

HERITAGE TOURING CUP

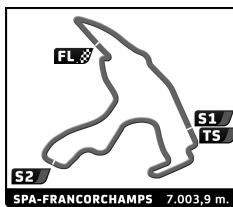
SPA-CLASSIC

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					
3	BMW 635 CSI Gr. 2 1980							TC2	9	1	3:18.418	56.908	1:30.697	50.813	140.1	38:37.397				
	1. Frank JACOB																			
	2. Arnold MEIER																			
	1	2	3:13.737	52.912	1:24.998	55.827	169.8										3:13.737			
	2	2	3:58.843 B	1:04.030	1:43.200	1:11.613	118.5										7:12.580			
	3	1	8:47.970	6:16.539	1:36.684	54.747	146.7										16:00.550			
	4	1	3:27.139	59.799	1:33.671	53.669	142.2										19:27.689			
	5	1	3:44.027 B	1:00.207	1:36.997	1:06.823	142.4										23:11.716			
	6	2	8:13.271	5:51.231	1:31.101	50.939	152.4										31:24.987			
	7	2	3:11.012	53.903	1:27.786	49.323	141.4										34:35.999			
8	2	3:11.100	53.075	1:28.067	49.958	159.0	37:47.099													
9	2	4:01.161 B	55.646	1:43.985	1:21.530	129.6	41:48.260													
8	FORD Escort RS 1600 1975							TC2	13	1	Philippe TRUFFIER	TC2	1	4:44.232 B	1:42.388	1:44.086	1:17.758	123.3	4:44.232	
	1. Vincent NEURISSE																			
	2. Bengiomin MONNAY																			
	1	2	5:36.366 B	2:03.949	2:03.958	1:28.459	116.7													5:36.366
	2	1	10:27.259 B	7:12.651	2:00.249	1:14.359	112.6													16:03.625
	3	1	5:07.790	2:19.907	1:48.051	59.832	120.9													21:11.415
	4	1	3:43.193	1:03.022	1:43.000	57.171	122.9													24:54.608
	5	1	3:46.920	1:03.456	1:47.455	56.009	117.1													28:41.528
	6	1	4:21.398 B	58.895	2:15.871	1:06.632	150.1													33:02.926
	7	1	7:26.921 B	4:35.016	1:41.151	1:10.754	129.6													40:29.847
9	Ford Capri RS 2600 1973							TC2	17	1	Christophe GADAIS	TC2	1	5:51.967 B	1:59.231	2:13.656	1:39.080	108.7	5:51.967	
	1. Thomas STUDER																			
	2. Eric PINSON																			
	1	1	5:06.058	2:00.954	1:55.249	1:09.855	120.1													5:06.058
	2	1	4:58.451 B	1:09.320	2:12.810	1:36.321	119.2													10:04.509
	3	1	8:05.563	5:15.439	1:49.398	1:00.726	120.4													18:10.072
	4	1	3:45.597	1:08.804	1:39.476	57.317	122.7													21:55.669
	5	1	3:30.809	1:01.932	1:34.776	54.101	125.8													25:26.478
	6	1	3:30.455	59.541	1:36.288	54.626	126.1													28:56.933
	7	1	3:21.138	57.309	1:31.886	51.943	151.5													32:18.071
8	1	3:22.615	56.952	1:33.649	52.014	153.1	35:40.686													
9	1	3:32.979	55.793	1:29.909	1:07.277	158.3	39:13.665													
