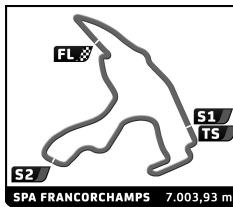


HTC SPA CLASSIC QUALIFYING

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. Richard HOPE 2. Paul BEDDOW BMW 528i 1982 TC1								4	1	4:46.514	2:36.854	1:21.270	48.390	88.0	14:05.432
1	1	4:09.361	1:46.610	1:32.633	50.118	101.1	4:09.361	5	1	2:59.523	52.858	1:19.891	46.774	140.5	17:04.955
2	1	3:11.247	56.455	1:25.443	49.349	131.8	7:20.608	6	1	3:01.250	51.943	1:20.765	48.542	139.1	20:06.205
3	1	3:10.393	55.537	1:25.694	49.162	132.4	10:31.001	7	1	2:59.574	52.257	1:19.926	47.391	140.4	23:05.779
4	1	3:09.163	55.398	1:24.775	48.990	133.3	13:40.164	8	1	2:58.495	52.054	1:19.590	46.851	141.3	26:04.274
5	1	3:13.651	55.559	1:28.536	49.556	130.2	16:53.815	9	1	3:02.937	51.715	1:19.714	51.508	137.8	29:07.211
6	1	3:10.211	55.895	1:24.673	49.643	132.6	20:04.026	10	1	4:30.661	2:22.949	1:21.114	46.598	93.2	33:37.872
7	1	11:19.721	9:02.350	1:28.065	49.306	37.1	31:23.747	11	1	3:01.385	52.004	1:22.540	46.841	139.0	36:39.257
8	1	3:06.885	54.936	1:23.466	48.483	134.9	34:30.632	10 1. Richard HOPE 2. Simon MASON BMW 635 CSi 1984 TC1							
9	1	3:06.723	55.041	1:23.034	48.648	135.0	37:37.355	1	1	4:19.227	1:46.795	1:38.627	53.805	97.3	4:19.227
3 1. Chris WARD 2. Andrew SMITH TC1								2	1	3:11.412	57.176	1:26.178	48.058	131.7	7:30.639
1	1	4:05.260	1:48.806	1:31.076	45.378	102.8	4:05.260	3	1	3:03.861	53.633	1:22.990	47.238	137.1	10:34.500
2	1	2:53.592	47.825	1:22.325	43.442	145.2	6:58.852	4	1	6:51.375	4:40.802	1:24.269	46.304	61.3	17:25.875
3	1	2:47.783	46.958	1:16.976	43.849	150.3	9:46.635	5	1	3:00.609	52.164	1:21.584	46.861	139.6	20:26.484
4	1	2:47.880	49.493	1:16.567	41.820	150.2	12:34.515	6	1	3:01.292	52.236	1:22.945	46.111	139.1	23:27.776
5	1	2:59.636 B	45.753	1:17.712	56.171	140.4	15:34.151	7	1	2:59.738	51.688	1:21.441	46.609	140.3	26:27.514
6	1	5:16.301	3:08.219	1:23.128	44.954	79.7	20:50.452	8	1	4:27.987	2:21.221	1:20.663	46.103	94.1	30:55.501
5 1. Christophe VAN RIET 2. Raphaël BORMAN FORD Escort 1600 RS 1972 TC1								9	1	2:56.527	51.068	1:20.150	45.309	142.8	33:52.028
1	1	3:22.738	1:09.313	1:27.338	46.087	124.4	3:22.738	10	1	2:56.066	50.454	1:19.789	45.823	143.2	36:48.094
2	1	2:57.946	53.840	1:19.430	44.676	141.7	6:20.684	11	1	3:00.239	51.107	1:21.106	48.026	139.9	39:48.333
3	1	2:52.470	50.149	1:17.862	44.459	146.2	9:13.154	11 1. Charles FIRMENICH BMW 3.0 CSL 1972 TC1							
4	1	2:51.676	49.831	1:17.344	44.501	146.9	12:04.830	1	1	3:21.318	57.360	1:32.022	51.936	125.2	3:21.318
5	1	5:25.988	3:15.784	1:23.337	46.867	77.3	17:30.818	2	1	3:13.853	56.275	1:28.980	48.598	130.1	6:35.171
6	1	2:55.737	50.963	1:18.338	46.436	143.5	20:26.555	3	1	3:08.073	56.231	1:22.475	49.367	134.1	9:43.244
