45.634
16	1	2:55.189	49.867	1:19.583	45.739	143.9	47:40.725	14	1	3:00.684	49.376	1:22.281	49.027	139.5	41:46.318
17	1	2:53.391	48.687	1:19.005	45.699	145.4	50:34.116	15	1	3:01.347	49.454	1:23.630	48.263	139.0	44:47.665

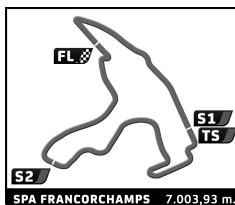
39		1. Alfred STREBEL CHEVROLET / Corvette / 1969 GTS17													
1	1	3:07.402	58.573	1:23.033	45.796	134.5	3:07.402	1	1	2:56.604	55.522	1:17.032	44.050	142.8	2:56.604
2	1	2:55.123	47.736	1:21.824	45.563	144.0	6:02.525	2	1	2:37.586	44.405	1:12.313	40.868	160.0	5:34.190
3	1	2:54.889	47.092	1:21.721	46.076	144.2	8:57.414	3	1	2:37.186	45.029	1:11.748	40.409	160.4	8:11.376
4	1	2:56.427	48.718	1:21.429	46.280	142.9	11:53.841	4	1	2:37.413	44.312	1:12.854	40.247	160.2	10:48.789
5	1	2:55.272	47.664	1:22.698	44.910	143.9	14:49.113	5	1	2:41.886	44.636	1:13.213	44.037	155.8	13:30.675
6	1	2:54.632	47.186	1:20.976	46.470	144.4	17:43.745	6	1	2:42.488	47.340	1:12.766	42.382	155.2	16:13.163
7	1	2:55.486	48.035	1:21.526	45.925	143.7	20:39.231	7	1	2:40.120	44.971	1:13.242	41.907	157.5	18:53.283
8	1	2:56.120	47.669	1:22.765	45.686	143.2	23:35.351	8	1	2:40.769	45.934	1:13.147	41.688	156.8	21:34.052
9	1	2:56.139	49.471	1:21.677	44.991	143.1	26:31.490	9	1	2:44.051	45.280	1:15.502	43.269	153.7	24:18.103
10	1	4:35.113	2:27.304	1:21.401	46.408	91.7	31:06.603	10	1	2:47.782	46.450	1:16.030	45.302	150.3	27:05.885
11	1	2:53.497	48.016	1:21.057	44.424	145.3	34:00.100	11	1	6:41.531	4:48.301	1:12.671	40.559	62.8	33:47.416
12	1	2:58.499	47.611	1:22.204	48.684	141.3	36:58.599	12	1	2:42.354	45.366	1:13.452	43.536	155.3	36:29.770
13	1	2:58.654	48.593	1:22.042	48.019	141.1	39:57.253	13	1	2:39.532	44.916	1:11.762	42.854	158.1	39:09.302
14	1	3:02.981	52.462	1:22.014	48.505	137.8	43:00.234	14	1	2:38.981	45.132	1:12.030	41.819	158.6	41:48.283
15	1	2:59.806	49.004	1:23.127	47.675	140.2	46:00.040	15	1	2:42.483	46.022	1:14.815	41.646	155.2	44:30.766
16	1	3:03.041	49.355	1:25.867	47.819	137.8	49:03.081	16	1	2:38.245	44.942	1:11.646	41.657	159.3	47:09.011