10	Ford Escort I RS 1600 1974							TC2	19	1	Jean-Luc BLANCHEMAIN	TC2	1	17:43.536	2:00.241		122.4	17:43.536		
	1. Peter VÖGELE																			
	2. Eric PINSON																			
	1	1	3:39.311	1:00.750	1:35.131	1:03.430	138.2												3:39.311	
	2	1	4:23.084 B	1:04.025	1:58.964	1:20.095	118.1												8:02.395	
	3	1	9:08.957	6:00.256	2:00.613	1:08.088	97.4												17:11.352	
	4	1	3:53.754	1:06.445	1:47.889	59.420	110.1												21:05.106	
	5	1	3:47.547	1:06.123	1:43.037	58.387	119.2												24:52.653	
	6	1	3:41.719	1:04.066	1:40.735	56.918	125.0												28:34.372	
	7	1	3:34.288	1:00.336	1:39.232	54.720	136.5												32:08.660	
8	1	3:26.459	58.141	1:35.218	53.100	141.6	35:35.119													
9	1	3:55.192 B	1:03.246	1:44.901	1:07.045	132.8	39:30.311													
12	BMW 635 CSI 1984							Group A	20	1	Christian DUMOLIN	TC1	1	5:19.900	1:55.126	2:09.133	1:15.641	101.9	5:19.900	
	1. Anthony SCHRAUWEN																			
	2. Pierre-Alain THIBAUT																			
	1	1	5:26.038 B	1:53.621	2:08.825	1:23.592	105.9													5:26.038
	2	1	8:35.955	5:45.087	1:50.960	59.908	108.0													14:01.993
	3	1	3:46.379	1:05.618	1:43.797	56.964	128.1													17:48.372
	4	1	3:37.628	1:04.040	1:38.695	54.893	122.0													21:26.000
	5	1	3:36.830	1:00.187	1:40.070	56.573	130.1													25:02.830
	6	1	3:30.461	59.960	1:36.235	54.266	140.2													28:33.291
	7	1	3:25.139	58.824	1:34.343	51.972	137.8													31:58.430
8	1	3:20.549	57.861	1:31.347	51.341	147.7	35:18.979													
21	BMW 635 CSI 1983							Group A	19	1	Jean-Luc BLANCHEMAIN	TC2	2	8:55.344	6:15.895			26:38.880		
	1. Armand ADRIAANS																			
	2. Eric PINSON																			
	1	1	4:04.437 B	1:09.056	1:38.070	1:17.311	147.1												4:04.437	
	2	1	9:16.882	6:11.498	1:55.192	1:10.192	112.2												13:21.319	
	3	1	4:06.793	1:08.996	1:53.866	1:03.931	105.1												17:28.112	
	4	1	3:53.927	1:08.656	1:45.613	59.658	115.3												21:22.039	
	5	1	3:38.571	1:03.145	1:40.026	55.400	136.5												25:00.610	
	6	1	3:35.340	1:00.312	1:40.353	54.675	129.9												28:35.950	
	7	1	3:43.386 B	1:00.504	1:39.567	1:03.315	133.0												32:19.336	
8	1	5:46.630	3:09.719	1:40.199	56.712	135.1	38:05.966													
9	1	4:09.031 B	58.381	1:50.622	1:20.028	147.1	42:14.997													
22	BMW 3.0 CSL 1975							TC2	1	1	4:46.315 B	1:43.575	1:44.715	1:18.025	121.3	4:46.315				
	1. Olivier BREITMAYER																			



