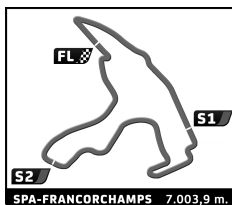


HERITAGE TOURING CUP SPA CLASSIC RACE 1

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								7 1. Eric BROUTIN CHEVROLET Camaro Z28 1967 2. Benjamin DE FORTIS TC2 1966-1971							
1	1	2:52.721	51.347	1:17.407	43.967	146.0	2:52.721	1	1	3:20.902	1:04.335	1:27.226	49.341	125.5	3:20.902
2	1	2:48.841	47.581	1:16.738	44.522	149.3	5:41.562	2	1	3:04.199	51.415	1:25.409	47.375	136.9	6:25.101
3	1	2:49.277	48.173	1:16.843	44.261	149.0	8:30.839	3	1	3:02.802	50.498	1:24.894	47.410	137.9	9:27.903
4	1	2:48.593	48.192	1:16.685	43.716	149.6	11:19.432	4	1	3:06.315	52.216	1:26.728	47.371	135.3	12:34.218
5	1	2:48.150	47.561	1:16.894	43.695	150.0	14:07.582	5	1	3:36.493	51.178	1:24.062	1:21.253	116.5	16:10.711
6	1	2:49.916	48.139	1:15.975	45.802	148.4	16:57.498	6	1	3:01.319	51.188	1:24.266	45.865	139.1	19:12.030
7	1	2:48.867	48.426	1:16.578	43.863	149.3	19:46.365	7	1	3:01.675	51.824	1:23.802	46.049	138.8	22:13.705
8	1	2:49.454	48.758	1:16.629	44.067	148.8	22:35.819	8	1	2:59.805	50.435	1:23.653	45.717	140.2	25:13.510
9	1	2:48.819	48.567	1:16.295	43.957	149.4	25:24.638	9	1	2:59.341	50.221	1:22.573	46.547	140.6	28:12.851
10	1	4:25.355	2:22.961	1:17.701	44.693	95.0	29:49.993	10	1	4:40.101	2:26.990	1:26.868	46.243	90.0	32:52.952
2 1. Paul BEDDOW BMW 635 Csi 1984 (G.R.A) 2. Richard HOPE TC2 1972-1984								11	1	2:58.185	48.950	1:23.104	46.131	141.5	35:51.137
1	1	3:11.326	58.913	1:23.388	49.025	131.8	3:11.326	12	1	3:02.313	53.516	1:22.775	46.022	138.3	38:53.450
2	1	3:05.196	54.066	1:23.207	47.923	136.1	6:16.522	13	1	2:58.053	50.379	1:22.086	45.588	141.6	41:51.503
3	1	3:04.254	55.229	1:21.740	47.285	136.8	9:20.776	14	1	2:57.422	49.360	1:22.037	46.025	142.1	44:48.925
4	1	3:02.439	53.643	1:21.023	47.773	138.2	12:23.215	15	1	2:57.062	49.246	1:22.184	45.632	142.4	47:45.987
5	1	3:02.362	53.907	1:20.470	47.985	138.3	15:25.577	16	1	2:56.447	48.899	1:21.766	45.782	142.9	50:42.434
6	1	3:02.449	53.262	1:20.936	48.251	138.2	18:28.026	17	1	2:58.229	49.526	1:22.480	46.223	141.5	53:40.663
7	1	3:05.896	54.823	1:23.195	47.878	135.6	21:33.922	18	1	2:57.070	49.568	1:21.901	45.601	142.4	56:37.733
8	1	3:02.474	53.957	1:20.847	47.670	138.2	24:36.396	19	1	2:56.058	49.114	1:21.805	45.139	143.2	59:33.791
9	1	3:03.122	53.912	1:21.744	47.466	137.7	27:39.518	8 1. Julien BUSSOLINI ALFA ROMEO GTV6 1984(G.R.A) TC2 1972-1984							
10	1	12:04.023	9:52.044	1:23.479	48.500	34.8	39:43.541	1	1	3:14.170	1:00.231	1:25.027	48.912	129.9	3:14.170
11	1	3:05.511	54.708	1:21.929	48.874	135.9	42:49.052	2	1	3:02.717	52.000	1:23.437	47.280	138.0	6:16.887
3 1. Grant TROMANS FORD Capri 3100 RS 1974 2. Richard MEADEN TC2 1972-1984								3	1	3:02.743	52.536	1:23.006	47.201	138.0	9:19.630
1	1	2:46.474	48.036	1:16.920	41.518	151.5	2:46.474	4	1	3:02.059	52.370	1:22.487	47.202	138.5	12:21.689
2	1	2:42.615	45.230	1:15.520	41.865	155.1	5:29.089	5	1	3:01.687	52.081	1:22.073	47.533	138.8	15:23.376
3	1	2:42.401	45.355	1:15.326	41.720	155.3	8:11.490	6	1	3:01.030	51.744	1:22.393	46.893	139.3	18:24.406
4	1	2:42.223	45.361	1:15.052	41.810	155.4	10:53.713	7	1	3:03.345	52.614	1:23.403	47.328	137.5	21:27.751
5	1	2:42.728	45.401	1:15.333	41.994	154.9	13:36.441	8	1	3:02.403	52.709	1:23.026	46.668	138.2	24:30.154
6	1	2:45.475	45.336	1:15.521	44.618	152.4	16:21.916	9	1	3:02.577	52.198	1:23.416	46.963	138.1	27:32.731
7	1	2:43.709	45.195	1:16.216	42.298	154.0	19:05.625	10	1	3:04.130	52.433	1:23.793	47.904	136.9	30:36.861
8	1	2:47.783	46.397	1:19.318	42.068	150.3	21:53.408	11	1	4:32.404	2:20.903	1:24.029	47.472	92.6	35:09.265
4 1. Christophe VAN RIET FORD Escort 1600 RS 1972 2. Raphaël DE BORMAN -2000 1972-1984								12	1	3:02.931	52.410	1:23.126	47.395	137.8	38:12.196
1	1	2:52.290	52.155	1:16.358	43.777	146.3	2:52.290	13	1	3:03.083	52.694	1:22.737	47.652	137.7	41:15.279
2	1	2:49.708	48.176	1:17.165	44.367	148.6	5:41.998	14	1	3:02.867	52.332	1:23.091	47.444	137.9	44:18.146
3	1	2:49.037	48.728	1:16.203	44.106	149.2	8:31.035	9 1. Maxime GUENAT BMW 635 Csi 1984 (G.R.A) TC2 1972-1984							
4	1	2:48.851	48.696	1:16.385	43.770	149.3	11:19.886	1	1	3:15.397	1:00.923	1:24.672	49.802	129.0	3:15.397
5	1	2:48.290	48.402	1:15.939	43.949	149.8	14:08.176	2	1	3:04.423	52.815	1:23.717	47.891	136.7	6:19.820
6	1	2:50.388	48.550	1:15.952	45.886	148.0	16:58.564	3	1	3:02.464	54.138	1:21.261	47.065	138.2	9:22.284
7	1	2:49.218	48.587	1:16.492	44.139	149.0	19:47.782	4	1	3:00.922	51.819	1:20.733	48.370	139.4	12:23.206
8	1	2:49.849	48.654	1:17.227	43.968	148.5	22:37.631	5	1	3:01.065	52.405	1:20.572	48.088	139.3	15:24.271
9	1	2:48.946	48.796	1:16.202	43.948	149.2	25:26.577	6	1	3:00.945	51.865	1:21.712	47.368	139.3	18:25.216
10	1	2:49.407	48.767	1:16.661	43.979	148.8	28:15.984	7	1	3:02.174	52.296	1:21.102	48.776	138.4	21:27.390
11	1	4:18.476	2:18.200	1:16.547	43.729	97.5	32:34.460	8	1	3:02.416	53.354	1:20.837	48.225	138.2	24:29.806
12	1	2:50.392	49.056	1:17.576	43.760	148.0	35:24.852	10 1. Richard HOPE BMW 635 Csi 1984 (G.R.A) 2. Geoff STEELE TC2 1972-1984							
13	1	2:49.249	49.326	1:16.156	43.767	149.0	38:14.101	1	1	3:06.009	55.877	1:22.625	47.507	135.6	3:06.009
14	1	2:49.948	48.996	1:16.639	44.313	148.4	41:04.049	2	1	3:01.594	52.308	1:21.597	47.689	138.8	6:07.603
15	1	2:58.904	48.769	1:16.392	53.743	140.9	44:02.953	3	1	2:58.261	52.192	1:19.988	46.081	141.4	9:05.864