40		1. Tim SUMMERS FERRARI / 365 GTB/4 / 1970 GTS22													
1	1	3:08.331	59.847	1:22.361	46.123	133.9	3:08.331	1	1	2:56.843	48.780	1:22.970	45.093	142.6	6:05.174
2	1	2:56.843	48.780	1:22.970	45.093	142.6	6:05.174	2	1	2:56.581	49.417	1:21.619	45.545	142.8	11:58.026
3	1	2:56.271	49.773	1:21.228	45.270	143.0	9:01.445	3	1	2:57.813	50.325	1:21.902	45.586	141.8	14:55.839
4	1	2:56.581	49.417	1:21.619	45.545	142.8	11:58.026	4	1	2:57.013	48.968	1:21.940	46.105	142.4	17:52.852
5	1	2:57.813	50.325	1:21.902	45.586	141.8	14:55.839	5	1	2:56.864	49.212	1:22.199	45.453	142.6	20:49.716
6	1	2:57.013	48.968	1:21.940	46.105	142.4	17:52.852	6	1	2:58.361	50.015	1:22.254	46.092	141.4	23:48.077
7	1	2:56.864	49.212	1:22.199	45.453	142.6	20:49.716	7	1	2:58.697	49.863	1:22.845	45.989	141.1	26:46.774
8	1	2:58.361	50.015	1:22.254	46.092	141.4	23:48.077	8	1	4:35.261	2:26.620	1:22.571	46.070	91.6	31:22.035
9	1	2:58.697	49.863	1:22.845	45.989	141.1	26:46.774	9	1	2:59.533	50.056	1:23.255	46.222	140.4	34:21.568
10	1	4:35.261	2:26.620	1:22.571	46.070	91.6	31:22.035	10	1	3:01.474	49.417	1:22.388	49.669	138.9	37:23.042
11	1	2:59.533	50.056	1:23.255	46.222	140.4	34:21.568	11	1	3:00.716	49.772	1:22.068	48.876	139.5	40:23.758
12	1	3:01.474	49.417	1:22.388	49.669	138.9	37:23.042	12	1	3:00.239	49.603	1:23.188	47.448	139.9	43:23.997
13	1	3:00.716	49.772	1:22.068	48.876	139.5	40:23.758	13	1	3:00.324	50.498	1:23.135	46.691	139.8	46:24.321
14	1	3:00.239	49.603	1:23.188	47.448	139.9	43:23.997	14	1	2:57.426	49.019	1:22.271	46.136	142.1	49:21.747
15	1	3:00.324	50.498	1:23.135	46.691	139.8	46:24.321								
16	1	2:57.426	49.019	1:22.271	46.136	142.1	49:21.747								

41		1. Afschin FATEMI 2. Wolfgang KAUFMANN PORSCHE / 911 RSR / 1973 GTS27													
1	1	2:57.319	53.660	1:19.785	43.874	142.2	2:57.319	1	1	3:10.762	1:04.372	1:20.457	45.933	132.2	3:10.762
2	1	2:48.195	47.405	1:17.431	43.359	149.9	5:45.514	2	1	2:56.772	50.450	1:20.654	45.668	142.6	6:07.534
3	1	2:49.585	47.376	1:17.891	44.318	148.7	8:35.099	3	1	3:03.068	50.792	1:24.041	48.235	137.7	9:10.602
4	1	2:50.049	47.994	1:17.927	44.128	148.3	11:25.148	4	1	5:25.313	3:10.248	1:25.379	49.686	77.5	14:35.915
5	1	2:48.783	48.044	1:17.324	43.415	149.4	14:13.931								
6	1	2:48.602	47.784	1:17.345	43.473	149.5	17:02.533								
7	1	2:48.255	47.474	1:17.278	43.503	149.9	19:50.788								
8	1	2:48.154	47.366	1:17.373	43.415	149.9	22:38.942								
9	1	2:48.682	47.866	1:17.025	43.791	149.5	25:27.624								
10	1	2:49.513	47.806	1:18.026	43.681	148.7	28:17.137								
11	1	2:51.909	48.122	1:19.116	44.671	146.7	31:09.046								