7	1	2:56.447	51.656	1:19.773	45.018	142.9	23:23.002	4	1	10:40.971	8:26.283	1:24.890	49.798	39.3	20:24.215
8	1	2:58.087	52.265	1:18.494	47.328	141.6	26:21.089	5	1	3:03.150	53.162	1:23.265	46.723	137.7	23:27.365
9	1	2:52.942	50.535	1:17.620	44.787	145.8	29:14.031	6	1	3:02.048	52.988	1:22.261	46.799	138.5	26:29.413
10	1	2:52.825	49.732	1:18.306	44.787	145.9	32:06.856	7	1	2:57.753	51.534	1:20.447	45.772	141.8	29:27.166
11	1	2:54.207	49.787	1:19.292	45.128	144.7	35:01.063	8	1	2:58.982	53.595	1:20.044	45.343	140.9	32:26.148
12	1	5:27.241	3:17.740	1:22.638	46.863	77.1	40:28.304	9	1	2:56.600	49.994	1:20.365	46.241	142.8	35:22.748
7 1. Eric BROUTIN 2. Benjamin DE FORTIS CHEVROLET Camaro Z 28 1967 TC1								12 1. Ben GILL FORD Escort 1600 RS 1975 TC1							
1	1	3:21.687	58.883	1:33.321	49.483	125.0	3:21.687	1	1	3:40.472	1:24.213	1:27.307	48.952	114.4	3:40.472
2	1	3:08.601	53.469	1:26.124	49.008	133.7	6:30.288	2	1	3:02.692	53.265	1:22.808	46.619	138.0	6:43.164
3	1	3:04.848	51.651	1:25.127	48.070	136.4	9:35.136	3	1	3:01.599	51.880	1:21.379	48.340	138.8	9:44.763
4	1	3:05.206	51.986	1:25.190	48.030	136.1	12:40.342	4	1	3:10.706	53.523	1:24.766	52.417	132.2	12:55.469
5	1	3:03.939	51.619	1:25.303	47.017	137.1	15:44.281	5	1	4:50.166	2:38.364	1:23.729	48.073	86.9	17:45.635
6	1	3:03.385	51.892	1:24.519	46.974	137.5	18:47.666	6	1	3:11.170	53.869	1:24.731	52.570	131.9	20:56.805
7	1	5:29.515	3:12.780	1:28.165	48.570	76.5	24:17.181	7	1	4:26.165	2:14.283	1:22.645	49.237	94.7	25:22.970
8	1	3:02.175	50.800	1:23.687	47.688	138.4	27:19.356	8	1	3:05.854	55.054	1:22.858	47.942	135.7	28:28.824
9	1	3:00.471	50.194	1:23.369	46.908	139.7	30:19.827	9	1	3:08.618	52.115	1:24.723	51.780	133.7	31:37.442
10	1	3:00.902	50.811	1:23.104	46.987	139.4	33:20.729	14 1. Paul CHASE-GARDENER 2. Simon JONES VAUXHALL Viva GT 1969 TC1							
11	1	3:07.741	52.063	1:23.572	52.106	134.3	36:28.470	1	1	3:37.285	1:05.726	1:36.317	55.242	116.0	3:37.285
8 1. Jean Marc BUSSOLINI 2. Julien BUSSOLINI ALFA ROMEO GTV 6 1984 TC1								2	1	3:20.515	58.336	1:30.242	51.937	125.7	6:57.800
1	1	3:07.411	44.468	1:32.336	50.607	134.5	3:07.411	3	1	3:21.949	57.849	1:32.333	51.767	124.9	10:19.749
2	1	3:05.146	55.455	1:22.368	47.323	136.2	6:12.557	4	1	5:14.106	2:43.359	1:36.527	54.220	80.3	15:33.855
3	1	3:06.361	53.339	1:20.619	52.403	135.3	9:18.918	5	1	3:24.724	59.242	1:32.238	53.244	123.2	18:58.579
								6	1	3:23.186	58.359	1:31.866	52.961	124.1	22:21.765
								7	1	3:22.149	58.434	1:30.811	52.904	124.7	25:43.914

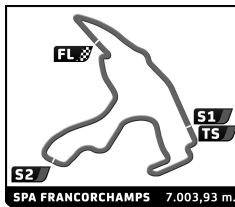


HTC SPA CLASSIC QUALIFYING

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