HERITAGE TOURING CUP SPA CLASSIC RACE 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
4	1	2:57.514	52.294	1:19.546	45.674	142.0	12:03.378	2	1	3:13.309	54.117	1:28.715	50.477	130.4	6:37.091
5	1	2:58.521	51.487	1:20.766	46.268	141.2	15:01.899	3	1	3:14.035	54.862	1:28.742	50.431	129.9	9:51.126
6	1	2:56.236	51.695	1:19.068	45.473	143.1	17:58.135	4	1	3:13.412	54.123	1:28.888	50.401	130.4	13:04.538
7	1	3:02.285	52.243	1:24.184	45.858	138.3	21:00.420	5	1	3:17.310	54.706	1:29.037	53.567	127.8	16:21.848
8	1	2:59.565	52.365	1:20.401	46.799	140.4	23:59.985	6	1	3:14.434	55.419	1:28.592	50.423	129.7	19:36.282
9	1	2:57.909	51.102	1:20.631	46.176	141.7	26:57.894	7	1	3:15.166	54.278	1:30.841	50.047	129.2	22:51.448
10	1	4:35.380	2:29.686	1:20.117	45.577	91.6	31:33.274	8	1	3:13.000	54.366	1:28.493	50.141	130.6	26:04.448
11	1	2:56.154	51.594	1:18.982	45.578	143.1	34:29.428	9	1	3:16.852	54.566	1:31.821	50.465	128.1	29:21.300
12	1	2:56.362	51.495	1:19.558	45.309	143.0	37:25.790	10	1	4:51.484	2:33.442	1:28.581	49.461	86.5	34:12.784
13	1	2:55.481	51.867	1:18.483	45.131	143.7	40:21.271	11	1	3:12.343	54.081	1:28.310	49.952	131.1	37:25.127
14	1	2:56.314	51.870	1:19.078	45.366	143.0	43:17.585	12	1	3:12.914	54.803	1:28.319	49.792	130.7	40:38.041
15	1	2:55.721	51.501	1:18.746	45.474	143.5	46:13.306	13	1	3:12.080	54.231	1:27.950	49.899	131.3	43:50.121
16	1	3:01.786	51.426	1:24.310	46.050	138.7	49:15.092	14	1	3:12.245	54.688	1:27.987	49.570	131.2	47:02.366
17	1	2:56.394	51.776	1:19.314	45.304	142.9	52:11.486	15	1	3:16.817	54.285	1:30.613	51.919	128.1	50:19.183
18	1	2:57.419	51.501	1:20.364	45.554	142.1	55:08.905	16	1	3:13.507	53.808	1:28.476	51.223	130.3	53:32.690
19	1	2:57.628	51.609	1:19.674	46.345	141.9	58:06.533	17	1	3:14.302	54.262	1:28.988	51.052	129.8	56:46.992
20	1	2:57.248	51.635	1:20.041	45.572	142.3	1:01:03.781	18	1	3:15.504	55.204	1:29.822	50.478	129.0	1:00:02.496

