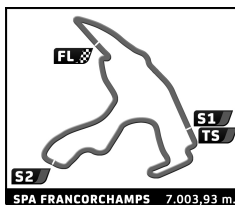


HTC SPA CLASSIC RACE 2

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								7	1	3:13.103	53.968	1:25.811	53.324	130.6	22:18.454
1	1	3:21.158	1:04.228	1:27.171	49.759	125.3	3:21.158	8	1	3:37.515	59.705	1:29.880	1:07.930	115.9	25:55.969
2	1	3:13.015	57.327	1:25.993	49.695	130.6	6:34.173	9	1	3:46.163	1:02.634	1:34.174	1:09.355	111.5	29:42.132
3	1	3:09.317	55.789	1:24.405	49.123	133.2	9:43.490	10	1	5:27.334	2:54.706	1:30.087	1:02.541	77.0	35:09.466
4	1	3:07.982	55.203	1:23.933	48.846	134.1	12:51.472	11	1	4:53.986	1:20.973	2:16.762	1:16.251	85.8	40:03.452
5	1	3:09.079	54.832	1:25.178	49.069	133.4	16:00.551	12	1	3:14.803	53.834	1:29.295	51.674	129.4	43:18.255
6	1	3:08.487	55.198	1:24.138	49.151	133.8	19:09.038	13	1	3:13.919	55.578	1:26.844	51.497	130.0	46:32.174
7	1	3:11.475	55.419	1:24.197	51.859	131.7	22:20.513	14	1	3:08.810	52.281	1:26.536	49.993	133.5	49:40.984
8	1	3:37.226	59.915	1:28.273	1:09.038	116.1	25:57.739	15	1	3:11.361	53.334	1:27.837	50.190	131.8	52:52.345
9	1	5:27.705	2:46.061	1:29.127	1:12.517	76.9	31:25.444	16	1	3:08.846	52.116	1:26.672	50.058	133.5	56:01.191
10	1	3:37.460	58.750	1:27.274	1:11.436	115.9	35:02.904	17	1	3:09.034	52.066	1:26.672	50.296	133.4	59:10.225
11	1	4:59.265	1:26.170	2:17.211	1:15.884	84.3	40:02.169	18	1	3:08.749	52.490	1:27.283	48.976	133.6	1:02:18.974
12	1	3:18.137	55.976	1:29.486	52.675	127.3	43:20.306	19	1	3:11.002	53.226	1:27.734	50.042	132.0	1:05:29.976
13	1	3:13.087	55.888	1:25.415	51.784	130.6	46:33.393	10 1. Richard HOPE 2. Simon MASON BMW 635 CSi 1984 TC1							
14	1	3:13.824	54.864	1:26.326	52.634	130.1	49:47.217	1	1	3:06.720	55.647	1:24.041	47.032	135.0	3:06.720
15	1	3:12.709	54.914	1:26.330	51.465	130.8	52:59.926	2	1	3:00.486	51.697	1:22.201	46.588	139.7	6:07.206
16	1	3:12.653	55.666	1:25.711	51.276	130.9	56:12.579	3	1	2:59.367	51.581	1:21.387	46.399	140.6	9:06.573
17	1	3:13.079	55.877	1:26.425	50.777	130.6	59:25.658	4	1	2:59.991	51.274	1:21.857	46.860	140.1	12:06.564
18	1	3:14.771	55.927	1:27.597	51.247	129.5	1:02:40.429	5	1	3:01.940	51.812	1:23.630	46.498	138.6	15:08.504
3 1. Chris WARD 2. Andrew SMITH FORD Capri 3100 RS Broadspeed TC1								6	1	2:58.675	51.288	1:20.965	46.422	141.1	18:07.179
1	1	2:54.830	49.583	1:20.609	44.638	144.2	2:54.830	7	1	3:14.040	51.501	1:21.302	1:01.237	129.9	21:21.219
2	1	2:52.968	48.474	1:20.159	44.335	145.8	5:47.798	8	1	3:29.468	51.813	1:37.076	1:00.579	120.4	24:50.687
3	1	2:53.599	49.229	1:19.963	44.407	145.2	8:41.397	9	1	4:15.430	1:19.341	1:42.033	1:14.056	98.7	29:06.117
4	1	2:52.161	48.651	1:19.619	43.891	146.5	11:33.558	10	1	5:42.984	2:39.716	1:44.231	1:19.037	73.5	34:49.101
5	1	2:53.481	48.564	1:20.357	44.560	145.3	14:27.039	11	1	5:05.908	1:34.348	2:17.985	1:13.575	82.4	39:55.009
