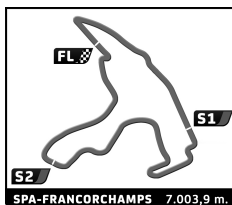


HERITAGE TOURING CUP SPA CLASSIC QUALIFYING

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
2 FORD Escort Mk1 1972 1.Christophe VAN RIET 2.Caroline GRIFNEE TC2								7	1	6:15.602	3:04.157	1:49.850	1:21.595	175.0	25:37.491
1	1	6:11.916	4:01.461	1:23.302	47.153	168.0	6:11.916	8	1	3:03.529	57.236	1:19.284	47.009	209.3	28:41.020
2	1	2:53.197	49.846	1:17.983	45.368	194.2	9:05.113	9	1	2:57.599	51.046	1:19.239	47.314	200.0	31:38.619
3	1	2:52.069			45.282		11:57.182	10	1	3:41.395 B	51.412	1:28.166	1:21.817	196.0	35:20.014
4	1	2:53.338	48.976	1:17.824	46.538	196.4	14:50.520	11	1	3:59.005	1:53.851	1:18.272	46.882	192.9	39:19.019
5	1	3:06.149 B	49.619	1:18.357	58.173	201.1	17:56.669	12	1	2:57.096	51.509	1:18.798	46.789	206.1	42:16.115
6	1	5:27.607 B	3:06.348	1:23.440	57.819	175.0	23:24.276	9 BMW 3.0 CSL 1976 1.Eric EVERARD TC2							
7	1	5:00.104	2:51.080	1:21.677	47.347	184.6	28:24.380	1	1	3:53.314	1:32.328	1:28.944	52.042	168.2	3:53.314
8	1	2:59.935	50.701	1:21.271	47.963	190.1	31:24.315	2	1	3:07.020	54.113	1:23.484	49.423	189.5	7:00.334
9	1	3:06.655 B	51.099	1:22.523	53.033	189.5	34:30.970	3	1	3:04.308	50.928	1:24.114	49.266	198.2	10:04.642
3 BMW 3.0 CSL 1971 1.Daniel REINHARDT 2.Dominique REINHARDT TC2								4	1	2:59.635	51.793	1:20.053	47.789	184.3	13:04.277
1	1	3:48.865	1:20.999	1:37.337	50.529	123.1	3:48.865	5	1	2:57.336	50.342	1:20.039	46.955	197.8	16:01.613
2	1	3:05.497	53.019	1:23.017	49.461	193.9	6:54.362	6	1	2:56.915	49.692	1:19.885	47.338	203.4	18:58.528
3	1	3:03.327	51.893	1:22.669	48.765	191.5	9:57.689	7	1	2:55.551	49.703	1:19.736	46.112	206.9	21:54.079
4	1	3:15.601 B	53.755	1:21.795	1:00.051	185.2	13:13.290	8	1	4:04.188 B	51.425	1:36.496	1:36.267	151.5	25:58.267
5	1	22:33.028	...	1:28.695	50.679	154.7	35:46.318	9	1	4:25.212	2:16.157	1:21.426	47.629	172.2	30:23.479
6	1	3:05.838	52.820	1:23.716	49.302	191.2	38:52.156	10	1	2:55.236	49.234	1:19.468	46.534	208.9	33:18.715
7	1	3:05.917	52.532	1:23.866	49.519	190.1	41:58.073	11	1	2:54.325	49.335	1:18.195	46.795	204.9	36:13.040
6 FORD Capri 2600 RS 1972 1.Steve DANCE TC2								12	1	2:55.958	49.273	1:19.633	47.052	216.0	39:08.998
1	1	3:49.914	1:33.587	1:26.191	50.136	160.7	3:49.914	13	1	2:56.390	50.728	1:19.289	46.373	188.2	42:05.388
2	1	2:52.708	49.846	1:18.060	44.802	205.3	6:42.622	10 BMW 3.0 CSL 1973 1.Adrian George BRADY TC2							
3	1	2:48.658	48.084	1:15.740	44.834	211.4	9:31.280	1	1	4:40.802 B	2:05.398	1:31.944	1:03.460	143.8	4:40.802
4	1	2:48.227	47.713	1:16.035	44.479	206.9	12:19.507	2	1	6:13.920	3:52.629	1:29.649	51.642	162.2	10:54.722
5	1	2:47.067	47.623	1:15.089	44.355	211.8	15:06.574	3	1	3:14.325	51.824	1:33.903	48.598	217.3	14:09.047