42		1. Philipp BRUEHWILER CHEVRON / B19 FVC / 1971 TSRC22													
1	1	2:56.604	55.522	1:17.032	44.050	142.8	2:56.604	1	1	2:56.604	55.522	1:17.032	44.050	142.8	2:56.604
2	1	2:37.586	44.405	1:12.313	40.868	160.0	5:34.190	2	1	2:37.586	44.405	1:12.313	40.868	160.0	5:34.190
3	1	2:37.186	45.029	1:11.748	40.409	160.4	8:11.376	3	1	2:37.413	44.312	1:12.854	40.247	160.2	10:48.789
4	1	2:37.413	44.312	1:12.854	40.247	160.2	10:48.789	4	1	2:41.886	44.636	1:13.213	44.037	155.8	13:30.675
5	1	2:41.886	44.636	1:13.213	44.037	155.8	13:30.675	5	1	2:42.488	47.340	1:12.766	42.382	155.2	16:13.163
6	1	2:42.488	47.340	1:12.766	42.382	155.2	16:13.163	6	1	2:40.120	44.971	1:13.242	41.907	157.5	18:53.283
7	1	2:40.120	44.971	1:13.242	41.907	157.5	18:53.283	7	1	2:40.769	45.934	1:13.147	41.688	156.8	21:34.052
8	1	2:40.769	45.934	1:13.147	41.688	156.8	21:34.052	8	1	2:44.051	45.280	1:15.502	43.269	153.7	24:18.103
9	1	2:44.051	45.280	1:15.502	43.269	153.7	24:18.103	9	1	2:47.782	46.450	1:16.030	45.302	150.3	27:05.885
10	1	2:47.782	46.450	1:16.030	45.302	150.3	27:05.885	10	1	6:41.531	4:48.301	1:12.671	40.559	62.8	33:47.416
11	1	6:41.531	4:48.301	1:12.671	40.559	62.8	33:47.416	11	1	2:42.354	45.366	1:13.452	43.536	155.3	36:29.770
12	1	2:42.354	45.366	1:13.452	43.536	155.3	36:29.770	12	1	2:39.532	44.916	1:11.762	42.854	158.1	39:09.302
13	1	2:39.532	44.916	1:11.762	42.854	158.1	39:09.302	13	1	2:38.981	45.132	1:12.030	41.819	158.6	41:48.283
14	1	2:38.981	45.132	1:12.030	41.819	158.6	41:48.283	14	1	2:42.483	46.022	1:14.815	41.646	155.2	44:30.766
15	1	2:42.483	46.022	1:14.815	41.646	155.2	44:30.766	15	1	2:38.245	44.942	1:11.646	41.657	159.3	47:09.011
16	1	2:38.245	44.942	1:11.646	41.657	159.3	47:09.011	16	1	2:40.585	44.624	1:12.579	43.382	157.0	49:49.596
17	1	2:40.585	44.624	1:12.579	43.382	157.0	49:49.596								

43		1. Pierre THOISY 2. Pierre AVIRON-VIOLET CHEVRON / B8 BMW / 1969 TSRC16													
1	1	3:06.288	1:01.043	1:20.546	44.699	135.4	3:06.288	1	1	3:06.288	1:01.043	1:20.546	44.699	135.4	3:06.288
2	1	2:49.983	48.014	1:18.668	43.301	148.3	5:56.271	2	1	2:49.983	48.014	1:18.668	43.301	148.3	5:56.



CER 1 SPA CLASSIC RACE

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
2	1	2:52.533	48.965	1:18.801	44.767	146.1	5:57.405	3	1	2:49.582	47.917	1:17.931	43.734	148.7	8:32.897
3	1	2:50.918	48.452	1:18.597	43.869	147.5	8:48.323	4	1	2:48.177	47.543	1:16.711	43.923	149.9	11:21.074
4	1	2:50.786	48.115	1:18.399	44.272	147.6	11:39.109	5	1	2:48.472	47.592	1:17.175	43.705	149.7	14:09.546
5	1	2:50.803	48.162	1:18.487	44.154	147.6	14:29.912	6	1	2:50.157	48.663	1:17.983	43.511	148.2	16:59.703
6	1	2:51.177	48.365	1:18.783	44.029	147.3	17:21.089	7	1	2:47.981	47.307	1:17.135	43.539	150.1	19:47.684
7	1	2:49.578	48.122	1:17.824	43.632	148.7	20:10.667	8	1	2:47.818	47.539	1:17.058	43.221	150.2	22:35.502
8	1	2:49.991	48.489	1:17.888	43.614	148.3	23:00.658	9	1	2:48.173	47.598	1:16.877	43.698	149.9	25:23.675
9	1	2:51.966	48.413	1:19.300	44.253	146.6	25:52.624	10	1	2:48.249	47.765	1:17.405	43.079	149.9	28:11.924
10	1	2:51.828	48.365	1:17.435	45.609	146.7	28:44.452	11	1	2:48.863	47.908	1:17.275	43.680	149.3	31:00.787
11	1	2:50.592	47.904	1:17.612	45.076	147.8	31:35.044	12	1	6:26.972	4:19.434	1:19.436	48.102	65.2	37:27.759
12	1	5:03.065	2:45.973	1:28.295	48.797	83.2	36:38.109	13	1	2:57.430	50.088	1:19.761	47.581	142.1	40:25.189
13	1	3:14.042	53.430	1:27.321	53.291	129.9	39:52.151	14	1	2:56.860	50.612	1:20.124	46.124	142.6	43:22.049
14	1	3:14.292	54.264	1:30.131	49.897	129.8	43:06.443	15	1	2:55.479	48.651	1:21.049	45.779	143.7	46:17.528
15	1	3:09.118	52.635	1:26.610	49.873	133.3	46:15.561	16	1	2:59.587	49.683	1:22.042	47.862	140.4	49:17.115
16	1	3:10.676	52.898	1:29.580	48.198	132.2	49:26.237								