11

1.Charles FIRMENICH
2.Henri MOSER

BMW 3.0 CSL 1972
TC2 1972-1984

1	1	3:08.252	57.595	1:22.379	48.278	133.9	3:08.252
2	1	3:06.124	52.670	1:22.952	50.502	135.5	6:14.376
3	1	4:38.418	2:31.112	1:20.606	46.700	90.6	10:52.794
4	1	2:59.922	52.008	1:21.435	46.479	140.1	13:52.716
5	1	3:18.183	52.370	1:21.420	1:04.393	127.2	17:10.899
6	1	3:08.128	54.344	1:25.539	48.245	134.0	20:19.027
7	1	3:04.441	53.931	1:22.070	48.440	136.7	23:23.468
8	1	3:07.297	55.045	1:22.296	49.956	134.6	26:30.765
9	1	5:03.039	2:45.194	1:23.361	54.484	83.2	31:33.804

12

1. Ben GILL

FORD Escort 1600 RS 1975
-2000 1972-1984

1	1	2:57.124	52.903	1:19.507	44.714	142.4	2:57.124
2	1	2:53.363	49.680	1:18.525	45.158	145.4	5:50.487
3	1	2:52.020	49.270	1:18.182	44.568	146.6	8:42.507
4	1	2:52.776	48.598	1:19.175	45.003	145.9	11:35.283
5	1	2:53.649	49.496	1:17.758	46.395	145.2	14:28.932
6	1	2:54.151	49.795	1:19.204	45.152	144.8	17:23.083
7	1	2:56.546	49.403	1:20.479	46.664	142.8	20:19.629
8	1	2:55.382	50.169	1:20.272	44.941	143.8	23:15.011
9	1	2:53.850	49.149	1:19.534	45.167	145.0	26:08.861
10	1	2:55.260	50.452	1:19.534	45.274	143.9	29:04.121
11	1	2:54.955	50.295	1:19.353	45.307	144.1	31:59.076
12	1	2:54.946	49.924	1:18.585	46.437	144.1	34:54.022
13	1	4:26.867	2:22.896	1:19.092	44.879	94.5	39:20.889
14	1	2:54.188	49.431	1:19.329	45.428	144.8	42:15.077
15	1	2:53.681	49.222	1:18.814	45.645	145.2	45:08.758
16	1	2:55.359	49.863	1:19.629	45.867	143.8	48:04.117
17	1	2:54.390	49.681	1:19.102	45.607	144.6	50:58.507
18	1	2:55.594	49.808	1:19.804	45.982	143.6	53:54.101
19	1	2:55.914	50.051	1:20.377	45.486	143.3	56:50.015
20	1	2:55.024	50.912	1:19.078	45.034	144.1	59:45.039