6	1	2:47.887	47.653	1:16.050	44.184	211.8	17:54.461	4	1	3:02.239	50.797	1:22.685	48.757	196.0	17:11.286
7	1	2:57.281 B	47.799	1:15.978	53.504	212.2	20:51.742	5	1	3:38.716 B	55.708	1:34.624	1:08.384	169.8	20:50.002
8	1	6:58.603 B	4:29.633	1:32.516	56.454	83.7	27:50.345	6	1	20:44.546 B	...	1:36.756	1:15.305	140.8	41:34.548
9	1	3:56.844 B	1:38.151	1:23.765	54.928	176.5	31:47.189	11 BMW 3.0 CSL 1972 1.Charles FIRMENICH 2.Henri MOSER TC2							
10	1	5:14.927	3:10.896	1:18.109	45.922	179.1	37:02.116	1	1	3:39.073	1:06.498	1:35.250	57.325	112.1	3:39.073
11	1	2:48.963	47.973	1:16.877	44.113	212.2	39:51.079	2	1	3:15.167	58.189	1:24.913	52.065	181.2	6:54.240
12	1	2:47.839	47.444	1:16.382	44.013	204.9	42:38.918	3	1	3:14.797	57.100	1:26.198	51.499	175.3	10:09.037
7 CHEVROLET Camaro Z28 1967 1.Eric BROUTIN 2.Benjamin de FORTIS TC2								4	1	3:04.884	54.648	1:21.948	48.288	189.1	13:13.921
1	1	4:49.838	2:26.049	1:33.497	50.292	121.1	4:49.838	5	1	2:59.710	52.567	1:19.972	47.171	192.2	16:13.631
2	1	3:01.212	51.730	1:22.502	46.980	167.4	7:51.050	6	1	3:16.005 B	53.478	1:22.594	59.933	183.1	19:29.636
3	1	3:02.194	51.091	1:23.405	47.698	174.8	10:53.244	7	1	9:00.712	6:54.068	1:19.686	46.958	188.2	28:30.348
4	1	3:36.381 B	55.537	1:34.384	1:06.460	159.5	14:29.625	8	1	2:53.674	50.590	1:16.699	46.385	215.1	31:24.022
5	1	15:01.062	...	1:23.339	46.874	163.6	29:30.687	9	1	2:55.592	50.670	1:17.416	47.506	209.3	34:19.614
6	1	2:57.507	49.663	1:21.619	46.225	188.5	32:28.194	10	1	2:53.160	49.912	1:17.336	45.912	214.3	37:12.774
7	1	2:58.533	49.618	1:21.724	47.191	190.5	35:26.727	11	1	3:04.992 B	51.212	1:18.456	55.324	207.3	40:17.766
8	1	3:10.555 B	49.174	1:22.298	59.083	189.1	38:37.282	12 FORD Escort 1600 RS Broadspeed 1975 1.Ben GILL TC2							
8 FORD Escort 1600 RS 1972 1.Xavier GALANT 2.Vincent NEURISSE TC2								1	1	3:12.502	56.205	1:26.868	49.429	136.0	3:12.502
1	1	3:59.888	1:39.505	1:31.258	49.125	132.4	3:59.888	2	1	2:58.367	51.389	1:19.447	47.531	194.2	6:10.869
2	1	3:04.965	52.734	1:22.346	49.885	176.8	7:04.853	3	1	2:53.282	50.298	1:17.118	45.866	200.0	9:04.151
3	1	3:04.425	53.928	1:21.956	48.541	178.8	10:09.278	4	1	3:12.142 B	49.700	1:21.695	1:00.747	206.9	12:16.293
4	1	3:01.947	52.256	1:22.059	47.632	187.5	13:11.225	5	1	8:10.007	5:49.166	1:28.523	52.318	114.0	20:26.300
5	1	3:00.154	52.127	1:20.761	47.266	184.3	16:11.379	6	1	3:14.005	49.815	1:16.703	1:07.487	200.0	23:40.305
6	1	3:10.510 B	53.402	1:20.482	56.626	167.7	19:21.889	7	1	3:44.335	1:20.462	1:30.702	53.171	97.8	27:24.640
								8	1	2:51.563	49.528	1:16.743	45.292	208.9	30:16.203
								9	1	2:52.384	49.812	1:16.793	45.779	201.1	33:08.587