6	1	2:52.514	48.087	1:20.112	44.315	146.2	17:19.553	12	1	3:01.085	51.710	1:21.759	47.616	139.2	42:56.094
7	1	2:50.685	47.976	1:18.935	43.774	147.7	20:10.238	13	1	2:59.740	51.412	1:21.406	46.922	140.3	45:55.834
8	1	3:00.987	47.744	1:19.384	53.859	139.3	23:11.225	14	1	3:01.522	51.220	1:23.146	47.156	138.9	48:57.356
9	1	5:27.798	1:22.207	2:18.319	1:47.272	76.9	28:39.023	15	1	2:58.903	51.146	1:20.926	46.831	140.9	51:56.259
10	1	5:59.750	2:49.269	1:22.692	1:47.789	70.1	34:38.773	16	1	3:00.593	51.419	1:21.962	47.212	139.6	54:56.852
11	1	5:06.856	1:37.099	2:19.418	1:10.339	82.2	39:45.629	17	1	3:03.370	52.708	1:22.686	47.976	137.5	58:00.222
12	1	2:51.809	49.183	1:18.068	44.558	146.8	42:37.438	18	1	3:02.479	52.079	1:22.021	48.379	138.2	1:01:02.701
13	1	2:49.035	47.973	1:17.334	43.728	149.2	45:26.473	19	1	3:01.596	51.794	1:22.580	47.222	138.8	1:04:04.297
14	1	2:48.641	48.150	1:16.647	43.844	149.5	48:15.114	12 1. Ben GILL FORD Escort 1600 RS 1975 TC1							
15	1	2:51.620	47.689	1:19.826	44.105	146.9	51:06.734	1	1	3:19.426	1:05.198	1:24.136	50.092	126.4	3:19.426
16	1	2:49.216	48.534	1:17.239	43.443	149.0	53:55.950	2	1	3:05.151	53.727	1:23.374	48.050	136.2	6:24.577
17	1	2:49.759	48.233	1:17.571	43.955	148.5	56:45.709	3	1	3:02.748	52.719	1:22.450	47.579	138.0	9:27.325
18	1	2:57.517	50.903	1:19.736	46.878	142.0	59:43.226	4	1	3:02.274	52.784	1:21.686	47.804	138.3	12:29.599
19	1	3:00.908	49.320	1:20.580	51.008	139.4	1:02:44.134	5	1	3:00.548	52.305	1:20.953	47.290	139.7	15:30.147
5 1. Christophe VAN RIET 2. Raphaël BORMAN FORD Escort 1600 RS 1972 TC1								6	1	3:00.829	51.680	1:21.650	47.499	139.4	18:30.976
1	1	3:01.869	54.588	1:21.475	45.806	138.6	3:01.869	7	1	3:14.547	52.308	1:21.195	1:01.044	129.6	21:45.523
7 1. Eric BROUTIN 2. Benjamin DE FORTIS CHEVROLET Camaro Z 28 1967 TC1								8	1	3:23.783	57.485	1:25.253	1:01.045	123.7	25:09.306
1	1	3:18.520	57.920	1:29.106	51.494	127.0	3:18.520	9	1	4:03.191	1:09.128	1:39.516	1:14.547	103.7	29:12.497
2	1	3:12.174	53.516	1:27.904	50.754	131.2	6:30.694	10	1	5:40.587	2:49.781	1:29.226	1:21.580	74.0	34:53.084
3	1	3:07.821	53.504	1:25.711	48.606	134.2	9:38.515	11	1	5:04.007	1:33.703	2:17.665	1:12.639	82.9	39:57.091
4	1	3:09.098	53.885	1:26.746	48.467	133.3	12:47.613	12	1	3:09.922	55.239	1:24.916	49.767	132.8	43:07.013
5	1	3:06.808	53.219	1:26.058	47.531	135.0	15:54.421	13	1	3:05.209	53.990	1:22.728	48.491	136.1	46:12.222
6	1	3:10.930	53.768	1:25.880	51.282	132.1	19:05.351	14	1	3:03.453	51.603	1:21.918	49.932	137.4	49:15.675
								15	1	3:02.899	52.973	1:22.115	47.811	137.9	52:18.574
								16	1	3:02.062	52.205	1:22.067	47.790	138.5	55:20.636
								17	1	3:04.361	52.574	1:21.890	49.897	136.8	58:24.997
								18	1	3:01.796	52.443	1:21.837	47.516	138.7	1:01:26.793
								19	1	3:02.600	52.918	1:21.260	48.422	138.1	1:04:29.393

