

HERITAGE TOURING CUP

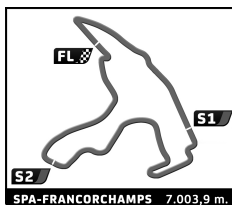
SPA CLASSIC

FREE PRACTICE 1

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. Steve DANCE FORD Capri 2600 RS 1972 TC2 1972-1984								8 1. Julien BUSSOLINI ALFA ROMEO GTV6 1984 (G.R.A) TC2 1972-1984							
1	1	5:53.216	3:35.436	1:30.055	47.725	71.4	5:53.216	1	1	3:41.531	1:11.699	1:33.172	56.660	113.8	3:41.531
2	1	2:58.489	52.174	1:21.164	45.151	141.3	8:51.705	2	1	3:50.331	1:31.314	1:28.698	50.319	109.5	7:31.862
2 1. Paul BEDDOW BMW 635 Csi 1984 (G.R.A) 2. Richard HOPE TC2 1972-1984								3	1	3:07.742	54.417	1:24.523	48.802	134.3	10:39.604
1	1	4:29.029	2:08.150	1:30.231	50.648	93.7	4:29.029	4	1	3:05.368	53.788	1:23.231	48.349	136.0	13:44.972
2	1	3:08.274	53.950	1:25.569	48.755	133.9	7:37.303	5	1	3:05.347	54.095	1:23.647	47.605	136.0	16:50.319
3	1	3:03.663	52.950	1:22.687	48.026	137.3	10:40.966	6	1	3:04.760	52.780	1:21.387	50.593	136.5	19:55.079
4	1	6:08.219	3:56.986	1:23.863	47.370	68.5	16:49.185	7	1	8:40.226	6:19.306	1:31.750	49.170	48.5	28:35.305
5	1	3:00.598	52.858	1:20.980	46.760	139.6	19:49.783	8	1	3:06.084	53.683	1:24.193	48.208	135.5	31:41.389
6	1	2:59.196	51.838	1:20.725	46.633	140.7	22:48.979	9	1	3:04.073	53.321	1:22.842	47.910	137.0	34:45.462
7	1	3:02.765	51.647	1:24.577	46.541	138.0	25:51.744	10	1	3:02.196	53.264	1:22.299	46.633	138.4	37:47.658
8	1	2:58.922	52.014	1:20.887	46.021	140.9	28:50.666	11	1	3:01.325	52.142	1:21.561	47.622	139.1	40:48.983
9	1	2:59.537	52.055	1:21.256	46.226	140.4	31:50.203	9 1. Maxime GUENAT BMW 635 Csi 1984 (G.R.A) TC2 1972-1984							
10	1	2:57.497	51.146	1:19.811	46.540	142.1	34:47.700	1	1	7:08.991	4:41.445	1:34.854	52.692	58.8	7:08.991
11	1	2:58.165	51.611	1:20.176	46.378	141.5	37:45.865	2	1	3:19.357	57.614	1:29.100	52.643	126.5	10:28.348
12	1	2:57.416	51.461	1:19.992	45.963	142.1	40:43.281	3	1	3:13.787	56.528	1:27.015	50.244	130.1	13:42.135
3 1. Grant TROMANS FORD Capri 3100 RS 1974 2. Richard MEADEN TC2 1972-1984								4	1	3:18.814	56.667	1:31.431	50.716	126.8	17:00.949
1	1	3:43.523	1:34.731	1:24.372	44.420	112.8	3:43.523	5	1	3:33.036	57.173	1:38.406	57.457	118.4	20:33.985
2	1	2:49.578	47.924	1:18.238	43.416	148.7	6:33.101	6	1	7:28.787	5:08.041	1:29.584	51.162	56.2	28:02.772
3	1	2:46.114	46.892	1:15.978	43.244	151.8	9:19.215	7	1	3:12.140	55.599	1:27.308	49.233	131.2	31:14.912
4	1	2:44.711	46.655	1:15.898	42.158	153.1	12:03.926	8	1	3:07.632	55.274	1:23.585	48.773	134.4	34:22.544
5	1	2:53.570	48.322	1:19.857	45.391	145.3	14:57.496	9	1	3:06.552	54.810	1:23.534	48.208	135.2	37:29.096