57

1.Christophe GADAIS
2.Eric JAMAR

LOLA / T70 MkIII Spyder / 1968
TSRC18

1	1	2:54.205	51.430	1:19.009	43.766	144.7	2:54.205
2	1	2:50.726	46.329	1:21.110	43.287	147.7	5:44.931
3	1	2:49.535	45.893	1:19.620	44.022	148.7	8:34.466
4	1	2:52.071	46.449	1:21.032	44.590	146.5	11:26.537
5	1	2:51.354	47.730	1:19.216	44.408	147.1	14:17.891
6	1	2:48.867	46.546	1:19.064	43.257	149.3	17:06.758
7	1	2:52.402	47.233	1:21.455	43.714	146.3	19:59.160
8	1	2:51.629	46.492	1:20.883	44.254	146.9	22:50.789
9	1	2:50.395	47.436	1:19.324	43.635	148.0	25:41.184
10	1	4:35.050	2:30.576	1:21.047	43.427	91.7	30:16.234
11	1	2:49.571	46.520	1:19.506	43.545	148.7	33:05.805
12	1	2:53.329	46.651	1:19.558	47.120	145.5	35:59.134
13	1	2:53.902	46.934	1:19.653	47.315	145.0	38:53.036
14	1	2:52.412	46.071	1:20.068	46.273	146.2	41:45.448
15	1	2:51.168	45.180	1:19.092	46.896	147.3	44:36.616

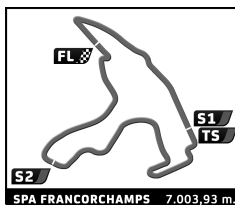
61		McLAREN / M6 GT / 1969					
1.Thomas STUDER		TSRC18					
1	1	3:03.047	56.471	1:21.677	44.899	137.7	3:03.047
2	1	2:47.288	46.138	1:18.682	42.468	150.7	5:50.335
3	1	2:47.425	45.350	1:18.853	43.222	150.6	8:37.760
4	1	2:47.882	46.682	1:17.897	43.303	150.2	11:25.642
5	1	2:45.235	45.518	1:16.112	43.605	152.6	14:10.877
6	1	2:45.106	45.189	1:17.131	42.786	152.7	16:55.983
7	1	2:48.276	44.678	1:18.501	45.097	149.8	19:44.259
8	1	2:57.973	47.541	1:21.935	48.497	141.7	22:42.232
9	1	7:17.259	5:15.675	1:18.188	43.396	57.7	29:59.491
10	1	2:44.660	44.705	1:17.412	42.543	153.1	32:44.151
11	1	2:46.942	44.956	1:17.906	44.080	151.0	35:31.093
12	1	2:49.800	44.954	1:18.239	46.607	148.5	38:20.893
13	1	2:49.558	45.195	1:18.707	45.656	148.7	41:10.451
14	1	2:47.016	44.940	1:18.138	43.938	151.0	43:57.467
15	1	2:46.739	44.538	1:18.274	43.927	151.2	46:44.206