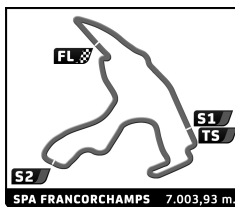


HTC SPA CLASSIC RACE 2

Analysis

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

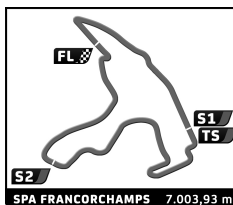
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
16 1.Damien KOHLER FORD Escort 1600 RS 1974 TC1								6 1 3:13.225 55.254 1:27.665 50.306 130.5 19:41.879							
1	1	3:34.256	1:06.724	1:35.125	52.407	117.7	3:34.256	7	1	3:20.074	55.316	1:27.407	57.351	126.0	23:01.953
17 1.Steve DANCE FORD Capri 2600 RS 1972 TC1								8 1 3:41.435 1:01.254 1:34.853 1:05.328 113.9 26:43.388							
1	1	2:59.888	51.464	1:21.960	46.464	140.2	2:59.888	9	1	4:23.222	1:00.023	1:31.142	1:52.057	95.8	31:06.610
2	1	3:03.037	50.268	1:24.825	47.944	137.8	6:02.925	10	1	5:27.220	2:45.496	1:31.826	1:09.898	77.1	36:33.830
3	1	2:57.500	50.235	1:21.220	46.045	142.1	9:00.425	11	1	3:37.286	57.217	1:30.040	1:10.029	116.0	40:11.116
4	1	2:56.293	50.909	1:20.361	45.023	143.0	11:56.718	12	1	3:17.015	55.053	1:30.622	51.340	128.0	43:28.131
5	1	2:54.953	49.497	1:20.702	44.754	144.1	14:51.671	13	1	3:14.754	55.361	1:27.709	51.684	129.5	46:42.885
6	1	2:53.931	49.034	1:20.266	44.631	145.0	17:45.602	14	1	3:11.713	55.500	1:26.374	49.839	131.5	49:54.598
7	1	2:56.645	50.708	1:20.935	45.002	142.7	20:42.247	15	1	3:12.827	54.754	1:27.064	51.009	130.8	53:07.425
8	1	3:10.697	49.615	1:19.900	1:01.182	132.2	23:52.944	16	1	3:10.994	54.336	1:26.841	49.817	132.0	56:18.419
9	1	4:47.188	1:08.109	1:51.526	1:47.553	87.8	28:40.132	17	1	3:15.428	55.171	1:28.374	51.883	129.0	59:33.847
10	1	5:57.116	2:50.065	1:24.141	1:42.910	70.6	34:37.248	18	1	3:11.418	54.830	1:26.271	50.317	131.7	1:02:45.265
11	1	5:07.500	1:37.676	2:19.179	1:10.645	82.0	39:44.748	22 1.Andrew BEVERLEY VOLVO 240 Turbo 1984 TC1							
12	1	2:56.032	49.563	1:20.191	46.278	143.2	42:40.780	1	1	3:05.487	54.957	1:23.828	46.702	135.9	3:05.487
13	1	2:55.046	49.302	1:19.930	45.814	144.0	45:35.826	2	1	2:59.714	51.528	1:21.690	46.496	140.3	6:05.201
14	1	2:55.406	48.959	1:20.532	45.915	143.7	48:31.232	3	1	2:57.736	50.759	1:21.510	45.467	141.9	9:02.937
15	1	2:54.222	48.912	1:19.379	45.931	144.7	51:25.454	4	1	2:57.317	51.453	1:20.270	45.594	142.2	12:00.254
16	1	2:55.259	49.252	1:20.107	45.900	143.9	54:20.713	5	1	2:58.740	50.500	1:22.784	45.456	141.1	14:58.994
17	1	2:56.746	49.477	1:20.745	46.524	142.7	57:17.459	6	1	2:56.539	50.327	1:20.564	45.648	142.8	17:55.533
18	1	3:01.164	50.944	1:22.535	47.685	139.2	1:00:18.623	7	1	2:58.430	50.333	1:22.370	45.727	141.3	20:53.963
19	1	2:56.282	49.663	1:20.729	45.890	143.0	1:03:14.905	8	1	3:06.513	50.547	1:21.805	54.161	135.2	24:00.476
19 1.Tim SUMMERS ROVER Vitesse 1981 TC1								9	1	4:42.894	1:03.331	1:52.052	1:47.511	89.1	28:43.370