6	1	6:12.977	3:40.265	1:37.050	55.662	67.6	21:10.473	10	1	3:05.847	54.211	1:22.233	49.403	135.7	40:34.943
4 1. Christophe VAN RIET FORD Escort 1600 RS 1972 2. Raphaël DE BORMAN -2000 1972-1984								10 1. Richard HOPE BMW 635 Csi 1984 (G.R.A) 2. Geoff STEELE TC2 1972-1984							
1	1	3:18.961	1:03.165	1:28.396	47.400	126.7	3:18.961	1	1	4:17.338	1:38.375	1:42.206	56.757	98.0	4:17.338
2	1	2:59.579	51.632	1:21.241	46.706	140.4	6:18.540	2	1	3:18.080	59.431	1:28.915	49.734	127.3	7:35.418
3	1	3:00.582	51.314	1:20.279	48.989	139.6	9:19.122	3	1	3:06.066	55.162	1:23.035	47.869	135.5	10:41.484
4	1	8:09.616	5:59.814	1:21.463	48.339	51.5	17:28.738	4	1	6:28.148	4:17.312	1:24.173	46.663	65.0	17:09.632
5	1	7:38.794	5:26.926	1:23.597	48.271	55.0	25:07.532	5	1	2:58.521	52.769	1:19.781	45.971	141.2	20:08.153
6	1	3:03.211	54.191	1:20.155	48.865	137.6	28:10.743	6	1	2:56.846	52.301	1:19.217	45.328	142.6	23:04.999
6 1. Jean-Marc BUSSOLINI VOLKSWAGEN Scirocco 1974 -2000 1972-1984								7	1	3:03.397	54.531	1:22.699	46.167	137.5	26:08.396
1	1	4:05.305	1:20.111	1:48.202	56.992	102.8	4:05.305	8	1	6:16.853	4:10.312	1:20.690	45.851	66.9	32:25.249
2	1	3:35.297	1:08.698	1:32.908	53.691	117.1	7:40.602	9	1	2:57.215	52.161	1:19.523	45.531	142.3	35:22.464
3	1	4:59.243	2:35.668	1:30.529	53.046	84.3	12:39.845	10	1	2:57.694	52.343	1:19.342	46.009	141.9	38:20.158
4	1	3:29.244	1:02.338	1:30.217	56.689	120.5	16:09.089	11	1	2:57.704	52.080	1:19.912	45.712	141.9	41:17.862
5	1	3:34.145	1:02.531	1:29.938	1:01.676	117.7	19:43.234	11 1. Charles FIRMENICH BMW 3.0 CSL 1972 2. Henri MOSER TC2 1972-1984							
6	1	6:58.014	4:30.466	1:32.544	55.004	60.3	26:41.248	1	1	3:51.180	1:25.493	1:33.280	52.407	109.1	3:51.180
7	1	3:23.464	57.995	1:28.664	56.805	123.9	30:04.712	2	1	3:13.532	55.945	1:28.330	49.257	130.3	7:04.712
8	1	8:00.971	5:36.658	1:30.461	53.852	52.4	38:05.683	3	1	3:09.373	53.420	1:25.805	50.148	133.1	10:14.085
9	1	3:23.287	58.174	1:29.509	55.604	124.0	41:28.970	4	1	3:09.024	54.365	1:25.368	49.291	133.4	13:23.109
7 1. Eric BROUTIN CHEVROLET Camaro Z28 1967 2. Benjamin DE FORTIS TC2 1966-1971								5	1	3:10.709	53.243	1:27.569	49.897	132.2	16:33.818
1	1	5:02.113	2:40.095	1:30.085	51.933	83.5	5:02.113	6	1	7:26.045	5:06.068	1:29.552	50.425	56.5	23:59.863
2	1	15:37.458	...	1:29.127	49.403	26.9	20:39.571	7	1	3:33.116	53.606	1:38.528	1:00.982	118.3	27:32.979
12 1. Ben GILL FORD Escort 1600 RS 1975 -2000 1972-1984								1	1	3:32.483	1:15.012	1:28.113	49.358	118.7	3:32.483
1	1	3:32.483	1:15.012	1:28.113	49.358	118.7	3:32.483	2	1	3:01.113	52.898	1:20.476	47.739	139.2	6:33.596
2	1	3:01.113	52.898	1:20.476	47.739	139.2	6:33.596								