8	1	3:19.931	58.000	1:30.014	51.917	126.1	29:03.845								FORD Capri 2600 RS 1971
9	1	3:19.679	57.727	1:29.164	52.788	126.3	32:23.524								TC1
16	1.Damien KOHLER FORD Escort 1600 RS 1974 TC1														
1	1	2:54.141 B	32.372	1:23.224	58.545	144.8	2:54.141								
2	1	4:31.573	2:19.686	1:23.283	48.604	92.8	7:25.714								
3	1	3:10.129	53.860	1:23.283	52.986	132.6	10:35.843								
4	1	3:07.002	54.764	1:23.954	48.284	134.8	13:42.845								
5	1	3:07.157	53.760	1:25.577	47.820	134.7	16:50.002								
6	1	3:07.942	53.570	1:23.233	51.139	134.2	19:57.944								
7	1	6:39.636	4:23.428	1:24.532	51.676	63.1	26:37.580								
17	1.Steve DANCE FORD Capri 2600 RS 1972 TC1														
1	1	4:06.442	1:42.740	1:33.757	49.945	102.3	4:06.442								
2	1	2:56.889	50.927	1:19.722	46.240	142.5	7:03.331								
3	1	2:53.497	49.583	1:19.357	44.557	145.3	9:56.828								
4	1	2:52.306	49.120	1:18.622	44.564	146.3	12:49.134								
5	1	2:51.614	48.802	1:18.448	44.364	146.9	15:40.748								
6	1	4:48.231	2:42.556	1:20.632	45.043	87.5	20:28.979								
7	1	3:14.153	57.400	1:32.358	44.395	129.9	23:43.132								
8	1	2:51.962	48.574	1:17.972	45.416	146.6	26:35.094								
9	1	2:52.104	48.415	1:18.120	45.569	146.5	29:27.198								
10	1	2:52.218	48.701	1:18.364	45.153	146.4	32:19.416								
19	1.Tim SUMMERS 2.Richard MEADEN ROVER Vitesse 1981 TC1														
1	1	3:30.028	1:10.774	1:29.539	49.715	120.1	3:30.028								
2	1	3:06.094	52.088	1:20.406	53.600	135.5	6:36.122								
3	1	2:59.793	53.031	1:19.885	46.877	140.2	9:35.915								
4	1	3:02.602	51.447	1:23.069	48.086	138.1	12:38.517								
5	1	2:57.479	51.270	1:19.858	46.351	142.1	15:35.996								
6	1	5:44.864	3:42.494	1:18.543	43.827	73.1	21:20.860								
7	1	2:48.134	48.665	1:16.306	43.163	150.0	24:08.994								
8	1	2:48.015	47.977	1:16.231	43.807	150.1	26:57.009								
9	1	2:50.097	47.657	1:18.443	43.997	148.2	29:47.106								
10	1	2:47.187	47.734	1:15.918	43.535	150.8	32:34.293								
11	1	2:47.098	47.693	1:15.681	43.724	150.9	35:21.391								
12	1	3:03.020	52.725	1:23.920	46.375	137.8	38:24.411								
20	1.Bill CUTLER BMW M535 1980 TC1														
1	1	3:48.763	1:21.263	1:36.002	51.498	110.2	3:48.763								
2	1	3:20.024	56.941	1:30.532	52.551	126.1	7:08.787								
3	1	3:16.178	57.204	1:29.338	49.636	128.5	10:24.965								
4	1	3:14.001	55.279	1:28.768	49.954	130.0	13:38.966								
5	1	3:15.023	55.057	1:29.660	50.306	129.3	16:53.989								
6	1	3:15.830	56.735	1:28.692	50.403	128.8	20:09.819								
7	1	3:10.438	54.736	1:26.712	48.990	132.4	23:20.257								
8	1	3:15.619	56.184	1:28.991	50.444	128.9	26:35.876								