1	1	3:17.236	1:04.430	1:23.371	49.435	127.8	3:17.236	10	1	5:57.608	2:47.767	1:24.784	1:45.057	70.5	34:40.978
2	1	3:04.725	52.590	1:23.697	48.438	136.5	6:21.961	11	1	5:07.289	1:37.347	2:18.475	1:11.467	82.1	39:48.267
3	1	3:02.841	51.773	1:23.026	48.042	137.9	9:24.802	12	1	2:59.527	50.668	1:20.956	47.903	140.4	42:47.794
4	1	3:03.682	51.946	1:22.836	48.900	137.3	12:28.484	13	1	2:59.625	50.770	1:21.902	46.953	140.4	45:47.419
5	1	3:01.015	51.867	1:21.648	47.500	139.3	15:29.499	14	1	2:56.743	50.026	1:19.552	47.165	142.7	48:44.162
6	1	3:01.243	51.764	1:21.886	47.593	139.1	18:30.742	15	1	2:57.863	50.094	1:20.824	46.945	141.8	51:42.025
7	1	3:10.532	51.929	1:21.085	57.518	132.3	21:41.274	16	1	2:56.873	50.718	1:20.256	45.899	142.6	54:38.898
8	1	3:12.408	52.102	1:23.611	56.695	131.0	24:53.682	17	1	2:56.096	50.055	1:19.759	46.282	143.2	57:34.994
9	1	4:15.063	1:18.962	1:41.721	1:14.380	98.9	29:08.745	18	1	2:56.705	50.215	1:20.912	45.578	142.7	1:00:31.699
10	1	5:25.027	1:22.765	2:14.824	1:47.438	77.6	34:33.772	19	1	2:54.927	49.243	1:19.893	45.791	144.1	1:03:26.626
11	1	5:32.719	2:49.289	1:26.889	1:16.541	75.8	40:06.491	24 1.Marc DEVIS CHEVROLET Camaro Z 28 1978 TC1							
12	1	3:00.703	51.445	1:21.432	47.826	139.5	43:07.194	1	1	3:30.631	1:08.977	1:30.021	51.633	119.7	3:30.631
13	1	2:55.840	50.912	1:19.697	45.231	143.4	46:03.034	2	1	3:08.596	53.123	1:26.793	48.680	133.7	6:39.227
14	1	2:53.216	49.735	1:18.057	45.424	145.6	48:56.250	3	1	3:08.502	53.045	1:26.443	49.014	133.8	9:47.729
15	1	2:52.166	49.360	1:18.145	44.661	146.5	51:48.416	4	1	3:07.900	52.775	1:26.169	48.956	134.2	12:55.629
16	1	2:51.090	49.243	1:17.595	44.252	147.4	54:39.506	5	1	3:13.853	...	1:28.723	54.321	13.3	44:26.482
17	1	2:52.118	49.252	1:18.443	44.423	146.5	57:31.624	6	1	3:13.025	53.615	1:28.099	51.311	130.6	47:39.507
18	1	2:53.961	49.531	1:19.961	44.469	144.9	1:00:25.585	7	1	3:18.463	55.204	1:29.260	53.999	127.0	50:57.970
19	1	2:53.330	49.676	1:18.929	44.725	145.5	1:03:18.915	8	1	3:21.515	58.799	1:29.378	53.338	125.1	54:19.485
20 1.Bill CUTLER BMW M535 1980 TC1								9	1	3:22.951	58.393	1:30.617	53.941	124.2	57:42.436
1	1	3:31.142	1:04.870	1:33.167	53.105	119.4	3:31.142	10	1	3:24.619	57.901	1:31.789	54.929	123.2	1:01:07.055
2	1	3:15.725	55.689	1:29.153	50.883	128.8	6:46.867	11	1	3:24.755	57.843	1:31.032	55.880	123.1	1:04:31.810
3	1	3:13.703	55.771	1:27.709	50.223	130.2	10:00.570	25 1.Adrian George BRADY BMW 3.0 CSL 1975 TC1							
4	1	3:13.559	55.138	1:27.817	50.604	130.3	13:14.129	1	1	3:29.743	1:09.340	1:29.955	50.448	120.2	3:29.743
5	1	3:14.525	55.214	1:28.539	50.772	129.6	16:28.654	2	1	3:01.410	49.603	1:21.472	50.335	139.0	6:31.153
								3	1	2:59.143	51.591	1:21.315	46.237	140.7	9:30.296
								4	1	2:58.398	49.500	1:20.586	48.312	141.3	12:28.694