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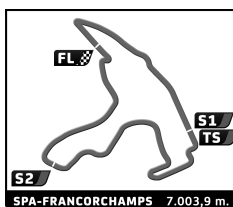
SPA-CLASSIC

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	1	9:36.325 B	5:58.650	2:05.019	1:32.656	114.5	14:22.640	5	1	3:52.450 B	1:04.141	1:41.324	1:06.985	128.8	22:49.892							
3	1	6:29.685	3:37.798	1:52.350	59.537	108.3	20:52.325	6	2	4:51.133	2:32.707	1:28.993	49.433	157.8	27:41.025							
4	1	3:58.625	1:07.024	1:49.481	1:02.120	114.5	24:50.950	7	2	3:10.385	54.451	1:26.551	49.383	170.1	30:51.410							
5	1	3:41.396	1:01.541	1:41.387	58.468	137.4	28:32.346	8	2	3:11.524	53.748	1:25.565	52.211	171.3	34:02.934							
6	1	3:37.220	59.453	1:41.534	56.233	135.6	32:09.566	9	2	3:08.794	52.659	1:26.151	49.984	159.0	37:11.728							
7	1	3:33.991	1:00.088	1:39.819	54.084	130.2	35:43.557	10	2	3:27.628 B	52.177	1:24.853	1:10.598	168.7	40:39.356							
8	1	3:24.385	57.292	1:34.862	52.231	143.2	39:07.942															
23		BMW 3.0 CSL 1975							35		BMW 635 CSI 1985											
		1.Johannes SCHOUTEN						TC2			1.Alexander RITTWEGER											Group A
		1.Johannes SCHOUTEN									2.Sam HANCOCK											
1	1	3:26.266 B	51.407	1:25.688	1:09.171	141.8	3:26.266	1	1	4:55.440 B	1:59.559	1:44.638	1:11.243	145.8	4:55.440							
2	1	9:26.645 B	6:26.156	1:46.660	1:13.829	129.9	12:52.911	2	1	6:34.483	3:58.140	1:39.419	56.924	131.1	11:29.923							
3	1	5:38.162 B	2:52.754	1:37.582	1:07.826	130.1	18:31.073	3	1	3:26.003	58.664	1:34.800	52.539	147.1	14:55.926							
4	1	8:21.324	5:59.676	1:30.351	51.297	131.9	26:52.397	4	1	3:21.292	57.633	1:32.144	51.515	153.1	18:17.218							
5	1	3:20.036	55.757	1:26.937	57.342	159.0	30:12.433	5	1	4:03.017 B	1:03.273	1:38.764	1:20.980	125.9	22:20.235							
6	1	3:20.007	58.514	1:31.632	49.861	140.8	33:32.440	6	1	8:21.772	5:51.123	1:36.568	54.081	134.3	30:42.007							
24		BMW 2002 TI 1970							7	1	3:20.277	57.287	1:29.756	53.234	167.6	34:02.284						
		1.Lorna Marie ABEND						TC2	8	1	3:19.079	57.887	1:28.931	52.261	150.8	37:21.363						
1	1	5:53.890 B	2:14.001	2:07.515	1:32.374	116.0	5:53.890	9	1	3:47.775 B	55.669	1:33.952	1:18.154	170.4	41:09.138							
2	1	9:54.495	6:37.264	2:03.600	1:13.631	99.1	15:48.385															
3	1	4:27.441	1:16.553	2:01.227	1:09.661	100.1	20:15.826	41		Ford Escort RS 1600 1968												
4	1	4:07.835	1:10.749	1:54.731	1:02.355	120.6	24:23.661			1.Thierry de LATRE DU BOSI											TC2	
5	1	3:58.269	1:05.452	1:51.252	1:01.565	128.3	28:21.930	1	1	13:33.121	2:07.111	1:40.110	9:45.900	148.2	13:33.121							
6	1	3:46.433	1:02.167	1:45.630	58.636	138.3	32:08.363	2	1	3:34.901	59.382	1:42.004	53.515	126.7	17:08.022							
7	1	3:44.477	1:03.446	1:42.508	58.523	148.0	35:52.840	3	1	3:27.423	57.852	1:35.913	53.658	147.5	20:35.445							
8	1	3:36.518	59.406	1:40.032	57.080	148.4	39:29.358	4	1	3:20.086	55.817	1:33.249	51.020	158.0	23:55.531							
31		Ford Escort I RS 1600 1972							5	1	3:20.101	54.205	1:33.508	52.388	159.5	27:15.632						