14	FORD Capri 3.0 MK3 1979						
	TC2 1972-1984						
1. Paul CHASE-GARDENER							
1	1	3:23.782	1:04.766	1:29.144	49.872	123.7	3:23.782

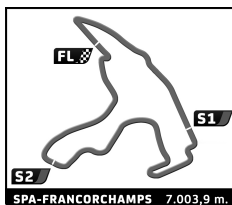
15		1. Bill CUTLER					BMW M535 1981 TC2 1972-1984	
1	1	3:06.831	56.886	1:22.005	47.940	135.0	3:06.831	
2	1	3:01.844	52.758	1:20.881	48.205	138.7	6:08.675	
3	1	3:02.449	53.572	1:20.983	47.894	138.2	9:11.124	
4	1	3:01.827	52.735	1:21.507	47.585	138.7	12:12.951	
5	1	3:03.736	52.895	1:21.607	49.234	137.2	15:16.687	
6	1	3:03.095	53.603	1:21.240	48.252	137.7	18:19.782	
7	1	3:06.488	54.092	1:23.336	49.060	135.2	21:26.270	
8	1	3:02.550	53.218	1:21.570	47.762	138.1	24:28.820	
9	1	3:43.044	53.343	1:59.707	49.994	113.0	28:11.864	
10	1	4:55.070	2:39.944	1:26.171	48.955	85.5	33:06.934	
11	1	3:04.833	53.528	1:22.586	48.719	136.4	36:11.767	
12	1	3:04.449	53.587	1:22.496	48.366	136.7	39:16.216	
13	1	3:06.277	54.238	1:23.421	48.618	135.4	42:22.493	
14	1	3:04.497	53.259	1:22.517	48.721	136.7	45:26.990	
15	1	3:05.230	53.430	1:23.488	48.312	136.1	48:32.220	
16	1	3:04.111	52.909	1:22.919	48.283	137.0	51:36.331	
17	1	3:03.773	53.360	1:22.401	48.012	137.2	54:40.104	
18	1	3:06.461	52.878	1:24.547	49.036	135.2	57:46.565	
19	1	3:04.520	53.416	1:22.825	48.279	136.6	1:00:51.085	

17

1.Claude BOISSY
2.Patrick BOURGUIGNON

FORD Escort 1600 RS 1974
-2000 1972-1984

1	1	2:50.844	50.670	1:17.217	42.957	147.6	2:50.844
2	1	2:45.180	47.120	1:15.236	42.824	152.6	5:36.024
3	1	2:45.948	47.178	1:15.842	42.928	151.9	8:21.972
4	1	2:47.030	47.353	1:16.457	43.220	151.0	11:09.002
5	1	2:48.678	48.054	1:17.324	43.300	149.5	13:57.680
6	1	2:48.684	47.532	1:16.429	44.723	149.5	16:46.364
7	1	2:49.366	48.052	1:17.011	44.303	148.9	19:35.730
8	1	2:50.536	48.559	1:18.444	43.533	147.9	22:26.266
9	1	2:48.924	48.588	1:16.927	43.409	149.3	25:15.190
10	1	2:49.865	48.337	1:17.517	44.011	148.4	28:05.055
11	1	2:53.771	49.142	1:19.606	45.023	145.1	30:58.826
12	1	4:37.446	2:29.039	1:22.826	45.581	90.9	35:36.272
13	1	2:57.463	50.232	1:21.417	45.814	142.1	38:33.735
14	1	2:55.231	49.636	1:19.793	45.802	143.9	41:28.966
15	1	2:53.618	49.594	1:19.184	44.840	145.2	44:22.584