HTC SPA CLASSIC RACE 2

Analysis

Personal Best							Session Best							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								
5	1	2:56.321	49.456	1:20.876	45.989	143.0	15:25.015	5	1	3:02.817	53.429	1:21.828	47.560	137.9	15:22.973								
6	1	2:56.842	49.664	1:20.815	46.363	142.6	18:21.857	6	1	3:02.085	53.351	1:21.094	47.640	138.5	18:25.058								
7	1	3:26.604	49.735	1:21.705	1:15.164	122.0	21:48.461	7	1	3:13.687	53.643	1:21.554	58.490	130.2	21:38.745								
8	1	3:19.922	53.846	1:24.787	1:01.289	126.1	25:08.383	8	1	3:13.922	53.093	1:22.409	58.420	130.0	24:52.667								
9	1	4:02.568	1:07.472	1:40.666	1:14.430	103.9	29:10.951	9	1	4:15.246	1:19.190	1:41.642	1:14.414	98.8	29:07.913								
10	1	8:28.815	5:54.229	1:27.281	1:07.305	49.6	37:39.766	10	1	5:42.167	2:39.402	1:43.237	1:19.528	73.7	34:50.080								
11	1	3:11.016	55.180	1:23.529	52.307	132.0	40:50.782	11	1	5:05.459	1:34.355	2:18.204	1:12.900	82.5	39:55.539								
12	1	3:13.613	52.313	1:25.766	55.534	130.2	44:04.395	12	1	3:03.967	53.274	1:22.073	48.620	137.1	42:59.506								
27 1. Richard POSTINS ROVER Vitesse TWR 1986 TC1								13	1	3:02.851	53.332	1:21.274	48.245	137.9	46:02.357								
								14	1	3:02.874	53.993	1:21.150	47.731	137.9	49:05.231								
								15	1	3:04.593	53.741	1:22.283	48.569	136.6	52:09.824								
								16	1	3:05.069	53.680	1:22.282	49.107	136.2	55:14.893								
								17	1	3:04.793	54.837	1:21.488	48.468	136.4	58:19.686								
								18	1	3:03.196	53.191	1:21.481	48.524	137.6	1:01:22.882								
								19	1	3:02.500	53.085	1:21.254	48.161	138.2	1:04:25.382								
								33 1. Wolfgang SCHMIDT 2. Klaus HORMES FORD Mustang 302 1968 TC1								1	1	3:19.795	1:05.209	1:26.643	47.943	126.2	3:19.795
																2	1	3:11.817	53.010	1:27.838	50.969	131.4	6:31.612
																3	1	3:07.579	53.133	1:25.598	48.848	134.4	9:39.191
																4	1	3:02.138	52.009	1:22.466	47.663	138.4	12:41.329
																5	1	3:00.398	51.226	1:23.066	46.106	139.8	15:41.727
																6	1	3:01.188	52.036	1:21.841	47.311	139.2	18:42.915
																7	1	3:16.522	51.331	1:22.730	1:02.461	128.3	21:59.437
																8	1	3:14.027	54.258	1:25.292	54.477	130.0	25:13.464
																9	1	4:01.919	1:07.382	1:38.397	1:16.140	104.2	29:15.383
																10	1	5:19.717	1:19.083	2:13.541	1:47.093	78.9	34:35.100
																11	1	5:29.194	2:41.493	1:31.481	1:16.220	76.6	40:04.294
																12	1	3:14.531	55.331	1:27.658	51.542	129.6	43:18.825
																13	1	3:13.262	56.133	1:26.168	50.961	130.5	46:32.087
																14	1	3:05.502	51.531	1:25.694	48.277	135.9	49:37.589
																15	1	3:07.715	51.647	1:25.436	50.632	134.3	52:45.304
																16	1	3:05.732	52.764	1:23.519	49.449	135.8	55:51.036
																17	1	3:05.186	50.567	1:24.660	49.959	136.2	58:56.222
																18	1	3:04.372	51.917	1:23.708	48.747	136.8	1:02:00.594
																19	1	3:03.029	51.230	1:23.078	48.721	137.8	1:05:03.623
28 1. Philippe SCEMAMA BMW 3.0 CSL 1973 TC1								35 1. Carlos DE MIGUEL 2. Luis DELSO BMW 635 CSi 1984 TC1								1	1	3:43.075	1:08.931	1:38.919	55.225	113.0	3:43.075
																2	1	3:31.578	58.314	1:37.696	55.568	119.2	7:14.653
																3	1	3:29.765	57.831	1:36.929	55.005	120.2	10:44.418
																4	1	3:28.389	58.454	1:35.291	54.644	121.0	14:12.807
																5	1	3:27.763	57.351	1:36.089	54.323	121.4	17:40.570
																6	1	3:28.573	57.425	1:35.415	55.733	120.9	21:09.143
																7	1	3:40.275	57.647	1:42.547	1:00.081	114.5	24:49.418
																8	1	4:16.041	1:19.921	1:42.156	1:13.964	98.5	29:05.459
																9	1	5:42.503	2:40.921	1:43.030	1:18.552	73.6	34:47.962
																10	1	5:06.993	1:33.995	2:18.691	1:14.307	82.1	39:54.955
																11	1	3:18.118	57.167	1:29.639	51.312	127.3	43:13.073
																12	1	4:00.579	1:05.988	1:46.751	1:07.840	104.8	47:13.652
30 1. Christian TRABER BMW 2002 Ti 1970 TC1								38 1. Pierre MODAS 2. Frédéric BERCHON FORD Mustang 289 1965 TC2								1	1	3:39.372	1:08.839	1:36.356	54.177	114.9	3:39.372
																2	1	3:03.564	53.605	1:21.516	48.443	137.4	6:11.364
																3	1	3:03.748	53.783	1:22.133	47.832	137.2	9:15.112
																4	1	3:05.044	54.105	1:22.730	48.209	136.3	12:20.156
																5	1	3:07.800	58.054	1:21.979	47.767	134.3	3:07.800



HTC SPA CLASSIC RACE 2

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	3:29.201	56.987	1:37.095	55.119	120.5	7:08.573	8	1	3:11.543	49.961	1:20.557	1:01.025	131.6	23:53.600
3	1	3:27.088	57.290	1:35.502	54.296	121.8	10:35.661	9	1	4:47.390	1:08.054	1:51.902	1:47.434	87.7	28:40.990
4	1	3:29.047	58.292	1:36.724	54.031	120.6	14:04.708	10	1	6:05.644	3:04.124	1:43.586	1:17.934	69.0	34:46.634
5	1	3:28.615	57.634	1:36.758	54.223	120.9	17:33.323	11	1	5:07.438	1:34.265	2:18.570	1:14.603	82.0	39:54.072