9	1	3:16.879	56.621	1:30.406	49.852	128.1	29:52.755								
10	1	3:11.919	55.615	1:27.109	49.195	131.4	33:04.674								
11	1	3:32.201	55.360	1:26.955	1:09.886	118.8	36:36.875								
21	1.Thierry LATRE DU BOSQUEAU 2.Guy FASTRES FORD Capri 2600 RS 1971 TC1														
1	1	3:39.692	1:21.868	1:28.984	48.840	114.8	3:39.692								
2	1	3:01.737	53.559	1:21.823	46.355	138.7	6:41.429								
3	1	3:08.701	51.328	1:22.999	54.374	133.6	9:50.130								
22	1.Andrew BEVERLEY VOLVO 240 Turbo 1984 TC1														
1	1	4:05.559	1:29.974	1:40.254	55.331	102.7	4:05.559								
2	1	3:11.988	52.902	1:22.879	56.207	131.3	7:17.547								
3	1	3:03.156	50.777	1:23.019	49.360	137.7	10:20.703								
4	1	6:33.598	4:21.161	1:25.296	47.141	64.1	16:54.301								
5	1	2:56.356	50.198	1:19.811	46.347	143.0	19:50.657								
6	1	2:54.545	50.386	1:19.486	44.673	144.5	22:45.202								
7	1	2:50.983	49.192	1:17.593	44.198	147.5	25:36.185								
8	1	3:34.600	1:00.636	1:33.343	1:00.621	117.5	29:10.785								
24	1.Marc DEVIS 2.Jan SCHIPPERS CHEVROLET Camaro Z 28 1978 TC1														
1	1	3:18.823	58.308	1:32.693	47.822	126.8	3:18.823								
2	1	2:56.566	50.114	1:20.397	46.055	142.8	6:15.389								
3	1	2:58.504	51.911	1:20.363	46.230	141.3	9:13.893								
4	1	5:18.576	3:10.889	1:21.738	45.949	79.1	14:32.469								
5	1	2:54.187	49.556	1:19.832	44.799	144.8	17:26.656								
6	1	2:54.315	49.382	1:19.672	45.261	144.6	20:20.971								
7	1	8:44.928	6:23.748	1:30.827	50.353	48.0	29:05.899								
8	1	3:04.978	51.910	1:26.058	47.010	136.3	32:10.877								
9	1	3:01.435	50.169	1:24.798	46.468	139.0	35:12.312								
10	1	3:15.567	51.402	1:27.119	57.046	128.9	38:27.879								
25	1.Adrian George BRADY BMW 3.0 CSL 1975 TC1														
1	1	3:32.954	1:11.740	1:31.532	49.682	118.4	3:32.954								
2	1	2:58.372	50.007	1:21.527	46.838	141.4	6:31.326								
3	1	2:54.101	50.130	1:18.895	45.076	144.8	9:25.427								
4	1	2:54.524	49.800	1:19.645	45.079	144.5	12:19.951								
5	1	10:03.575	7:49.295	1:22.482	51.798	41.8	22:23.526								
6	1	10:59.153	8:47.833	1:23.136	48.184	38.3	33:22.679								
27	1.Richard POSTINS ROVER Vitesse TWR 1986 TC1														
1	1	2:36.134	28.421	1:21.905	45.808	161.5	2:36.134								
2	1	2:55.166	52.504	1:17.673	44.989	143.9	5:31.300								
3	1	2:53.673	51.099	1:17.892	44.682	145.2	8:24.973								
4	1	2:53.629	50.558	1:18.166	44.905	145.2	11:18.602								
5	1	2:53.648	50.766	1:18.151	44.731	145.2	14:12.250								
6	1	10:55.598	8:47.097	1:22.939	45.562	38.5	25:07.848								
7	1	2:57.650	51.799	1:19.192	46.659	141.9	28:05.498								
8	1	3:25.461	1:04.985	1:29.464	51.012	122.7	31:30.959								