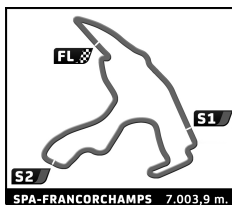


HERITAGE TOURING CUP SPA CLASSIC RACE 1

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
16	1	2:54.287	49.776	1:19.727	44.784	144.7	47:16.871	7	1	2:57.247	48.965	1:20.983	47.299	142.3	20:31.360
17	1	2:56.437	49.057	1:21.625	45.755	142.9	50:13.308	8	1	2:55.878	51.172	1:19.465	45.241	143.4	23:27.238
18	1	2:52.740	49.101	1:18.917	44.722	146.0	53:06.048	9	1	2:53.066	48.843	1:18.827	45.396	145.7	26:20.304
19	1	2:54.359	49.142	1:19.010	46.207	144.6	56:00.407	10	1	2:53.112	48.499	1:20.168	44.445	145.7	29:13.416
20	1	2:52.437	49.214	1:18.473	44.750	146.2	58:52.844	11	1	2:53.146	48.987	1:19.549	44.610	145.6	32:06.562
18 1.Gerard CAYEUX FORD Capri MKII 3.0 S 1974 TC1								12	1	4:28.290	2:23.751	1:19.636	44.903	94.0	36:34.852
1	1	3:20.880	1:03.584	1:27.592	49.704	125.5	3:20.880	13	1	2:53.019	48.805	1:19.524	44.690	145.7	39:27.871
2	1	3:07.364	53.838	1:24.847	48.679	134.6	6:28.244	14	1	2:54.774	48.589	1:19.723	46.462	144.3	42:22.645
3	1	3:07.355	53.845	1:25.149	48.361	134.6	9:35.599	15	1	2:55.995	51.435	1:19.371	45.189	143.3	45:18.640
4	1	3:06.437	53.752	1:24.493	48.192	135.2	12:42.036	16	1	2:53.034	48.343	1:19.383	45.308	145.7	48:11.674
5	1	3:08.017	53.716	1:24.384	49.917	134.1	15:50.053	17	1	2:54.638	49.618	1:19.548	45.472	144.4	51:06.312
6	1	3:06.536	53.389	1:24.013	49.134	135.2	18:56.589	18	1	2:54.029	48.987	1:19.876	45.166	144.9	54:00.341
7	1	3:11.754	54.470	1:27.695	49.589	131.5	22:08.343	19	1	2:54.570	49.037	1:19.483	46.050	144.4	56:54.911
8	1	3:09.267	53.805	1:25.585	49.877	133.2	25:17.610	20	1	2:56.303	49.707	1:20.872	45.724	143.0	59:51.214
9	1	4:53.256	2:38.713	1:25.987	48.556	86.0	30:10.866	23 1.David HUXLEY 2.Nigel GREENSALL FORD Mustang GT Pinesac 1984 (GRA) TC2 1972-1984							
10	1	3:13.236	55.675	1:27.412	50.149	130.5	33:24.102	1	1	2:49.953	50.305	1:17.416	42.232	148.4	2:49.953
11	1	3:14.258	55.181	1:27.910	51.167	129.8	36:38.360	2	1	2:44.156	46.508	1:15.362	42.286	153.6	5:34.109
12	1	3:16.513	56.537	1:29.339	50.637	128.3	39:54.873	3	1	2:44.247	46.666	1:15.160	42.421	153.5	8:18.356
13	1	3:18.911	57.294	1:29.266	52.351	126.8	43:13.784	4	1	2:43.667	46.386	1:15.114	42.167	154.1	11:02.023
14	1	3:22.616	58.156	1:29.845	54.615	124.4	46:36.400	5	1	2:44.479	46.117	1:15.961	42.401	153.3	13:46.502
15	1	3:28.798	1:01.584	1:32.902	54.312	120.8	50:05.198	6	1	2:43.971	46.321	1:15.310	42.340	153.8	16:30.473
16	1	3:39.016	1:01.330	1:31.524	1:06.162	115.1	53:44.214	7	1	2:43.496	46.467	1:15.084	41.945	154.2	19:13.969
17	1	7:28.621	1:07.342	2:14.936	4:06.343	56.2	1:01:12.835	8	1	2:44.211	46.233	1:15.527	42.451	153.5	21:58.180
21 1.Christian BOURIEZ 2.Marc-Antonie BAILLY BMW 635i 1984 (GRA) TC2 1972-1984								9	1	2:45.390	46.362	1:15.928	43.100	152.5	24:43.570
1	1	3:08.104	58.274	1:21.923	47.907	134.0	3:08.104	10	1	2:46.276	46.568	1:16.447	43.261	151.6	27:29.846