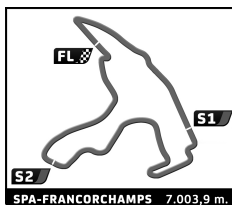


HERITAGE TOURING CUP SPA CLASSIC QUALIFYING

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
10	1	2:49.998	49.313	1:15.527	45.158	201.9	35:58.585	4	1	3:25.121	59.382	1:29.661	56.078	160.7	14:22.832
11	1	4:16.380 B	1:13.796	1:45.997	1:16.587	98.2	40:14.965	5	1	3:32.207 B	58.831	1:30.149	1:03.227	168.7	17:55.039
13 BMW 530i US 1977 1.Philippe TRUFFIER TC1								6 1 6:24.474 B 3:28.883 1:32.636 1:22.955 146.5 24:19.513 7 1 4:57.869 2:32.627 1:30.509 54.733 155.6 29:17.382 8 1 3:20.298 59.860 1:28.306 52.132 164.4 32:37.680 9 1 3:17.990 58.178 1:26.574 53.238 164.6 35:55.670 10 1 3:19.052 58.045 1:27.438 53.569 166.9 39:14.722 11 1 3:22.146 1:00.421 1:28.751 52.974 170.3 42:36.868							
1 1 3:45.710 1:08.596 1:40.358 56.756 115.9 3:45.710 2 1 3:09.886 54.357 1:24.360 51.169 178.2 6:55.596 3 1 3:10.324 54.697 1:24.664 50.963 198.5 10:05.920 4 1 3:10.066 53.647 1:25.650 50.769 199.3 13:15.986 5 1 3:07.967 53.886 1:24.363 49.718 193.9 16:23.953 6 1 3:06.425 53.806 1:23.713 48.906 194.6 19:30.378 7 1 3:06.426 53.483 1:23.418 49.525 199.3 22:36.804 8 1 3:39.525 1:05.715 1:37.038 56.772 148.4 26:16.329 9 1 3:06.053 53.848 1:23.055 49.150 195.3 29:22.382 10 1 3:24.888 B 56.330 1:28.212 1:00.346 180.0 32:47.270 11 1 5:08.581 2:45.966 1:30.712 51.903 134.2 37:55.851 12 1 3:05.076 53.410 1:22.988 48.678 189.8 41:00.927								20 BMW 3.0 CSL 1975 1.Christian DUMOLIN TC2 2.Pierre-Alain THIBAUT 1 1 3:57.526 1:38.484 1:28.480 50.562 122.9 3:57.526 2 1 3:05.532 53.781 1:22.740 49.011 182.4 7:03.058 3 1 3:01.293 50.704 1:22.021 48.568 187.5 10:04.351 4 1 3:16.052 B 51.248 1:20.282 1:04.522 186.2 13:20.403 5 1 5:48.681 3:41.461 1:20.265 46.955 178.5 19:09.084							
15 BMW M535 1981 1.Bill CUTLER TC2 1 1 3:52.896 1:19.379 1:37.768 55.749 119.7 3:52.896 2 1 3:11.563 54.668 1:26.085 50.810 182.7 7:04.459 3 1 3:04.620 53.914 1:21.203 49.503 196.0 10:09.079 4 1 3:01.680 52.280 1:21.336 48.064 192.9 13:10.759 5 1 3:00.271 52.218 1:19.885 48.168 193.9 16:11.030 6 1 3:01.112 52.847 1:20.618 47.647 175.0 19:12.142 7 1 3:06.862 52.297 1:25.953 48.612 203.8 22:19.004 8 1 3:50.803 B 1:04.724 1:34.531 1:11.548 118.3 26:09.807 9 1 4:51.864 2:39.028 1:23.327 49.509 177.0 31:01.671 10 1 3:02.820 53.378 1:21.037 48.405 187.2 34:04.491 11 1 3:01.903 52.794 1:20.501 48.608 191.8 37:06.394 12 1 3:02.313 52.281 1:20.313 49.719 199.3 40:08.707								21 BMW 635 CSi 1983 1.Armand ADRIAANS Group A 1 1 4:05.774 1:46.065 1:28.874 50.835 130.0 4:05.774 2 1 3:05.178 53.959 1:23.082 48.137 179.4 7:10.952 3 1 3:01.767 52.281 1:21.599 47.887 183.4 10:12.719 4 1 3:02.056 51.569 1:21.708 48.779 181.2 13:14.775 5 1 3:14.824 B 53.260 1:21.635 59.929 175.3 16:29.599 6 1 7:32.431 B 4:55.367 1:24.213 1:12.851 167.2 24:02.030 7 1 5:02.450 2:48.341 1:23.792 50.317 179.1 29:04.480 8 1 2:59.063 51.634 1:20.463 46.966 194.6 32:03.543 9 1 3:00.903 52.041 1:21.016 47.846 184.6 35:04.446 10 1 3:01.129 51.887 1:21.434 47.808 194.2 38:05.575 11 1 2:59.781 51.841 1:20.375 47.565 193.2 41:05.356							
16 FORD Escort BDG 1971 1.Damien KOHLER TC2 1 1 2:52.569 44.329 1:21.726 46.514 174.8 2:52.569 2 1 2:56.348 50.561 1:18.379 47.408 210.1 5:48.917 3 1 2:54.951 50.847 1:17.986 46.118 206.9 8:43.868 4 1 2:54.895 49.819 1:18.598 46.478 206.5 11:38.763 5 1 2:54.240 50.174 1:18.134 45.932 209.7 14:33.003 6 1 2:53.892 49.735 1:17.785 46.372 192.5 17:26.895 7 1 3:13.623 B 49.968 1:23.211 1:00.444 188.8 20:40.518 8 1 6:44.951 4:19.423 1:32.368 53.160 99.7 27:25.469 9 1 2:54.177 49.781 1:18.254 46.142 198.9 30:19.646 10 1 2:54.038 49.706 1:18.437 45.895 210.1 33:13.684 11 1 2:53.701 49.389 1:17.897 46.415 211.4 36:07.385 12 1 3:07.629 B 49.780 1:19.412 58.437 211.8 39:15.014								22 BMW 3.0 CSL 1971 1.Dominik ROSCHMANN TC2 1 1 3:42.986 1:16.740 1:31.496 54.750 121.5 3:42.986 2 1 2:55.786 49.868 1:19.293 46.625 197.8 6:38.772 3 1 2:53.888 48.988 1:18.462 46.438 203.0 9:32.660 4 1 2:53.793 48.949 1:19.475 45.369 207.3 12:26.453 5 1 2:52.612 48.819 1:18.342 45.451 212.6 15:19.065 6 1 2:53.049 49.390 1:18.328 45.331 216.0 18:12.114 7 1 3:07.120 B 50.536 1:21.998 54.586 184.6 21:19.234 8 1 10:35.309 8:31.075 1:19.194 45.040 162.4 31:54.543 9 1 2:51.858 49.547 1:16.440 45.871 200.7 34:46.401 10 1 2:49.178 48.295 1:16.377 44.506 192.9 37:35.579 11 1 2:52.849 48.717 1:17.657 46.475 216.0 40:28.428							
17 FORD Escort Mk1 1974 1.Claude BOISSY TC2 2.Alain MIRAN 1 1 4:10.224 1:50.862 1:29.867 49.495 146.1 4:10.224								25 BMW 3.0 CSL 1973 1.Christian TRABER TC2 1 1 3:31.776 1:13.857 1:28.735 49.184 141.9 3:31.776 2 1 2:49.980 48.460 1:16.729 44.791 210.5 6:21.756 3 1 2:47.150 48.135 1:15.643 43.372 208.5 9:08.906 4 1 2:57.478 B 46.945 1:16.423 54.110 208.9 12:06.384 5 1 8:50.996 6:45.951 1:19.289 45.756 186.9 20:57.380 6 1 3:27.609 46.554 1:24.815 1:16.240 207.7 24:24.989 7 1 3:34.781 1:29.700 1:20.030 45.051 165.4 27:59.770 8 1 2:50.736 46.932 1:19.565 44.239 224.5 30:50.506 9 1 2:47.369 46.791 1:15.857 44.721 205.7 33:37.875 10 1 2:45.699 46.906 1:15.609 43.184 194.9 36:23.574							
18 FORD Escort 1600 RS 1972 1.Alexis de BEAUMONT TC2 1 1 4:10.064 1:37.909 1:34.937 57.218 133.2 4:10.064 2 1 3:22.430 59.870 1:29.287 53.273 162.9 7:32.494 3 1 3:25.217 1:00.000 168.0 10:57.711															