		1.Wolf ZWEIFLER						TC2	6	1	3:15.524	54.788	1:30.241	50.495	171.8	30:31.156						
		2.Michael FÖVENEY							7	1	3:16.974	54.251	1:32.454	50.269	167.6	33:48.130						
1	1	4:42.670 B	1:24.268	1:57.054	1:21.348	117.7	4:42.670	8	1	3:18.998	54.597	1:31.952	52.449	157.5	37:07.128							
2	2	8:22.397	4:47.788	2:18.206	1:16.403	82.4	13:05.067	9	1	3:35.627 B	53.808	1:30.971	1:10.848	170.1	40:42.755							
3	2	4:53.939	1:23.969	2:15.334	1:14.636	100.1	17:59.006	44		BMW 2002 TI 1970											TC2	
4	2	5:10.773 B	2:24.394	2:17.710	1:28.669	77.7	23:09.779			1.Katrin BEHRENS												
5	2	6:36.497	3:21.126	2:07.624	1:07.747	102.9	29:46.276			2.Arnold MEIER												
6	2	4:21.307	1:13.871	2:01.783	1:05.653	113.5	34:07.583	1	1	3:37.476	53.425	1:40.427	1:03.624	123.9	3:37.476							
7	2	4:10.854	1:11.620	1:56.417	1:02.817	103.9	38:18.437	2	1	3:56.702	1:02.799	1:50.462	1:03.441	143.4	7:34.178							
32		Ford Capri RS 3100 1975							3	1	4:34.724 B	1:10.675	2:03.786	1:20.263	107.6	12:08.902						
		1.Mark FARMER						TC2	4	1	8:18.332	5:25.108	1:52.298	1:00.926	105.8	20:27.234						
		2.Adrian WILLMOTT							5	1	3:49.024	1:06.699	1:46.067	56.258	130.7	24:16.258						
1	1	4:06.555 B	1:22.527	1:35.556	1:08.472	126.8	4:06.555	6	1	3:41.008	1:01.791	1:41.923	57.294	143.0	27:57.266							
2	1	6:51.889	4:11.445	1:43.567	56.877	134.7	10:58.444	7	1	3:49.569 B	1:02.561	1:41.408	1:05.600	142.4	31:46.835							
3	1	3:27.317	56.963	1:36.257	54.097	142.8	14:25.761	46		Ford Mustang 289 1965											TC1	
4	1	3:26.253	56.086	1:37.299	52.868	139.1	17:52.014			1.Serge LIBENS												
5	1	3:34.283 B	57.625	1:34.675	1:01.983	137.2	21:26.297	1	1	6:03.743 B	2:51.682	1:54.840	1:17.221	103.8	6:03.743							
6	2	6:30.666	4:14.730	1:25.922	50.014	165.7	27:56.963	2	1	5:42.380 B	2:29.614	1:52.364	1:20.402	112.1	11:46.123							
7	2	3:02.874	52.006	1:24.603	46.265	173.3	30:59.837	3	1	6:23.005	3:26.357	1:52.861	1:03.787	120.4	18:09.128							
8	2	3:01.998	49.847	1:22.733	49.418	169.3	34:01.835	4	1	3:59.152	1:11.969	1:46.516	1:00.667	93.2	22:08.280							
9	2	3:01.303	50.085	1:24.686	46.532	182.2	37:03.138	5	1	3:28.844	57.905	1:37.130	53.809	142.4	25:37.124							
10	2	3:21.158 B	49.291	1:23.334	1:08.533	168.7	40:24.296	6	1	3:31.203	57.615	1:37.010	56.578	148.4	29:08.327							
33		BMW 635 CSI 1985							7	1	3:25.409	58.252	1:34.857	52.300	152.8	32:33.736						
		1.Robert BOOS						Group A	8	1	3:24.417	57.818	1:34.147	52.452	163.8	35:58.153						
		2.François JAKUBOWSKI							9	1	3:24.918	57.024	1:35.172	52.722	154.7	39:23.071						
1	2	3:58.022 B	1:04.136	1:41.411	1:12.475	132.3	3:58.022	47		Ford Escort I RS 1600 1972											TC2	
2	1	7:40.079	4:58.142	1:41.400	1:00.537	113.7	11:38.101			1.Guy Fabrice MESTROT												
3	1	3:40.867	1:01.120	1:41.741	58.006	126.1	15:18.968			2.Eric SECHAUD												
4	1	3:38.474	1:01.053	1:40.542	56.879	125.3	18:57.442	1	2	4:12.383	1:41.711	1:34.527	56.145	130.7	4:12.383							
								2	2	3:50.934 B	56.755	1:44.570	1:09.609	140.6	8:03.317							