2	1	3:01.038	52.566	1:20.187	48.285	139.3	6:09.142	11	1	4:37.934	2:30.572	1:22.738	44.624	90.7	32:07.780
3	1	2:57.520	51.914	1:19.644	45.962	142.0	9:06.662	12	1	3:00.597	50.702	1:23.720	46.175	139.6	35:08.377
4	1	2:57.147	51.712	1:19.656	45.779	142.3	12:03.809	13	1	3:00.917	50.565	1:23.149	47.203	139.4	38:09.294
5	1	2:57.200	51.362	1:19.380	46.458	142.3	15:01.009	14	1	3:01.886	50.484	1:23.386	48.016	138.6	41:11.180
6	1	2:57.545	51.728	1:19.462	46.355	142.0	17:58.554	15	1	3:03.286	51.411	1:23.764	48.111	137.6	44:14.466
7	1	3:02.301	52.247	1:23.210	46.844	138.3	21:00.855	16	1	3:00.845	50.694	1:23.040	47.111	139.4	47:15.311
8	1	2:57.896	52.107	1:19.561	46.228	141.7	23:58.751	17	1	2:58.614	49.306	1:22.627	46.681	141.2	50:13.925
9	1	2:59.434	51.815	1:20.576	47.043	140.5	26:58.185	18	1	2:56.874	49.182	1:21.191	46.501	142.6	53:10.799
10	1	3:03.233	52.270	1:22.469	48.494	137.6	30:01.418	19	1	2:58.454	50.034	1:22.053	46.367	141.3	56:09.253
11	1	3:02.507	52.087	1:23.880	46.540	138.2	33:03.925	20	1	2:56.809	49.792	1:21.012	46.005	142.6	59:06.062
12	1	4:52.678	2:37.895	1:25.650	49.133	86.1	37:56.603	24 1.Glynn ALLEN 2.Darren ROBERTS ALFA ROMEO 2000GTV 1971 TC1							
13	1	3:10.050	55.246	1:25.577	49.227	132.7	41:06.653	1	1	3:31.267	1:10.081	1:29.325	51.861	119.3	3:31.267
14	1	3:11.183	55.086	1:26.533	49.564	131.9	44:17.836	2	1	3:22.187	1:00.774	1:29.030	52.383	124.7	6:53.454
15	1	3:11.486	54.219	1:28.194	49.073	131.7	47:29.322	3	1	3:22.567	1:00.069	1:29.800	52.698	124.5	10:16.021
16	1	3:10.206	54.744	1:26.542	48.920	132.6	50:39.528	4	1	3:24.103	1:00.906	1:29.550	53.647	123.5	13:40.124
17	1	3:09.214	53.986	1:25.966	49.262	133.3	53:48.742	5	1	3:22.075	59.238	1:28.021	54.816	124.8	17:02.199
18	1	3:06.267	54.745	1:22.942	48.580	135.4	56:55.009	6	1	3:23.217	59.618	1:28.309	55.290	124.1	20:25.416
19	1	3:05.994	53.601	1:23.662	48.731	135.6	1:00:01.003	7	1	3:22.352	1:01.120	1:28.535	52.697	124.6	23:47.768
22 1.Andrew BEVERLEY VOLVO 240 Turbo 1984 (GRA) TC2 1972-1984								8	1	3:20.157	59.721	1:28.420	52.016	126.0	27:07.925
1	1	3:00.223	53.292	1:20.834	46.097	139.9	3:00.223	9	1	3:22.066	59.735	1:30.291	52.040	124.8	30:29.991
2	1	2:53.834	49.233	1:19.840	44.761	145.0	5:54.057	10	1	5:19.199	2:49.111	1:35.685	54.403	79.0	35:49.190
3	1	2:51.951	48.310	1:19.180	44.461	146.6	8:46.008	11	1	3:27.429	1:02.786	1:31.691	52.952	121.6	39:16.619
4	1	2:52.839	48.335	1:19.139	45.365	145.9	11:38.847	12	1	3:23.288	59.902	1:29.717	53.669	124.0	42:39.907
5	1	2:52.830	48.764	1:18.883	45.183	145.9	14:31.677	13	1	3:20.234	1:00.015	1:28.456	51.763	125.9	46:00.141
6	1	3:02.436	48.605	1:19.326	54.505	138.2	17:34.113	14	1	3:22.855	59.512	1:30.702	52.641	124.3	49:22.996
								15	1	3:20.410	59.537	1:29.021	51.852	125.8	52:43.406
								16	1	3:21.076	59.546	1:27.748	53.782	125.4	56:04.482
								17	1	3:18.556	59.040	1:27.699	51.817	127.0	59:23.038