HERITAGE TOURING CUP SPA CLASSIC QUALIFYING

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
11	1	2:47.458	46.618	1:15.699	45.141	199.6	39:11.032
12	1	2:48.002	48.361	1:16.067	43.574	199.6	41:59.034

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FORD Escort Mki RS1600 1972

1. Peter VOGELE

TC2

1	1	4:08.391	1:46.478	1:30.312	51.601	114.9	4:08.391
2	1	3:10.669	56.616	1:25.491	48.562	172.8	7:19.060
3	1	3:06.735	52.481	1:25.590	48.664	187.2	10:25.795
4	1	3:03.356	52.139	1:23.323	47.894	182.4	13:29.151
5	1	3:02.369	51.753	1:22.074	48.542	194.2	16:31.520
6	1	3:04.919	52.625	1:23.515	48.779	187.8	19:36.439
7	1	3:13.582 B	52.578	1:22.828	58.176	183.7	22:50.021
8	1	5:24.958	3:11.743	1:24.701	48.514	152.3	28:14.979
9	1	3:03.091	52.839	1:22.535	47.717	192.2	31:18.070
10	1	3:04.870	52.385	1:23.234	49.251	193.2	34:22.940
11	1	3:02.125	51.927	1:22.533	47.665	193.5	37:25.065
12	1	3:22.637 B	51.570	1:21.862	1:09.205	194.9	40:47.702

30

BMW 2002 TI 1970

1. Nicolas TRABER

2. Christian TRABER

TC2

1	1	4:13.070	1:47.537	1:33.083	52.450	126.3	4:13.070
2	1	3:11.686	56.121	1:25.226	50.339	167.2	7:24.756
3	1	3:05.191	54.281	1:22.753	48.157	184.6	10:29.947
4	1	3:02.454	53.102	1:21.488	47.864	182.4	13:32.401
5	1	3:15.806 B	53.958	1:23.015	58.833	186.9	16:48.207
6	1	4:31.973	2:22.451	1:21.930	47.592	174.2	21:20.180
7	1	4:09.012	54.808	1:51.119	1:23.085	170.6	25:29.192
8	1	3:10.636	59.133	1:21.507	49.996	185.9	28:39.828
9	1	3:01.189	52.556	1:21.470	47.163	172.2	31:41.017
10	1	3:00.418	52.428	1:20.716	47.274	188.8	34:41.435
11	1	2:59.812	52.093	1:20.254	47.465	188.8	37:41.247
12	1	3:45.776 B	57.812	1:36.757	1:11.207	138.5	41:27.023

31

FORD Escort 1600 RS 1972

1. Wolf ZWEIFLER

2. Michael FÖVENY

TC2

1	1	3:51.932	1:14.820	1:41.622	55.490	103.4	3:51.932
2	1	3:12.168	53.631	1:27.207	51.330	178.5	7:04.100
3	1	3:08.752	55.181	1:24.417	49.154	170.6	10:12.852
4	1	3:04.127	53.007	1:22.967	48.153	175.3	13:16.979
5	1	3:01.264	51.897	1:21.872	47.495	173.9	16:18.243
6	1	3:13.347 B	51.732	1:23.174	58.441	173.6	19:31.590
7	1	7:53.863	4:49.494	1:51.214	1:13.155	116.3	27:25.453
8	1	3:08.097	54.383	1:22.879	50.835	190.8	30:33.550
9	1	3:06.328	52.797	1:23.977	49.554	184.9	33:39.878
10	1	3:04.331	51.826	1:23.245	49.260	179.7	36:44.209
11	1	3:02.119	52.518	1:21.312	48.289	176.8	39:46.328
12	1	3:01.254	51.975	1:21.332	47.947	188.8	42:47.582

32

BMW 3.0 CSL 1974

1. Peter MURSALL

2. Daniel MURSALL

TC2

1	1	3:44.742	1:19.856	1:33.353	51.533	115.5	3:44.742
2	1	3:00.897	51.179	1:22.511	47.207	187.5	6:45.639
3	1	2:58.822	51.166	1:20.682	46.974	196.4	9:44.461
4	1	3:13.023 B	55.019	1:20.185	57.819	195.3	12:57.484
5	1	5:30.188	3:13.699	1:26.901	49.588	178.8	18:27.672
6	1	2:54.006	50.333	1:18.611	45.062	189.1	21:21.678
7	1	4:05.855	50.108	1:51.100	1:24.647	193.2	25:27.533