HERITAGE TOURING CUP SPA CLASSIC FREE PRACTICE 1

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	3:00.428	52.233	1:22.320	45.875	139.7	9:34.024	1	1	4:38.051	1:48.557	1:46.660	1:02.834	90.7	4:38.051
4	1	2:56.239	50.488	1:19.989	45.762	143.1	12:30.263	2	1	3:23.232	1:02.103	1:29.601	51.528	124.1	8:01.283
5	1	2:58.360	50.579	1:20.953	46.828	141.4	15:28.623	3	1	3:15.452	57.614	1:27.313	50.525	129.0	11:16.735
6	1	17:28.791	...	1:22.273	45.966	24.0	32:57.414	4	1	3:10.856	55.758	1:24.428	50.670	132.1	14:27.591
7	1	2:53.298	49.982	1:18.281	45.035	145.5	35:50.712	5	1	3:08.532	54.814	1:24.296	49.422	133.7	17:36.123

14

1. Paul CHASE-GARDENER

FORD Capri 3.0 MK3 1979
TC2 1972-1984

1	1	4:06.107	1:38.813	1:35.189	52.105	102.5	4:06.107
2	1	3:19.237	57.342	1:29.897	51.998	126.6	7:25.344
3	1	3:19.504	56.451	1:30.709	52.344	126.4	10:44.848
4	1	3:17.872	55.995	1:29.909	51.968	127.4	14:02.720
5	1	3:17.827	55.652	1:30.723	51.452	127.5	17:20.547
6	1	3:16.591	56.953	1:29.299	50.339	128.3	20:37.138
7	1	3:19.848	55.143	1:33.142	51.563	126.2	23:56.986
8	1	3:14.741	54.751	1:29.796	50.194	129.5	27:11.727
9	1	3:16.978	55.322	1:31.153	50.503	128.0	30:28.705
10	1	3:16.351	55.377	1:29.973	51.001	128.4	33:45.056
11	1	3:17.896	55.426	1:30.878	51.592	127.4	37:02.952
12	1	3:18.237	55.863	1:30.745	51.629	127.2	40:21.189

15

1. Bill CUTLER

BMW M535 1981
TC2 1972-1984

1	1	6:59.147	4:31.817	1:35.819	51.511	60.2	6:59.147
2	1	3:13.182	54.853	1:27.601	50.728	130.5	10:12.329
3	1	3:08.478	54.640	1:24.500	49.338	133.8	13:20.807
4	1	3:08.853	54.168	1:24.811	49.874	133.5	16:29.660
5	1	3:08.155	53.811	1:23.513	50.831	134.0	19:37.815
6	1	3:18.155	54.353	1:28.330	55.472	127.2	22:55.970

16

1. Damien KOHLER

FORD Escort 1600 RS 1974
-2000 1972-1984

1	1	3:06.149	51.818	1:25.857	48.474	135.5	3:06.149
2	1	3:04.048	51.778	1:23.569	48.701	137.0	6:10.197
3	1	2:59.710	52.181	1:21.287	46.242	140.3	9:09.907
4	1	2:58.893	51.894	1:20.969	46.030	140.9	12:08.800
5	1	2:58.515	51.383	1:19.494	47.638	141.2	15:07.315

17

1. Claude BOISSY
2. Patrick BOURGUIGNON

FORD Escort 1600 RS 1974
-2000 1972-1984

1	1	6:33.231	3:39.691	1:49.166	1:04.374	64.1	6:33.231
2	1	3:31.715	52.090	1:29.538	1:10.087	119.1	10:04.946
3	1	3:44.398	1:17.054	1:41.540	45.804	112.4	13:49.344
4	1	3:29.956	50.110	1:39.708	1:00.138	120.1	17:19.300

18

1. Gerard CAYEUX

FORD Capri MKII 3.0 S 1974
TC1

1	1	5:59.795	3:33.735	1:34.953	51.107	70.1	5:59.795
2	1	3:09.515	54.961	1:25.660	48.894	133.0	9:09.310
3	1	3:07.244	54.925	1:24.079	48.240	134.7	12:16.554
4	1	3:06.818	54.094	1:24.096	48.628	135.0	15:23.372
5	1	3:15.016	53.839	1:29.787	51.390	129.3	18:38.388

21

1. Christian BOURIEZ
2. Marc-Antoine BAILBY

BMW 635i 1984 (G.R.A.)
TC2 1972-1984

22

1. Andrew BEVERLEY

VOLVO 240 Turbo 1984 (G.R.A.)
TC2 1972-1984

1	1	3:13.154	1:01.961	1:23.638	47.555	130.5	3:13.154
2	1	2:57.935	50.742	1:20.614	46.579	141.7	6:11.089
3	1	2:59.787	51.863	1:22.192	45.732	140.2	9:10.876
4	1	2:56.680	50.708	1:20.146	45.826	142.7	12:07.556
5	1	3:00.887	49.827	1:20.102	50.958	139.4	15:08.443
6	1	5:41.101	3:34.152	1:20.630	46.319	73.9	20:49.544
7	1	3:04.012	52.230	1:25.190	46.592	137.0	23:53.556
8	1	2:59.220	49.759	1:24.203	45.258	140.7	26:52.776
9	1	3:13.555	49.563	1:28.579	55.413	130.3	30:06.331