39		PLYMOUTH Hemicuda 1970													
		1.Christophe SCHWARTZ												TC1	
1	1	3:00.955	53.159	1:21.562	46.234	139.3	3:00.955								
2	1	3:01.670	48.406	1:25.410	47.854	138.8	6:02.625								
3	1	3:01.936	49.448	1:25.093	47.395	138.6	9:04.561								
4	1	3:02.329	50.424	1:24.458	47.447	138.3	12:06.890								
5	1	3:03.838	49.566	1:26.633	47.639	137.2	15:10.728								
6	1	3:04.549	49.704	1:26.841	48.004	136.6	18:15.277								
7	1	3:29.258	49.434	1:27.616	1:12.208	120.5	21:44.535								
8	1	3:20.337	49.664	1:30.399	1:00.274	125.9	25:04.872								
9	1	4:04.660	1:09.860	1:40.676	1:14.124	103.1	29:09.532								
10	1	5:24.915	1:23.977	2:13.829	1:47.109	77.6	34:34.447								
11	1	5:30.939	2:43.205	1:31.137	1:16.597	76.2	40:05.386								
12	1	3:10.505	51.996	1:25.871	52.638	132.4	43:15.891								
13	1	3:09.275	50.120	1:26.981	52.174	133.2	46:25.166								
14	1	3:10.542	49.579	1:29.285	51.678	132.3	49:35.708								
15	1	3:08.775	50.521	1:28.149	50.105	133.6	52:44.483								
16	1	3:06.613	49.137	1:26.844	50.632	135.1	55:51.096								
17	1	3:04.761	49.813	1:24.796	50.152	136.5	58:55.857								
18	1	3:03.876	50.146	1:25.404	48.326	137.1	1:01:59.733								
19	1	3:05.274	48.738	1:26.079	50.457	136.1	1:05:05.007								

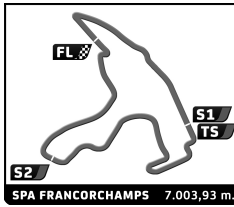
40		ROVER 3500S 1981 1.Peter MALLETT TC2													
1	1	3:43.848	1:10.031	1:38.555	55.262	112.6	3:43.848	1	1	3:21.423	1:05.762	1:26.554	49.107	125.2	3:21.423
2	1	3:24.248	57.130	1:32.752	54.366	123.4	7:08.096	2	1	3:08.843	53.488	1:25.244	50.111	133.5	6:30.266
3	1	3:20.879	56.777	1:31.810	52.292	125.5	10:28.975	3	1	3:03.699	53.211	1:21.991	48.497	137.3	9:33.965
4	1	3:21.436	56.117	1:32.251	53.068	125.2	13:50.411	4	1	3:03.912	53.270	1:22.081	48.561	137.1	12:37.877
5	1	3:21.527	56.077	1:31.854	53.596	125.1	17:11.938	5	1	3:01.190	52.556	1:21.459	47.175	139.2	15:39.067
6	1	3:21.119	56.607	1:31.219	53.293	125.4	20:33.057	6	1	3:03.145	51.901	1:23.394	47.850	137.7	18:42.212
7	1	3:26.548	56.014	1:33.825	56.709	122.1	23:59.605	7	1	3:05.600	52.522	1:21.659	51.419	135.9	21:47.812
8	1	4:43.113	1:03.380	1:52.058	1:47.675	89.1	28:42.718	8	1	3:21.187	53.615	1:24.056	1:03.516	125.3	25:08.999
9	1	6:00.665	2:49.884	1:31.227	1:39.554	69.9	34:43.383	9	1	4:02.767	1:08.287	1:39.913	1:14.567	103.9	29:11.766
10	1	5:07.587	1:35.876	2:18.241	1:13.470	82.0	39:50.970	10	1	5:42.497	2:57.648	1:25.837	1:19.012	73.6	34:54.263
11	1	3:20.881	55.764	1:31.725	53.392	125.5	43:11.851	11	1	5:05.307	1:33.779	2:17.322	1:14.206	82.6	39:59.570
12	1	3:16.049	55.515	1:28.158	52.376	128.6	46:27.900	12	1	3:06.873	52.807	1:23.760	50.306	134.9	43:06.443
13	1	3:20.000	54.877	1:31.230	53.893	126.1	49:47.900	13	1	3:04.578	53.029	1:22.079	49.470	136.6	46:11.021
14	1	3:17.156	55.443	1:29.207	52.506	127.9	53:05.056	14	1	3:05.324	52.227	1:22.165	50.932	136.1	49:16.345
15	1	3:17.989	54.997	1:32.040	50.952	127.4	56:23.045	15	1	3:03.883	51.947	1:23.090	48.846	137.1	52:20.228
16	1	3:17.834	54.759	1:30.458	52.617	127.5	59:40.879	16	1	3:01.493	52.076	1:21.268	48.149	138.9	55:21.721
17	1	3:17.155	55.165	1:29.760	52.230	127.9	1:02:58.034	17	1	3:02.359	52.178	1:21.802	48.379	138.3	58:24.080