8	1	3:02.307	57.416	1:19.450	45.441	188.2	28:29.840
9	1	2:52.036	49.685	1:17.439	44.912	203.4	31:21.876
10	1	2:55.626	50.352	1:17.866	47.408	203.0	34:17.502
11	1	2:51.898	48.977	1:18.013	44.908	218.2	37:09.400
12	1	2:51.219	49.331	1:17.235	44.653	221.8	40:00.619

33

BMW 635 CSI 1984

1. Robert BOOS

2. Pascal GOURY

Group A

1	1	3:09.563	49.551	1:28.213	51.799	178.2	3:09.563
2	1	3:08.218	54.736	1:24.014	49.468	189.1	6:17.781
3	1	3:06.721	54.430	1:22.955	49.336	194.9	9:24.502
4	1	3:07.908	53.501	1:24.956	49.451	199.3	12:32.410
5	1	3:06.713	53.244	1:24.265	49.204	201.5	15:39.123
6	1	3:05.826	53.723	1:23.276	48.827	197.1	18:44.949
7	1	3:38.921 B	1:01.737	1:32.266	1:04.918	140.6	22:23.870
8	1	5:33.326	3:11.961	1:29.876	51.489	105.1	27:57.196
9	1	3:08.254	53.135	1:25.253	49.866	184.0	31:05.450
10	1	3:08.487	52.977	1:26.097	49.413	184.6	34:13.937
11	1	3:08.598	53.574	1:24.745	50.279	186.2	37:22.535
12	1	3:07.148	52.520	1:24.340	50.288	178.8	40:29.683

36

BMW 635 CSI 1984

1. Franz WUNDERLICH

2. Peter PRALLER

Group A

1	1	3:35.566	1:06.057	1:31.120	58.389	114.8	3:35.566
2	1	3:03.957	55.286	1:19.733	48.938	193.9	6:39.523

37

FORD Capri 3.0 S 1979

1. Raphaël de BORMAN

2. René BRUGMANS

TC1

1	1	2:56.761	46.874	1:22.489	47.398	184.6	2:56.761
2	1	2:57.627	50.695	1:20.495	46.437	194.6	5:54.388
3	1	2:56.920	50.486	1:19.734	46.700	200.0	8:51.308
4	1	2:57.659	50.763	1:20.023	46.873	195.7	11:48.967
5	1	3:06.814 B	50.471	1:20.733	55.610	195.3	14:55.781
6	1	5:28.149	3:19.059	1:21.994	47.096	166.4	20:23.930
7	1	3:20.764 B	50.761	1:23.289	1:16.714	193.5	23:54.694
8	1	5:20.106	3:03.001	1:27.486	49.619	171.4	29:14.800
9	1	3:05.628	53.093	1:24.250	48.285	192.5	32:20.428
10	1	3:02.471	52.336	1:22.069	48.066	192.5	35:22.899
11	1	3:04.681	51.612	1:24.443	48.626	200.7	38:27.580
12	1	3:01.152	51.474	1:22.166	47.512	191.2	41:28.732

42

MERCEDES BENZ 350 SLC 1973

1. Augustin COCHIN

TC2

1	1	3:59.489	1:15.591	1:45.215	58.683	103.8	3:59.489
2	1	3:26.808	1:00.555	1:32.577	53.676	146.9	7:26.297
3	1	3:21.982	1:00.688	1:29.683	51.611	159.3	10:48.279
4	1	3:16.716	56.351	1:28.613	51.752	175.3	14:04.995
5	1	3:14.535	55.627	1:27.364	51.544	180.6	17:19.530
6	1	3:41.571	1:04.081	1:38.226	59.264	151.9	21:01.101
7	1	6:45.154	4:14.009	1:37.100	54.045	112.0	27:46.255
8	1	3:16.046	55.569	1:28.907	51.570	176.8	31:02.301
9	1	3:20.971	55.663	1:29.733	55.575	180.6	34:23.272
10	1	3:14.738	55.603	1:26.447	52.688	187.2	37:38.010
11	1	3:13.239	55.501	1:27.560	50.178	189.5	40:51.249

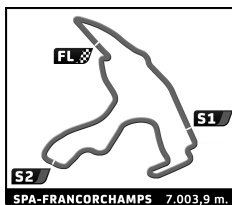
43

FORD Escort Mki 1972

1. Patrick HAUTOT

TC2

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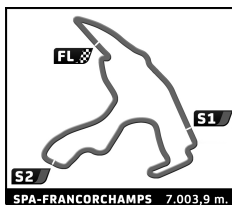