28	1.Philippe SCEMAMA BMW 3.0 CSL 1973 TC1														
1	1	2:53.767	37.179	1:28.609	47.979	145.1	2:53.767								
2	1	3:02.715	53.576	1:23.354	45.785	138.0	5:56.482								

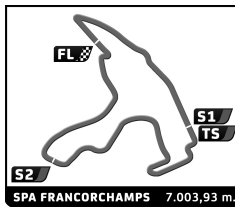


HTC SPA CLASSIC QUALIFYING

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	2:54.825	50.514	1:19.409	44.902	144.2	8:51.307	11	1	3:10.505	56.605	1:24.303	49.597	132.4	39:58.608							
4	1	3:06.171	49.635	1:18.170	58.366	135.4	11:57.478	12	1	3:10.540	56.415	1:24.504	49.621	132.3	43:09.148							
5	1	2:53.939	50.852	1:18.629	44.458	145.0	14:51.417	37 1.Ivor DUNBAR FORD Capri 2600 RS 1971 TC1							1	1	4:20.949	1:43.769	1:40.373	56.807	96.6	4:20.949
6	1	3:21.874	49.964	1:25.392	1:06.518	124.9	18:13.291								2	1	3:10.066	55.896	1:26.146	48.024	132.7	7:31.015
7	1	11:34.902	9:26.222	1:22.684	45.996	36.3	29:48.193	3	1	3:06.360	53.584	1:24.911	47.865	135.3	10:37.375							
8	1	2:52.668	49.573	1:18.395	44.700	146.0	32:40.861	4	1	3:02.944	52.958	1:23.836	46.150	137.8	13:40.319							
9	1	2:51.828	49.235	1:18.271	44.322	146.7	35:32.689	5	1	3:05.879	52.574	1:26.522	46.783	135.6	16:46.198							
10	1	2:52.737	48.943	1:18.933	44.861	146.0	38:25.426	6	1	3:03.748	51.538	1:23.957	48.253	137.2	19:49.946							
11	1	2:51.558	49.562	1:17.560	44.436	147.0	41:16.984	7	1	3:01.188	51.410	1:23.031	46.747	139.2	22:51.134							
30 1.Christian TRABER BMW 2002 TI 1970 TC1								8	1	3:00.177	51.510	1:21.959	46.708	139.9	25:51.311							
								9	1	3:02.721	51.809	1:23.690	47.222	138.0	28:54.032							
1	1	3:22.374	1:05.548	1:28.309	48.517	124.6	3:22.374	10	1	2:59.928	51.403	1:22.346	46.179	140.1	31:53.960							
2	1	3:02.602	54.831	1:21.208	46.563	138.1	6:24.976	11	1	2:57.638	50.621	1:21.238	45.779	141.9	34:51.598							
3	1	3:00.638	52.690	1:20.586	47.362	139.6	9:25.614	38 1.Pierre MODAS 2.Frédéric BERCHON FORD Mustang 289 1965 TC2							1	1	3:32.366	49.933	1:46.959	55.474	118.7	3:32.366
4	1	3:01.580	52.715	1:21.352	47.513	138.9	12:27.194								2	1	3:24.565	57.275	1:35.923	51.367	123.3	6:56.931
5	1	3:01.290	52.883	1:21.395	47.012	139.1	15:28.484	3	1	3:21.257	56.840	1:33.860	50.557	125.3	10:18.188							
6	1	4:40.296	2:30.850	1:21.154	48.292	90.0	20:08.780	4	1	3:18.802	55.554	1:32.597	50.651	126.8	13:36.990							
7	1	2:59.798	52.612	1:20.566	46.620	140.2	23:08.578	5	1	3:15.974	54.925	1:31.096	49.953	128.7	16:52.964							
8	1	2:59.389	52.400	1:20.125	46.864	140.6	26:07.967	6	1	3:15.562	55.337	1:30.377	49.848	128.9	20:08.526							
9	1	2:59.581	52.321	1:20.131	47.129	140.4	29:07.548	7	1	3:34.475	57.368	1:38.670	58.437	117.6	23:43.001							