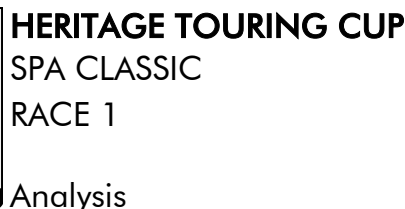


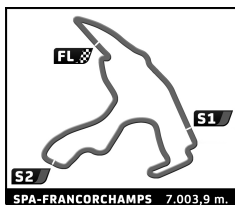
HERITAGE TOURING CUP SPA CLASSIC RACE 1

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
25 1. Adrian George BRADY BMW 3.0 CSL 1973 TC2 1972-1984								10 1 2:56.768 50.472 1:21.517 44.779 142.6 32:33.386							
1	1	2:56.275	52.863	1:19.013	44.399	143.0	2:56.275	11	1	2:56.106	49.737	1:21.753	44.616	143.2	35:29.492
2	1	2:52.089	48.573	1:18.668	44.848	146.5	5:48.364	12	1	2:58.307	49.885	1:22.154	46.268	141.4	38:27.799
3	1	2:52.990	48.696	1:19.687	44.607	145.8	8:41.354	13	1	2:56.028	49.593	1:22.147	44.288	143.2	41:23.827
4	1	2:54.812	49.146	1:20.722	44.944	144.2	11:36.166	14	1	2:54.866	49.669	1:20.151	45.046	144.2	44:18.693
5	1	2:53.983	48.967	1:18.995	46.021	144.9	14:30.149	15	1	2:56.218	49.365	1:21.149	45.704	143.1	47:14.911
6	1	2:54.218	48.817	1:19.737	45.664	144.7	17:24.367	16	1	2:54.621	49.000	1:20.283	45.338	144.4	50:09.532
7	1	2:57.188	50.042	1:21.058	46.088	142.3	20:21.555	17	1	2:54.531	49.343	1:19.904	45.284	144.5	53:04.063
8	1	2:55.015	49.790	1:20.265	44.960	144.1	23:16.570	18	1	2:53.944	49.038	1:19.425	45.481	145.0	55:58.007
9	1	2:56.579	49.501	1:21.696	45.382	142.8	26:13.149	19	1	2:52.973	48.715	1:18.737	45.521	145.8	58:50.980
10	1	2:58.416	50.866	1:22.756	44.794	141.3	29:11.565	29 1. Christian DUMOLIN 2. Christophe VAN RIET FORD Mustang 289 1965 TC1							
11	1	4:41.133	2:33.261	1:21.676	46.196	89.7	33:52.698	1	1	3:13.847	59.008	1:25.722	49.117	130.1	3:13.847
12	1	2:56.020	49.617	1:21.295	45.108	143.2	36:48.718	2	1	3:06.368	51.184	1:26.476	48.708	135.3	6:20.215
13	1	2:55.143	49.536	1:20.515	45.092	144.0	39:43.861	3	1	3:05.490	52.556	1:25.175	47.759	135.9	9:25.705
14	1	2:54.132	49.130	1:20.097	44.905	144.8	42:37.993	4	1	3:03.687	51.267	1:24.445	47.975	137.3	12:29.392
15	1	2:55.482	49.480	1:20.638	45.364	143.7	45:33.475	5	1	3:35.503	51.569	1:26.448	1:17.486	117.0	16:04.895
16	1	2:53.175	48.837	1:19.594	44.744	145.6	48:26.650	6	1	4:42.024	2:28.004	1:25.953	48.067	89.4	20:46.919
17	1	2:55.043	49.498	1:20.520	45.025	144.0	51:21.693	7	1	3:04.623	51.621	1:25.648	47.354	136.6	23:51.542
18	1	2:55.124	49.492	1:20.421	45.211	144.0	54:16.817	8	1	3:04.273	51.194	1:24.930	48.149	136.8	26:55.815
19	1	2:55.802	49.689	1:20.907	45.206	143.4	57:12.619	9	1	3:05.150	52.273	1:24.606	48.271	136.2	30:00.965
20	1	2:54.575	49.018	1:20.524	45.033	144.4	1:00:07.194	10	1	3:07.817	51.752	1:26.870	49.195	134.2	33:08.782
26 1. Augustin COCHIN MERCEDES-BENZ 350 SLC 1972 TC2 1972-1984								11	1	5:11.788	3:00.280	1:25.245	46.263	80.9	38:20.570
1	1	3:26.855	1:05.473	1:30.273	51.109	121.9	3:26.855	12	1	3:00.755	50.435	1:23.931	46.389	139.5	41:21.325
2	1	3:16.518	55.107	1:29.768	51.643	128.3	6:43.373	13	1	2:59.542	50.216	1:23.164	46.162	140.4	44:20.867
3	1	3:15.746	55.981	1:29.309	50.456	128.8	9:59.119	14	1	3:00.893	50.024	1:24.340	46.529	139.4	47:21.760