62		Porsche / 911 RSR 3L / 1974					
		1. Claudio RODDARO				GTS27	
		2. Jean-Philippe GRAND					
1	1	2:55.874	53.451	1:18.233	44.190	143.4	2:55.874
2	1	2:47.441	47.545	1:17.206	42.690	150.6	5:43.315

63		LOLA / T70 Mk III / 1968					
		TSRC18					
1.Toni SEILER							
1	1	2:40.245	46.174	1:14.263	39.808	157.3	2:40.245
2	1	2:37.727	42.389	1:14.434	40.904	159.9	5:17.972
3	1	2:38.684	42.945	1:14.524	41.215	158.9	7:56.656
4	1	2:37.988	43.059	1:14.433	40.496	159.6	10:34.644
5	1	2:39.165	43.450	1:14.968	40.747	158.4	13:13.809
6	1	2:40.956	43.674	1:15.798	41.484	156.7	15:54.765
7	1	2:39.296	43.584	1:15.124	40.588	158.3	18:34.061
8	1	2:40.649	43.968	1:14.947	41.734	157.0	21:14.710
9	1	2:39.303	43.580	1:15.197	40.526	158.3	23:54.013
10	1	2:40.334	43.735	1:15.460	41.139	157.3	26:34.347
11	1	4:09.735	2:13.173	1:15.763	40.799	101.0	30:44.082
12	1	2:39.699	43.126	1:15.663	40.910	157.9	33:23.781
13	1	2:46.472	42.978	1:15.505	47.989	151.5	36:10.253
14	1	2:47.075	45.013	1:16.205	45.857	150.9	38:57.328
15	1	2:44.413	42.930	1:16.926	44.557	153.4	41:41.741
16	1	2:40.744	43.957	1:15.136	41.651	156.9	44:22.485
17	1	2:40.765	43.213	1:15.380	42.172	156.8	47:03.250
18	1	2:42.472	43.568	1:15.572	43.332	155.2	49:45.722

72		1.Conrad M. ULRICH				FORD / GT 40 / 1967		GTP12
1	1	3:22.694	1:07.071	1:26.619	49.004	124.4	3:22.694	
2	1	3:11.343	51.721	1:30.627	48.995	131.8	6:34.037	
3	1	3:15.749	52.722	1:31.211	51.816	128.8	9:49.786	

82		1.Michel LECOURT 2.Raymond NARAC		PORSCHÉ / 911 RSR 3L / 1974 GTS27			
1	1	2:49.776	50.918	1:16.383	42.475	148.5	2:49.776
2	1	2:46.060	47.205	1:16.108	42.747	151.8	5:35.836
3	1	2:51.616	47.073	1:16.295	48.248	146.9	8:27.452
4	1	2:48.640	48.734	1:17.122	42.784	149.5	11:16.092
5	1	2:46.226	46.478	1:16.929	42.819	151.7	14:02.318
6	1	2:46.332	46.535	1:16.881	42.916	151.6	16:48.650
7	1	2:46.497	46.341	1:17.169	42.987	151.4	19:35.147
8	1	2:50.647	48.310	1:17.700	44.637	147.8	22:25.794
9	1	2:48.114	47.408	1:17.233	43.473	150.0	25:13.908
10	1	4:12.153	2:13.227	1:16.428	42.498	100.0	29:26.061
11	1	2:46.333	48.395	1:15.207	42.731	151.6	32:12.394
12	1	2:44.779	47.147	1:15.234	42.398	153.0	34:57.173



CER 1 SPA CLASSIC RACE

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
13	1	2:51.307	47.157	1:16.779	47.371	147.2	37:48.480	12	1	3:02.376	47.929	1:22.126	52.321	138.3	36:54.477
14	1	2:52.459	49.584	1:17.139	45.736	146.2	40:40.939	13	1	3:01.563	48.375	1:23.390	49.798	138.9	39:56.040
15	1	2:46.302	47.312	1:15.802	43.188	151.6	43:27.241	14	1	3:00.320	48.935	1:23.052	48.333	139.8	42:56.360
16	1	2:46.787	46.525	1:16.354	43.908	151.2	46:14.028	15	1	2:58.796	47.269	1:22.848	48.679	141.0	45:55.156
17	1	2:47.888	48.044	1:16.407	43.437	150.2	49:01.916	16	1	2:58.974	47.717	1:23.910	47.347	140.9	48:54.130