23

1. David HUXLEY
2. Nigel GREENSALL

FORD Mustang GT F100 1984 (G.R.A.)
TC2 1972-1984

1	1	3:07.701	1:00.845	1:22.111	44.745	134.3	3:07.701
2	1	2:49.588	48.711	1:17.986	42.891	148.7	5:57.289
3	1	2:46.010	47.212	1:15.930	42.868	151.9	8:43.299
4	1	2:58.674	49.329	1:22.766	46.579	141.1	11:41.973
5	1	6:28.821	4:10.757	1:28.642	49.422	64.8	18:10.794
6	1	3:13.492	57.129	1:27.054	49.309	130.3	21:24.286
7	1	3:41.095	1:05.078	1:40.256	55.761	114.0	25:05.381
8	1	3:19.275	57.997	1:31.515	49.763	126.5	28:24.656
9	1	3:11.831	54.185	1:28.326	49.320	131.4	31:36.487
10	1	3:11.853	53.814	1:27.969	50.070	131.4	34:48.340
11	1	3:03.385	52.870	1:23.226	47.289	137.5	37:51.725
12	1	3:02.886	51.174	1:23.568	48.144	137.9	40:54.611

24

1. Glynn ALLEN
2. Darren ROBERTS

ALFA ROMEO 2000 GTV 1971
TC1

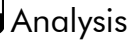
1	1	6:30.671	3:45.224	1:47.996	57.451	64.5	6:30.671
2	1	3:33.130	1:01.355	1:37.321	54.454	118.3	10:03.801
3	1	12:15.412	9:24.203	1:51.650	59.559	34.3	22:19.213
4	1	8:21.269	5:41.217	1:41.818	58.234	50.3	30:40.482
5	1	5:10.446	2:21.919	1:51.102	57.425	81.2	35:50.928
6	1	3:33.899	1:04.863	1:34.070	54.966	117.9	39:24.827
7	1	3:29.962	1:02.000	1:32.895	55.067	120.1	42:54.789

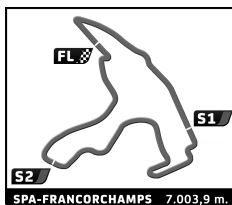
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1. Adrian George BRADY

BMW 3.0 CSL 1973
TC2 1972-1984

1	1	7:25.075	5:09.212	1:25.148	50.715	56.7	7:25.075
2	1	2:57.919	50.915	1:21.275	45.729	141.7	10:22.994
3	1	2:58.005	50.870	1:20.720	46.415	141.6	13:20.999
4	1	2:55.351	50.171	1:19.701	45.479	143.8	16:16.350

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HERITAGE TOURING CUP

SPA CLASSIC

FREE PRACTICE 1

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	3:16.445	56.690	1:29.133	50.622	128.4	10:30.408								
4	1	3:14.122	56.460	1:27.084	50.578	129.9	13:44.530								
5	1	3:13.721	56.405	1:27.766	49.550	130.2	16:58.251								
6	1	3:11.334	55.545	1:25.323	50.466	131.8	20:09.585								
7	1	6:26.592	4:06.061	1:30.870	49.661	65.2	26:36.177								
8	1	3:07.434	54.914	1:24.384	48.136	134.5	29:43.611								
9	1	3:07.078	54.392	1:24.765	47.921	134.8	32:50.689								
10	1	3:05.918	53.714	1:24.044	48.160	135.6	35:56.607								
11	1	3:04.274	53.734	1:22.528	48.012	136.8	39:00.881								

71

1. Patrick MORTIER
2. John BAAK

BMW 3.0 CSL 1977
TC2 1972-1984

1	1	4:22.077	1:31.528	1:46.243	1:04.306	96.2	4:22.077
2	1	3:24.332	1:01.693	1:32.569	50.070	123.4	7:46.409
3	1	3:16.189	56.739	1:29.582	49.868	128.5	11:02.598
4	1	3:10.225	55.051	1:26.239	48.935	132.5	14:12.823
5	1	3:08.902	54.417	1:25.493	48.992	133.5	17:21.725
6	1	7:42.419	5:00.980	1:45.071	56.368	54.5	25:04.144
7	1	3:23.819	59.217	1:32.829	51.773	123.7	28:27.963
8	1	3:18.246	56.772	1:30.556	50.918	127.2	31:46.209
9	1	3:14.218	55.930	1:27.880	50.408	129.8	35:00.427
10	1	3:09.010	54.660	1:24.917	49.433	133.4	38:09.437
11	1	3:07.093	53.768	1:24.546	48.779	134.8	41:16.530

75

1. Eric MESTDAGH
2. Pierre-Alain THIBAUT

BMW 3.0 CSL 1973
TC2 1972-1984

1	1	3:07.311	54.427	1:26.064	46.820	134.6	3:07.311
2	1	2:51.990	50.274	1:17.823	43.893	146.6	5:59.301
3	1	2:48.315	48.426	1:16.564	43.325	149.8	8:47.616
4	1	2:50.003	48.645	1:15.813	45.545	148.3	11:37.619
5	1	6:20.936	4:11.386	1:23.863	45.687	66.2	17:58.555
6	1	2:51.389	50.263	1:17.839	43.287	147.1	20:49.944
7	1	3:13.243	50.001	1:27.952	55.290	130.5	24:03.187