33 1.Wolfgang SCHMIDT 2.Klaus HORMES FORD Mustang 302 1968 TC1								8	1	6:17.039	3:49.023	1:35.235	52.781	66.9	30:00.040							
								1	1	3:41.942	1:24.094	1:30.939	46.909	113.6	3:41.942	9	1	3:17.557	56.501	1:29.550	51.506	127.6
2	1	3:04.707	54.285	1:24.539	45.883	136.5	6:46.649	10	1	3:16.558	56.401	1:28.400	51.757	128.3	36:34.155							
3	1	2:59.719	51.854	1:21.397	46.468	140.3	9:46.368	11	1	3:17.003	55.739	1:29.271	51.993	128.0	39:51.158							
4	1	6:30.476	4:23.211	1:21.431	45.834	64.6	16:16.844	12	1	3:17.067	56.191	1:28.814	52.062	127.9	43:08.225							
5	1	2:57.469	49.977	1:21.123	46.369	142.1	19:14.313	39 1.Christophe SCHWARTZ PLYMOUTH Hemicuda 1970 TC1							1	1	3:51.316	1:26.256	1:31.948	53.112	109.0	3:51.316
6	1	2:57.947	50.058	1:21.673	46.216	141.7	22:12.260								2	1	3:18.296	55.729	1:32.339	50.228	127.2	7:09.612
7	1	2:59.209	52.356	1:21.059	45.794	140.7	25:11.469	3	1	3:01.759	50.047	1:26.007	45.705	138.7	10:11.371							
8	1	5:32.034	3:22.898	1:22.940	46.196	75.9	30:43.503	4	1	2:57.955	48.207	1:24.218	45.530	141.7	13:09.326							
9	1	2:56.896	50.167	1:21.540	45.189	142.5	33:40.399	5	1	2:57.590	48.695	1:22.749	46.146	142.0	16:06.916							
10	1	2:56.364	49.389	1:22.226	44.749	143.0	36:36.763	6	1	2:55.324	47.107	1:23.294	44.923	143.8	19:02.240							
11	1	2:57.922	51.170	1:20.978	45.774	141.7	39:34.685	7	1	2:57.344	49.247	1:23.434	44.663	142.2	21:59.584							
12	1	2:56.346	49.333	1:22.006	45.007	143.0	42:31.031	8	1	4:39.353	2:28.228	1:23.116	48.009	90.3	26:38.937							
35 1.Carlos DE MIGUEL 2.Luis DELSO BMW 635 CSi 1984 TC1								9	1	4:26.373	2:16.046	1:23.581	46.746	94.7	31:05.310							
								1	1	3:42.866	56.062	1:47.356	59.448	113.1	3:42.866	10	1	2:55.373	47.970	1:22.031	45.372	143.8
2	1	3:25.848	59.759	1:32.861	53.228	122.5	7:08.714	11	1	4:40.299	2:18.580	1:30.288	51.431	90.0	38:40.982							
3	1	3:24.081	58.371	1:33.018	52.692	123.5	10:32.795	40 1.Peter MALLETT ROVER 3500S 1981 TC2							1	1	2:52.049	35.223	1:27.582	49.244	146.6	2:52.049
4	1	8:04.234	5:06.511	1:49.801	1:07.922	52.1	18:37.029								2	1	3:08.160	53.712	1:25.592	48.856	134.0	6:00.209
36 1.Francisco SERRANO 2.Xavier GARCIA ALFA ROMEO 1750 GTAM 1969 TC1								3	1	3:09.825	54.271	1:26.718	48.836	132.8	9:10.034							
								1	1	3:37.355	50.641	1:49.235	57.479	116.0	3:37.355	4	1	3:08.521	53.498	1:25.849	49.174	133.7
2	1	3:29.356	1:02.387	1:33.340	53.629	120.4	7:06.711	42 1.Patrick WILWERT 2.Tom MAILLIET ALFA ROMEO 1750 GTAM 1971 TC1							1	1	3:12.680	57.113	1:25.072	50.495	130.9	30:09.587
3	1	3:30.652	1:00.793	1:34.669	55.190	119.7	10:37.363								9	1	3:12.037	56.819	1:24.237	50.981	131.3	33:21.624