HERITAGE TOURING CUP SPA CLASSIC QUALIFYING

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:53.954	1:35.903	1:26.642	51.409	147.7	3:53.954	5	1	2:53.320 B					15:24.014
2	1	3:09.464	54.161	1:25.209	50.094	173.4	7:03.418	6	1	6:11.122					21:35.136
3	1	3:02.077	51.256	1:21.473	49.348	180.9	10:05.495	7	1	4:05.454 B					25:40.590
4	1	3:00.400	51.566	1:19.850	48.984	179.4	13:05.895	8	1	9:35.925					35:16.515
5	1	2:57.571	50.922	1:19.169	47.480	190.1	16:03.466	9	1	3:00.526			46.288		38:17.041
6	1	2:56.456	50.838	1:19.094	46.524	198.9	18:59.922	10	1	2:59.637					41:16.678
7	1	3:27.000 B	54.966	1:30.197	1:01.837	155.6	22:26.922								
45 BMW 2002 1971 TC2								51 FORD Escort 1600 RS 1968 TC2							
1. Bart BLOMMAERT								1. Thierry de LATRE DU BOSQ							
2. Rikert LEEMAN								2. Alex de LATRE DU BOSQL							
1	1	3:56.713	1:22.287	1:39.504	54.922	123.3	3:56.713	1	1	3:49.882	1:28.681	1:30.298	50.903	155.8	3:49.882
2	1	3:15.609	56.439	1:27.237	51.933	166.7	7:12.322	2	1	3:01.030	52.002	1:21.335	47.693	193.2	6:50.912
3	1	3:15.722	56.532	1:28.848	50.342	182.1	10:28.044	3	1	3:00.079	50.846	1:22.544	46.689	210.1	9:50.991
4	1	3:14.431	55.613	1:26.604	52.214	182.7	13:42.475	4	1	2:58.345	50.889	1:20.447	47.009	208.5	12:49.336
5	1	3:13.359	55.423	1:26.189	51.747	181.8	16:55.834	5	1	3:09.563 B	51.043	1:20.071	58.449	206.9	15:58.899
6	1	3:25.783 B	55.860	1:25.648	1:04.275	182.7	20:21.617	6	1	6:25.286	4:00.429	1:33.664	51.193	162.9	22:24.185
7	1	5:37.031	2:51.909	1:42.083	1:03.039	124.6	25:58.648	7	1	3:45.452	1:06.865	1:38.619	59.968	115.3	26:09.637
8	1	3:19.832	57.526	1:29.679	52.627	163.6	29:18.480	8	1	3:06.420	52.134	1:25.720	48.566	168.2	29:16.057
9	1	3:18.148	57.454	1:28.388	52.306	169.3	32:36.628	9	1	3:07.175	51.604	1:27.293	48.278	187.2	32:23.232
10	1	3:15.401	56.728	1:27.055	51.618	173.6	35:52.029	10	1	3:04.623	52.073	1:22.771	49.779	180.6	35:27.855
11	1	3:13.358	55.855	1:26.307	51.196	173.6	39:05.387	11	1	3:01.712	50.473	1:23.059	48.180	179.7	38:29.567
12	1	3:14.344	56.305	1:26.162	51.877	177.9	42:19.731	12	1	3:00.214	50.388	1:22.633	47.193	175.6	41:29.781
48 BMW 2002 1975 TC2								52 FORD Capri 2600 RS 1971 TC2							
1. Claudia HUERTGEN								1. Yves SCEMAMA							
2. Angelo DI CASA															
1	1	4:56.520	2:20.201	1:38.696	57.623	138.6	4:56.520	1	1	4:00.417	1:49.076	1:23.799	47.542	158.6	4:00.417
2	1	3:22.093	58.828	1:29.649	53.616	158.6	8:18.613	2	1	2:56.608	50.810	1:19.873	45.925	197.8	6:57.025
3	1	3:20.070	1:00.121	1:27.347	52.602	167.7	11:38.683	3	1	2:54.010	49.657	1:18.808	45.545	191.8	9:51.035
4	1	3:15.466	56.105	1:27.692	51.669	175.0	14:54.149	4	1	2:50.849	48.935	1:17.340	44.574	203.4	12:41.884
5	1	3:13.694	56.231	1:25.012	52.451	169.3	18:07.843	5	1	2:49.471	48.459	1:16.734	44.278	215.6	15:31.355
6	1	3:11.784	56.002	1:24.990	50.792	173.1	21:19.627	6	1	2:57.714 B	48.338	1:16.808	52.568	207.3	18:29.069
7	1	4:19.824 B	55.250	1:50.106	1:34.468	171.7	25:39.451	7	1	7:11.371	4:03.098	1:47.676	1:20.597	181.8	25:40.440
8	1	4:53.778	2:33.112	1:29.385	51.281	151.3	30:33.229	8	1	2:55.048	52.476	1:17.355	45.217	209.3	28:35.488
9	1	3:08.869	55.507	1:23.550	49.812	169.0	33:42.098	9	1	2:51.475	48.952	1:18.333	44.190	209.3	31:26.963
10	1	3:09.967	54.358	1:23.696	51.913	185.9	36:52.065	10	1	2:51.591	48.249	1:17.355	45.987	207.3	34:18.554
11	1	3:12.099	55.701	1:25.218	51.180	176.5	40:04.164	11	1	2:50.223	48.320	1:17.128	44.775	216.9	37:08.777
49 OPEL Commodore 1974 TC2								12	1	2:50.787	48.988	1:17.089	44.710	218.6	39:59.564
1. Guillaume GOUBLE								13	1	2:49.468	48.384	1:16.427	44.657	214.3	42:49.032
2. Serge COZZOLINO								53 CHEVROLET Camaro Z 28 1969 TC2							
1	1	4:24.920	1:41.593	1:44.137	59.190	129.0	4:24.920	1. Romain BELLETESTE							
2	1	3:32.824	1:00.730	1:36.463	55.631	154.7	7:57.744	2. Christophe GADALS							
3	1	3:28.193	59.093	1:34.371	54.729	163.1	11:25.937	1	1	4:06.622	1:34.288	1:36.064	56.270	135.5	4:06.622
4	1	3:39.848 B	58.425	1:33.743	1:07.680	168.7	15:05.785	2	1	3:10.950	56.077	1:25.921	48.952	163.1	7:17.572
5	1	5:23.997	2:56.939	1:32.638	54.420	157.2	20:29.782	3	1	3:06.239	51.857	1:26.303	48.079	182.4	10:23.811
6	1	3:52.195 B	57.942	1:32.518	1:21.735	163.1	24:21.977	4	1	3:02.522	51.788	1:23.297	47.437	180.0	13:26.333
7	1	5:02.389	2:39.945	1:28.902	53.542	163.6	29:24.366	5	1	3:00.216	50.284	1:22.760	47.172	200.0	16:26.549
8	1	3:16.306	56.281	1:27.208	52.817	170.1	32:40.672	6	1	3:17.406 B	52.553	1:24.088	1:00.765	169.3	19:43.955
9	1	3:15.298	56.478	1:26.464	52.356	172.2	35:55.970	7	1	6:22.367 B	3:28.524	1:42.455	1:11.388	121.8	26:06.322
10	1	3:14.854	56.130	1:25.982	52.742	178.8	39:10.824	8	1	5:44.951	3:15.264	1:37.089	52.598	141.4	31:51.273
11	1	3:15.470	56.631	1:26.761	52.078	180.6	42:26.294	9	1	3:09.888	54.310	1:25.630	49.948	176.2	35:01.161
50 FORD Capri 3100 RS 1974 TC2								10	1	3:04.826	51.898	1:23.663	49.265	189.5	38:05.987
1. Maxime GUENAT								11	1	3:04.072	52.413	1:22.759	48.900	184.6	41:10.059
2. Guillaume MAHE								54 BMW 3.0 CSI 1972 TC2							
1	1	4:01.985					4:01.985	1. Jean-Marie BELLETESTE							
2	1	2:53.888					6:55.873	2. Jean-Pierre LESTRADE							
3	1	2:49.409					9:45.282	1	1	4:28.459	1:29.773	1:54.030	1:04.656	146.3	4:28.459
4	1	2:45.412					12:30.694	2	1	3:50.634	1:05.691	1:42.931	1:02.012	147.7	8:19.093
								3	1	3:51.907	1:08.533	1:40.325	1:03.049	137.1	12:11.000