49		FORD Capri 2600 RS 1972 1.Douglas TITFORD TC1 2.Trevor REEVES													
1	1	3:02.774	55.576	1:21.782	45.416	138.0	3:02.774	1	1	3:39.923	1:09.996	1:38.273	51.654	114.6	3:39.923
2	1	2:58.858	50.923	1:21.635	46.300	141.0	6:01.632	2	1	3:09.445	53.169	1:26.864	49.412	133.1	6:49.368
3	1	2:58.476	51.143	1:21.062	46.271	141.3	9:00.108	3	1	3:09.066	52.636	1:27.210	49.220	133.4	9:58.434
4	1	2:55.871	50.935	1:20.160	44.776	143.4	11:55.979	4	1	3:10.716	52.718	1:27.754	50.244	132.2	13:09.150
5	1	2:54.916	50.164	1:20.204	44.548	144.2	14:50.895	5	1	3:11.635	55.828	1:26.615	49.192	131.6	16:20.785
6	1	2:53.830	49.881	1:19.278	44.671	145.1	17:44.725	6	1	3:09.527	52.843	1:26.783	49.901	133.0	19:30.312
7	1	2:57.332	51.411	1:20.377	45.544	142.2	20:42.057	7	1	3:18.889	52.827	1:26.809	59.253	126.8	22:49.201

50		TRIUMPH Dolomite Sprint 1973 1.Anthony ROBINSON TC2													
1	1	3:35.635	1:12.330	1:32.079	51.226	116.9	3:35.635	8	1	3:11.543	49.961	1:20.557	1:01.025	131.6	23:53.600
2	1	3:20.765	58.265	1:29.484	53.016	125.6	6:56.400	9	1	4:47.390	1:08.054	1:51.902	1:47.434	87.7	28:40.990
3	1	3:20.166	57.145	1:31.060	51.961	126.0	10:16.566	10	1	6:05.644	3:04.124	1:43.586	1:17.934	69.0	34:46.634
4	1	3:17.834	56.774	1:29.289	51.771	127.5	13:34.400	11	1	5:07.438	1:34.265	2:18.570	1:14.603	82.0	39:54.072
5	1	3:23.296	1:00.832	1:30.941	51.523	124.0	16:57.696	12	1	3:55.108	1:06.972	1:44.904	1:03.232	107.2	43:49.180
6	1	3:18.057	57.926	1:28.852	51.279	127.3	20:15.753	13	1	3:49.440	1:02.763	1:42.914	1:03.763	109.9	47:38.620
7	1	3:36.470	57.458	1:30.848	1:08.164	116.5	23:52.223	14	1	3:52.324	1:03.762	1:45.963	1:02.599	108.5	51:30.944

50		TRIUMPH Dolomite Sprint 1976													
		1. Anthony ROBINSON TC2													
1	1	3:35.635	1:12.330	1:32.079	51.226	116.9	3:35.635								
2	1	3:20.765	58.265	1:29.484	53.016	125.6	6:56.400								
3	1	3:20.166	57.145	1:31.060	51.961	126.0	10:16.566								
4	1	3:17.834	56.774	1:29.289	51.771	127.5	13:34.400								
5	1	3:23.296	1:00.832	1:30.941	51.523	124.0	16:57.696								
6	1	3:18.057	57.926	1:28.852	51.279	127.3	20:15.753								
7	1	3:36.470	57.458	1:30.848	1:08.164	116.5	23:52.223								

60		BMW 635 TC1													
		1. Jean-Marc MERLIN													
1	1	3:21.423	1:05.762	1:26.554	49.107	125.2	3:21.423								
2	1	3:08.843	53.488	1:25.244	50.111	133.5	6:30.266								
3	1	3:03.699	53.211	1:21.991	48.497	137.3	9:33.965								
4	1	3:03.912	53.270	1:22.081	48.561	137.1	12:37.877								
5	1	3:01.190	52.556	1:21.459	47.175	139.2	15:39.067								
6	1	3:03.145	51.901	1:23.394	47.850	137.7	18:42.212								
7	1	3:05.600	52.522	1:21.659	51.419	135.9	21:47.812								
8	1	3:21.187	53.615	1:24.056	1:03.516	125.3	25:08.999								
9	1	4:02.767	1:08.287	1:39.913	1:14.567	103.9	29:11.766								
10	1	5:42.497	2:57.648	1:25.837	1:19.012	73.6	34:54.263								
11	1	5:05.307	1:33.779	2:17.322	1:14.206	82.6	39:59.570								
12	1	3:06.873	52.807	1:23.760	50.306	134.9	43:06.443								
13	1	3:04.578	53.029	1:22.079	49.470	136.6	46:11.021								
14	1	3:05.324	52.227	1:22.165	50.932	136.1	49:16.345								
15	1	3:03.883	51.947	1:23.090	48.846	137.1	52:20.228								
16	1	3:01.493	52.076	1:21.268	48.149	138.9	55:21.721								
17	1	3:02.359	52.178	1:21.802	48.379	138.3	58:24.080								
18	1	3:02.422	52.219	1:22.071	48.132	138.2	1:01:26.502								
19	1	3:01.946	52.504	1:21.069	48.373	138.6	1:04:28.444								