4	1	3:30.528	1:01.268	1:35.054	54.206	119.8	14:07.891	10	1	3:26.479	1:05.301	1:28.721	52.457	122.1	36:48.103							
5	1	3:28.929	1:01.274	1:34.246	53.409	120.7	17:36.820	35							1	1	3:42.866	56.062	1:47.356	59.448	113.1	3:42.866
6	1	6:06.413	3:48.403	1:26.468	51.542	68.8	23:43.233	36							2	1	3:25.848	59.759	1:32.861	53.228	122.5	7:08.714
7	1	3:13.674	58.801	1:25.155	49.718	130.2	26:56.907	39							3	1	3:24.081	58.371	1:33.018	52.692	123.5	10:32.795
8	1	3:12.680	57.113	1:25.072	50.495	130.9	30:09.587	40							4	1	8:04.234	5:06.511	1:49.801	1:07.922	52.1	18:37.029
9	1	3:12.037	56.819	1:24.237	50.981	131.3	33:21.624	42							5	1	2:57.469	49.977	1:21.123	46.369	142.1	19:14.313
10	1	3:26.479	1:05.301	1:28.721	52.457	122.1	36:48.103	42							6	1	2:57.947	50.058	1:21.673	46.216	141.7	22:12.260



HTC SPA CLASSIC QUALIFYING

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
1	1	3:43.502	1:16.044	1:30.930	56.528	112.8	3:43.502	67	1	3:52.423	1:31.798	1:30.775	49.850	108.5	3:52.423
2	1	3:10.083	55.768	1:25.592	48.723	132.6	6:53.585	2	1	3:16.835	54.385	1:31.518	50.932	128.1	7:09.258
3	1	3:05.448	55.296	1:22.158	47.994	136.0	9:59.033	3	1	3:21.920	54.614	1:26.356	1:00.950	124.9	10:31.178
4	1	3:03.048	53.301	1:21.807	47.940	137.7	13:02.081	4	1	4:42.341	2:29.869	1:25.090	47.382	89.3	15:13.519
5	1	3:06.113	53.880	1:22.072	50.161	135.5	16:08.194	5	1	3:06.477	51.760	1:25.166	49.551	135.2	18:19.996
6	1	7:04.298	4:49.776	1:25.110	49.412	59.4	23:12.492	6	1	4:30.970	2:12.636	1:27.991	50.343	93.1	22:50.966
7	1	3:13.141	57.155	1:23.107	52.879	130.5	26:25.633	7	1	9:41.778	7:24.271	1:30.259	47.248	43.3	32:32.744
8	1	3:11.000	55.809	1:24.101	51.090	132.0	29:36.633	8	1	3:07.966	53.122	1:25.709	49.135	134.1	35:40.710
9	1	3:08.530	55.949	1:22.902	49.679	133.7	32:45.163	9	1	3:11.722	55.393	1:27.434	48.895	131.5	38:52.432
10	1	3:08.021	55.207	1:23.231	49.583	134.1	35:53.184	10	1	3:11.521	53.139	1:29.282	49.100	131.7	42:03.953
11	1	3:08.498	54.988	1:23.963	49.547	133.8	39:01.682								
12	1	3:10.481	54.606	1:25.120	50.755	132.4	42:12.163								
45 1. Michel MHITARIAN BMW 3.0 CSL 1974 TC1								72 1. Fabrice MESTROT FORD Escort 1600 RS 1972 TC1							
1	1	3:28.497	1:10.107	1:29.130	49.260	120.9	3:28.497	1	1	2:36.694	29.891	1:21.104	45.699	160.9	2:36.694
2	1	3:03.141	52.530	1:24.237	46.374	137.7	6:31.638	2	1	2:55.740	52.003	1:18.574	45.163	143.5	5:32.434
3	1	9:37.300	7:28.592	1:22.337	46.371	43.7	16:08.938	3	1	2:53.245	50.249	1:18.561	44.435	145.5	8:25.679
4	1	3:08.913	51.913	1:22.191	54.809	133.5	19:17.851	4	1	3:13.239	57.789	1:25.215	50.235	130.5	11:38.918
46 1. Thomas PEAD BMW 1600 Ti 1968 TC2								5	1	6:52.418	4:32.682	1:30.086	49.650	61.1	18:31.336