4	1	3:14.680	55.337	1:28.668	50.675	129.5	13:13.799	15	1	3:02.702	50.967	1:24.334	47.401	138.0	50:24.462
5	1	3:16.287	54.875	1:28.846	52.566	128.5	16:30.086	16	1	3:00.860	50.208	1:23.635	47.017	139.4	53:25.322
6	1	3:14.966	55.092	1:29.419	50.455	129.3	19:45.052	17	1	3:05.348	50.611	1:26.797	47.940	136.0	56:30.670
7	1	3:19.770	57.041	1:31.919	50.810	126.2	23:04.822	18	1	3:01.537	50.624	1:24.195	46.718	138.9	59:32.207
8	1	3:17.185	55.681	1:31.183	50.321	127.9	26:22.007	31 1. Bert SMEETS 2. Jan SCHIPPERS CHEVROLET Camaro Z28 1978 TC2 1972-1984							
9	1	4:44.785	2:25.495	1:29.438	49.852	88.5	31:06.792	1	1	3:17.472	1:02.561	1:27.026	47.885	127.7	3:17.472
10	1	3:13.577	55.160	1:28.396	50.021	130.3	34:20.369	2	1	3:03.607	51.498	1:24.095	48.014	137.3	6:21.079
11	1	3:12.808	54.820	1:28.242	49.746	130.8	37:33.177	3	1	2:59.950	50.942	1:22.910	46.098	140.1	9:21.029
12	1	3:11.317	54.798	1:26.874	49.645	131.8	40:44.494	4	1	3:10.816	49.891	1:22.706	58.219	132.1	12:31.845
13	1	3:11.840	54.639	1:27.447	49.754	131.4	43:56.334	5	1	3:12.872	51.365	1:24.326	57.181	130.7	15:44.717
14	1	3:12.515	54.658	1:26.841	51.016	131.0	47:08.849	6	1	3:02.944	50.926	1:25.115	46.903	137.8	18:47.661
15	1	3:16.525	54.675	1:31.350	50.500	128.3	50:25.374	7	1	3:00.906	50.303	1:24.066	46.537	139.4	21:48.567
16	1	3:17.285	54.992	1:29.515	52.778	127.8	53:42.659	8	1	2:59.716	49.654	1:23.646	46.416	140.3	24:48.283
17	1	3:14.051	55.035	1:28.192	50.824	129.9	56:56.710	9	1	3:01.244	50.327	1:23.853	47.064	139.1	27:49.527
18	1	3:13.972	54.860	1:28.050	51.062	130.0	1:00:10.682	10	1	4:42.720	2:31.358	1:24.379	46.983	89.2	32:32.247
27 1. Dennis SINGLETON 2. Kevin JONES FORD Capri 2600 RS 1973 TC2 1972-1984								11	1	3:00.324	49.888	1:24.035	46.401	139.8	35:32.571
1	1	3:15.046	1:00.827	1:25.953	48.266	129.3	3:15.046	12	1	3:00.480	49.991	1:23.800	46.689	139.7	38:33.051
2	1	3:05.731	51.904	1:25.957	47.870	135.8	6:20.777	13	1	3:02.557	49.374	1:25.791	47.392	138.1	41:35.608
3	1	3:05.496	53.510	1:24.180	47.806	135.9	9:26.273	14	1	3:01.403	50.319	1:24.180	46.904	139.0	44:37.011
4	1	3:03.702	52.198	1:23.897	47.607	137.3	12:29.975	15	1	3:01.698	50.403	1:24.060	47.235	138.8	47:38.709
5	1	3:06.415	52.119	1:24.777	49.519	135.3	15:36.390	16	1	3:01.478	50.435	1:24.803	46.240	138.9	50:40.187
6	1	3:04.265	51.848	1:24.117	48.300	136.8	18:40.655	17	1	3:00.840	49.579	1:23.265	47.996	139.4	53:41.027
7	1	3:05.546	53.045	1:24.886	47.615	135.9	21:46.201	18	1	3:00.027	49.460	1:24.042	46.525	140.1	56:41.054
8	1	3:01.286	50.940	1:23.092	47.254	139.1	24:47.487	19	1	2:59.250	49.927	1:23.339	45.984	140.7	59:40.304
9	1	4:49.131	2:39.120	1:24.380	45.631	87.2	29:36.618	33 1. Robert BOOS 2. Pascal GOURY BMW 635 Csi 1984 (GRA) TC2 1972-1984							

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HERITAGE TOURING CUP

SPA CLASSIC

RACE 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
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