HTC SPA CLASSIC RACE 2

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
11	1	3:39.290	56.607	1:30.810	1:11.873	115.0	40:08.839								
12	1	3:16.210	53.295	1:30.067	52.848	128.5	43:25.049								
13	1	3:17.551	53.616	1:30.395	53.540	127.6	46:42.600								
14	1	3:11.727	54.741	1:26.933	50.053	131.5	49:54.327								
15	1	3:12.790	52.138	1:29.656	50.996	130.8	53:07.117								
16	1	3:11.172	53.191	1:27.951	50.030	131.9	56:18.289								
17	1	3:17.403	55.141	1:28.307	53.955	127.7	59:35.692								
18	1	3:13.950	53.956	1:29.884	50.110	130.0	1:02:49.642								

72

1. Fabrice MESTROT
2. José DA ROCHA

FORD Escort 1600 RS 1972

TC1

1	1	3:14.172	59.048	1:25.245	49.879	129.9	3:14.172
2	1	3:09.594	56.817	1:24.871	47.906	133.0	6:23.766
3	1	3:04.864	52.900	1:24.077	47.887	136.4	9:28.630
4	1	3:03.680	53.723	1:22.383	47.574	137.3	12:32.310
5	1	3:04.160	52.597	1:23.415	48.148	136.9	15:36.470
6	1	3:08.801	52.511	1:26.319	49.971	133.5	18:45.271
7	1	3:09.870	52.884	1:24.936	52.050	132.8	21:55.141
8	1	3:15.461	53.230	1:26.145	56.086	129.0	25:10.602
9	1	4:04.098	1:09.216	1:38.846	1:16.036	103.3	29:14.700
10	1	5:21.401	1:21.528	2:12.583	1:47.290	78.5	34:36.101
11	1	6:15.977	3:37.442	1:36.183	1:02.352	67.1	40:52.078
12	1	3:31.671	55.859	1:37.808	58.004	119.1	44:23.749
13	1	3:29.866	58.869	1:34.946	56.051	120.1	47:53.615
14	1	3:28.184	57.686	1:35.118	55.380	121.1	51:21.799
15	1	3:26.756	57.693	1:33.610	55.453	122.0	54:48.555
16	1	3:23.584	58.136	1:31.498	53.950	123.9	58:12.139
17	1	3:24.477	57.098	1:32.397	54.982	123.3	1:01:36.616
18	1	3:24.307	58.458	1:32.821	53.028	123.4	1:05:00.923

105

1. Jérémy LANCKSWEERT
2. Vincent JANSSENS

FORD Mustang 289 1965

TC2

1	1	3:31.890	1:06.272	1:32.508	53.110	119.0	3:31.890
2	1	3:16.112	56.470	1:28.259	51.383	128.6	6:48.002
3	1	3:15.898	57.196	1:27.723	50.979	128.7	10:03.900
4	1	3:13.517	56.170	1:26.863	50.484	130.3	13:17.417
5	1	3:14.481	56.979	1:26.784	50.718	129.6	16:31.898
6	1	3:14.498	56.729	1:26.740	51.029	129.6	19:46.396
7	1	3:16.981	56.804	1:26.512	53.665	128.0	23:03.377
8	1	3:41.543	1:01.977	1:33.821	1:05.745	113.8	26:44.920
9	1	4:22.762	59.876	1:31.507	1:51.379	96.0	31:07.682
10	1	5:23.144	2:33.466	1:28.009	1:21.669	78.0	36:30.826
11	1	3:39.307	57.225	1:29.989	1:12.093	115.0	40:10.133
12	1	3:17.459	56.153	1:30.098	51.208	127.7	43:27.592
13	1	3:16.199	56.847	1:27.495	51.857	128.5	46:43.791
14	1	3:12.847	56.588	1:26.128	50.131	130.7	49:56.638
15	1	3:11.933	55.941	1:25.866	50.126	131.4	53:08.571
16	1	3:12.794	56.133	1:26.585	50.076	130.8	56:21.365
17	1	3:15.178	56.067	1:28.491	50.620	129.2	59:36.543
18	1	3:13.851	56.125	1:27.279	50.447	130.1	1:02:50.394