HERITAGE TOURING CUP SPA CLASSIC QUALIFYING

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
4	1	3:46.312	1:07.396	1:39.371	59.545	143.2	15:57.312	5	1	6:01.387	3:47.687	1:23.829	49.871	175.6	19:16.116
5	1	4:04.764 B	1:06.725	1:46.305	1:11.734	150.4	20:02.076	6	1	3:07.775	54.916	1:22.860	49.999	180.9	22:23.891
6	1	6:37.962	3:57.357	1:43.927	56.678	124.0	26:40.038	7	1	3:38.913	1:02.373	1:34.650	1:01.890	104.1	26:02.804
7	1	3:25.364	58.382	1:32.913	54.069	170.1	30:05.402	8	1	3:11.571	55.163	1:25.678	50.730	174.5	29:14.375
8	1	3:20.621	56.885	1:31.418	52.318	187.5	33:26.023	9	1	3:07.680	54.839	1:23.263	49.578	180.6	32:22.055
9	1	3:24.646	1:00.757	1:31.052	52.837	164.4	36:50.669	10	1	3:06.817	54.467	1:22.312	50.038	183.4	35:28.872
10	1	3:17.635	56.596	1:29.953	51.086	175.3	40:08.304	11	1	3:05.693	54.103	1:21.482	50.108	181.5	38:34.565
55 FORD Capri 2600 RS 1972 TC2								63 Ford Capri 3100 RS 1974 TC2							
1.Oliver BRYANT								1.Gerard LOPEZ							
2.Grahame BRYANT								2.Richard MEADEN							
1	1	3:47.529	1:22.060	1:35.092	50.377	138.8	3:47.529	1	1	4:01.761	1:54.866	1:20.390	46.505	184.3	4:01.761
2	1	2:58.498	52.449	1:20.136	45.913	194.9	6:46.027	2	1	2:51.061	49.383	1:18.043	43.635	218.2	6:52.822
3	1	2:52.988	49.166			213.9	9:39.015	3	1	2:44.732	46.893	1:15.219	42.620	217.7	9:37.554
4	1	2:51.204	48.641	1:17.121	45.442	210.5	12:30.219	4	1	2:43.943	45.507	1:15.584	42.852	224.1	12:21.497
5	1	2:55.873	48.855	1:19.681	47.337	204.2	15:26.092	5	1	2:51.205 B	45.070	1:14.760	51.375	223.6	15:12.702
6	1	2:50.547	48.673			219.5	18:16.639	6	1	7:02.257	4:49.391	1:26.199	46.667	174.8	22:14.959
7	1	3:06.868 B	50.317	1:19.616	56.935	196.7	21:23.507	7	1	3:44.314	1:04.211	1:38.316	1:01.787	148.4	25:59.273
8	1	6:35.067	4:02.932	1:38.811	53.324	121.1	27:58.574	8	1	3:11.337 B	49.183	1:19.166	1:02.988	186.2	29:10.610
9	1	3:11.797	54.698	1:26.803	50.296	168.7	31:10.371	68 FORD Escort RS Zakspeed 1975 TC2							
10	1	3:10.312	53.218	1:26.219	50.875	161.9	34:20.683	1.David TOMLIN							
11	1	3:05.240	51.919	1:24.325	48.996	171.4	37:25.923	1	1	4:36.867 B	1:56.275	1:29.964	1:10.628	163.9	4:36.867
12	1	3:06.312	52.033	1:24.922	49.357	172.2	40:32.235	2	1	4:24.813	2:11.916	1:21.564	51.333	188.5	9:01.680
56 BMW 2002 TI 1971 TC2								3	1	2:52.912	48.990	1:17.748	46.174	203.0	11:54.592
1.Gaby VON OPPENHEIM								4	1	2:52.945	48.951	1:17.983	46.011	200.0	14:47.537
2.Andreas MIDDENDORF								5	1	2:51.751	49.395	1:16.968	45.388	201.9	17:39.288
1	1	3:02.637	45.364	1:26.336	50.937	181.2	3:02.637	6	1	2:51.187	48.509	1:16.430	46.248	206.9	20:30.475
2	1	3:09.882	54.322	1:25.025	50.535	185.6	6:12.519	7	1	3:23.539 B	48.649	1:16.762	1:18.128	208.9	23:54.014
3	1	3:05.982	53.312	1:23.465	49.205	197.4	9:18.501	70 FORD Capri 2600 RS Gr.2 1975 TC2							