85

1. Karsten LE BLANC

Porsche / 911 RSR 3L / 1974

GTS27

1	1	3:18.619	1:05.252	1:26.622	46.745	126.9	3:18.619
2	1	3:01.796	51.961	1:23.059	46.776	138.7	6:20.415
3	1	3:00.758	51.948	1:22.627	46.183	139.5	9:21.173
4	1	3:00.468	51.860	1:21.907	46.701	139.7	12:21.641
5	1	3:02.334	52.613	1:23.239	46.482	138.3	15:23.975
6	1	3:03.137	53.065	1:23.083	46.989	137.7	18:27.112
7	1	3:01.672	52.051	1:23.273	46.348	138.8	21:28.784
8	1	3:01.534	52.682	1:22.052	46.800	138.9	24:30.318
9	1	3:00.710	51.694	1:22.443	46.573	139.5	27:31.028
10	1	3:07.129	51.405	1:23.514	52.210	134.7	30:38.157
11	1	4:48.415	2:32.610	1:24.528	51.277	87.4	35:26.572
12	1	3:08.846	55.230	1:23.669	49.947	133.5	38:35.418
13	1	3:02.884	52.710	1:22.373	47.801	137.9	41:38.302
14	1	3:05.163	53.658	1:23.855	47.650	136.2	44:43.465
15	1	3:04.531	52.446	1:25.229	46.856	136.6	47:47.996
16	1	3:05.271	51.831	1:22.827	50.613	136.1	50:53.267

91

1. Christian CHAVY

Ferrari / 365 GTB/A Daytona / 1973

GTS22

1	1	3:23.788	1:09.021	1:25.743	49.024	123.7	3:23.788
2	1	3:09.398	52.999	1:27.133	49.266	133.1	6:33.186
3	1	3:13.238	54.047	1:29.140	50.051	130.5	9:46.424
4	1	3:13.593	54.380	1:28.766	50.447	130.2	13:00.017
5	1	3:15.752	54.142	1:30.753	50.857	128.8	16:15.769
6	1	3:13.382	54.519	1:28.260	50.603	130.4	19:29.151
7	1	3:20.034	57.125	1:30.804	52.105	126.0	22:49.185
8	1	3:18.522	56.794	1:31.671	50.057	127.0	26:07.707
9	1	3:13.898	54.852	1:28.784	50.262	130.0	29:21.605
10	1	3:17.594	56.402	1:29.480	51.712	127.6	32:39.199
11	1	5:04.069	2:39.861	1:27.514	56.694	82.9	37:43.268
12	1	3:16.789	57.176	1:28.999	50.614	128.1	41:00.057
13	1	3:14.642	54.963	1:29.349	50.330	129.5	44:14.699
14	1	3:16.812	55.316	1:29.657	51.839	128.1	47:31.511
15	1	3:21.718	57.690	1:30.819	53.209	125.0	50:53.229

194

1. Rui SILVA

2. Joaquim JORGE

Ford / GT 40 / 1965

GTP12

1	1	2:55.415	52.261	1:18.537	44.617	143.7	2:55.415
2	1	2:47.295	45.541	1:19.269	42.485	150.7	5:42.710
3	1	2:46.210	45.451	1:17.744	43.015	151.7	8:28.920
4	1	2:46.402	46.295	1:17.734	42.373	151.5	11:15.322
5	1	2:46.431	45.669	1:18.294	42.468	151.5	14:01.753
6	1	2:46.493	45.618	1:17.971	42.904	151.4	16:48.246
7	1	2:47.919	45.752	1:18.565	43.602	150.2	19:36.165
8	1	2:51.046	47.274	1:19.597	44.175	147.4	22:27.211
9	1	2:50.801	46.188	1:21.302	43.311	147.6	25:18.012
10	1	5:37.657	3:30.282	1:22.184	45.191	74.7	30:55.669
11	1	2:56.432	48.688	1:22.546	45.198	142.9	33:52.101