1	1	3:32.803	56.871	1:40.638	55.294	118.5	3:32.803	6	1	3:08.769	54.231	1:25.871	48.667	133.6	21:40.105
2	1	3:21.780	58.197	1:32.059	51.524	125.0	6:54.583	7	1	3:09.207	53.543	1:26.929	48.735	133.3	24:49.312
3	1	3:16.015	56.212	1:28.395	51.408	128.6	10:10.598	8	1	3:04.261	53.001	1:23.265	47.995	136.8	27:53.573
4	1	3:15.102	56.030	1:27.693	51.379	129.2	13:25.700	9	1	3:03.369	54.065	1:22.563	46.741	137.5	30:56.942
5	1	3:15.760	56.186	1:28.206	51.368	128.8	16:41.460	10	1	3:04.858	52.665	1:23.863	48.330	136.4	34:01.800
6	1	3:13.961	56.420	1:26.136	51.405	130.0	19:55.421	11	1	3:07.218	52.482	1:26.634	48.102	134.7	37:09.018
7	1	3:12.678	55.952	1:26.849	49.877	130.9	23:08.099	12	1	3:12.308	52.742	1:28.636	50.930	131.1	40:21.326
8	1	3:14.840	56.005	1:26.615	52.220	129.4	26:22.939								
9	1	3:13.046	56.181	1:25.918	50.947	130.6	29:35.985	75 1. Eric MESTDAGH BMW 3.0 CSL 1975 TC1							
10	1	4:52.875	2:22.028	1:35.872	54.975	86.1	34:28.860	2	1	2:56.661	47.991	1:23.922	44.748	142.7	2:56.661
49 1. Douglas TITFORD FORD Capri 2600 RS 1972 TC1								105 1. Jérémy LANKSWEERT FORD Mustang 289 1965 TC2							
1	1	3:17.059	1:02.598	1:27.845	46.616	128.0	3:17.059	1	1	10:11.952	7:49.604	1:30.727	51.621	41.2	10:11.952
2	1	2:52.949	50.464	1:18.027	44.458	145.8	6:10.008	2	1	3:16.663	57.069	1:27.902	51.692	128.2	13:28.615
3	1	2:50.997	49.217	1:18.575	43.205	147.5	9:01.005	3	1	3:17.287	57.159	1:28.921	51.207	127.8	16:45.902
4	1	2:50.270	48.834	1:17.673	43.763	148.1	11:51.275	4	1	3:21.138	58.875	1:28.647	53.616	125.4	20:07.040
5	1	4:32.081	2:25.990	1:21.199	44.892	92.7	16:23.356	5	1	5:13.012	2:48.671	1:30.919	53.422	80.6	25:20.052
6	1	2:50.311	48.800	1:17.649	43.862	148.0	19:13.667	6	1	3:18.307	58.780	1:28.237	51.290	127.1	28:38.359
7	1	5:15.438	2:57.718	1:27.894	49.826	79.9	24:29.105	7	1	3:15.921	57.353	1:27.613	50.955	128.7	31:54.280
8	1	3:11.840	54.886	1:26.396	50.558	131.4	27:40.945	8	1	3:15.585	56.659	1:27.905	51.021	128.9	35:09.865
9	1	3:14.621	56.203	1:27.437	50.981	129.6	30:55.566	9	1	3:17.802	57.549	1:27.211	53.042	127.5	38:27.667
10	1	3:15.856	58.323	1:27.637	49.896	128.7	34:11.422	10	1	3:19.788	57.150	1:29.414	53.224	126.2	41:47.455
11	1	3:13.453	55.126	1:28.150	50.177	130.3	37:24.875								
12	1	3:15.204	54.926	1:29.280	50.998	129.2	40:40.079								
60 1. Jean-Marc MERLIN ROVER Vitesse TWR 1985 TC1															
1	1	3:28.003	1:04.188	1:33.996	49.819	121.2	3:28.003								
2	1	3:08.603	56.524	1:22.586	49.493	133.7	6:36.606								
3	1	3:08.157	55.469	1:23.032	49.656	134.0	9:44.763								
4	1	9:10.855	6:57.144	1:23.839	49.872	45.8	18:55.618								
5	1	3:01.752	54.636	1:20.089	47.027	138.7	21:57.370								