4	1	3:04.995	53.170	1:22.893	48.932	194.9	12:23.496	1.Geoffroy PETER							
5	1	3:03.206	52.328	1:22.182	48.696	199.3	15:26.702	2.Kristoffer CARTENIAN							
6	1	3:03.115	52.572	1:22.692	47.851	199.3	18:29.817	1	1	4:01.303	1:40.925	1:30.339	50.039	147.7	4:01.303
7	1	3:02.634	52.256	1:22.132	48.246	200.4	21:32.451	2	1	3:04.699	53.835	1:21.501	49.363	187.8	7:06.002
8	1	4:21.997 B	57.602	1:49.055	1:35.340	166.9	25:54.448	3	1	3:04.563	53.440	1:22.621	48.502	179.4	10:10.565
9	1	5:41.628	3:32.813	1:20.945	47.870	181.2	31:36.076	4	1	3:02.071	52.638	1:21.658	47.775	200.7	13:12.636
10	1	2:59.572	52.542	1:19.562	47.468	197.1	34:35.648	5	1	3:10.185 B	52.105	1:20.510	57.570	190.1	16:22.821
11	1	2:58.141	51.860	1:19.307	46.974	201.1	37:33.789	6	1	5:57.230	3:37.617	1:31.498	48.115	146.7	22:20.051
12	1	2:57.693	51.831	1:18.973	46.889	201.9	40:31.482	7	1	3:41.409	1:05.410	1:34.934	1:01.065	103.7	26:01.460
58 ALFA ROMEO 1750 GTAM 1971 TC2								8	1	3:00.863	52.981	1:20.651	47.231	180.6	29:02.323
1.Patrick WILWERT								9	1	2:59.205	51.331	1:20.684	47.190	193.2	32:01.528
2.Tom MAILLIET								10	1	3:00.449	51.803	1:20.442	48.204	178.2	35:01.977
1	1	4:29.133	2:03.192	1:30.788	55.153	137.6	4:29.133	11	1	3:14.233 B	51.774	1:23.616	58.843	180.0	38:16.210
2	1	3:21.459	57.419	1:30.696	53.344	157.4	7:50.592	73 FORD Capri 3100 RS 1973 TC2							
3	1	3:14.392	56.535	1:26.094	51.763	174.5	11:04.984	1.Zak BROWN							
4	1	3:26.747 B	55.146	1:27.109	1:04.492	189.8	14:31.731	2.Richard DEAN							
5	1	6:42.369 B	4:14.796	1:24.623	1:02.950	185.9	21:14.100	1	1	4:31.935 B	1:57.093	1:30.254	1:04.588	141.9	4:31.935
6	1	6:22.014	3:58.304	1:33.483	50.227	81.8	27:36.114	2	1	3:38.119	1:27.411	1:22.133	48.575	157.9	8:10.054
7	1	3:12.368	54.800	1:27.583	49.985	192.2	30:48.482	3	1	2:56.353	49.445	1:20.390	46.518	183.1	11:06.407
8	1	3:08.756	55.169	1:23.225	50.362	194.9	33:57.238	4	1	2:56.635	49.613	1:20.652	46.370	191.8	14:03.042
9	1	3:10.153	54.886	1:23.462	51.805	191.5	37:07.391	5	1	3:05.889 B	49.308	1:20.323	56.258	201.5	17:08.931
10	1	3:10.497	55.338	1:24.974	50.185	197.1	40:17.888	6	1	8:32.015	5:23.900	1:47.938	1:20.177	189.5	25:40.946
60 VOLKSWAGEN Scirocco 1977 TC2								7	1	2:55.735	53.004	1:17.508	45.223	217.3	28:36.681
1.Jean-Marc BUSSOLINI								8	1	2:49.404	47.777	1:17.888	43.739	216.9	31:26.085
1	1	3:39.052	1:11.492	1:33.994	53.566	116.6	3:39.052	9	1	3:04.420	55.033	1:19.891	49.496	184.0	34:30.505
2	1	3:09.976	55.513	1:24.722	49.741	184.0	6:49.028	10	1	2:47.813	47.570	1:16.133	44.110	215.6	37:18.318
3	1	3:07.719	54.277	1:23.725	49.717	181.8	9:56.747	11	1	3:16.444 B	54.439	1:21.756	1:00.249	182.7	40:34.762
4	1	3:17.982 B	55.112	1:23.434	59.436	174.5	13:14.729								