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Sector Analysis

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Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
3	2	9:24.469	6:59.488	1:33.836	51.145	135.1	17:27.786	3	1	3:51.648	1:07.060	1:46.025	58.563	112.5	26:23.962
4	2	3:13.524	55.668	1:27.690	50.166	161.5	20:41.310	4	1	3:45.367	1:03.564	1:43.752	58.051	117.2	30:09.329
5	2	3:09.239	53.336	1:27.253	48.650	155.9	23:50.549	5	1	3:46.328	1:00.408	1:49.658	56.262	128.0	33:55.657
6	2	3:05.171	52.235	1:25.019	47.917	166.8	26:55.720	6	1	3:36.279	58.970	1:39.967	57.342	134.0	37:31.936
7	2	3:20.762	55.593	1:26.477	58.692	155.6	30:16.482	7	1	3:54.723	59.319	1:41.424	1:13.980	134.5	41:26.659
8	2	5:55.004	3:23.305	1:36.951	54.748	117.2	36:11.486								
9	2	3:48.104	1:00.552	1:34.870	1:12.682	136.0	39:59.590								

50		Ford Capri RS 3100 1975	
1.		Maxime GUENAT TC2	
1	1	3:22.933	1:04.838 1:24.113 53.982 169.3 3:22.933
2	1	3:51.603	54.146 1:43.018 1:14.439 136.9 7:14.536
3	1	9:33.315	7:09.751 1:32.117 51.447 155.9 16:47.851
4	1	3:26.536	56.265 1:30.882 59.389 153.1 20:14.387
5	1	8:35.117	6:20.693 1:25.882 48.542 169.8 28:49.504
6	1	3:02.395	50.548 1:25.334 46.513 175.1 31:51.899
7	1	3:02.449	52.812 1:23.561 46.076 186.2 34:54.348
8	1	2:59.110	49.011 1:23.922 46.177 195.1 37:53.458
9	1	3:34.917	49.255 1:30.619 1:15.043 171.8 41:28.375

52		FORD Capri RS 3100 Cologne 1973	
1.		Yves SCEMAMA TC2	
1	1	3:31.251	1:04.807 1:26.795 59.649 147.3 3:31.251
2	1	4:23.395	1:01.530 2:02.658 1:19.207 120.9 7:54.646
3	1	10:19.064	7:48.868 1:36.986 53.210 137.4 18:13.710
4	1	3:32.918	1:03.428 1:36.189 53.301 126.8 21:46.628
5	1	3:19.534	55.781 1:32.961 50.792 138.2 25:06.162
6	1	3:27.716	54.168 1:33.439 1:00.109 145.0 28:33.878
7	1	4:27.400	2:12.439 1:26.279 48.682 164.1 33:01.278
8	1	3:04.539	50.902 1:25.642 47.995 174.8 36:05.817
9	1	3:02.376	50.530 1:24.854 46.992 155.1 39:08.193

60		Ford Capri RS 3100 Cologne 1974	
1.		Armand MILLE TC2	
1	1	4:01.613	1:21.685 1:28.990 1:10.938 136.5 4:01.613
2	1	9:10.879	5:57.466 1:58.317 1:15.096 137.6 13:12.492
3	1	6:09.586	3:28.071 1:44.226 57.289 113.7 19:22.078
4	1	3:26.048	1:00.450 1:32.919 52.679 136.1 22:48.126
5	1	3:15.266	56.389 1:30.594 48.283 146.1 26:03.392
6	1	3:06.069	52.079 1:26.782 47.208 152.1 29:09.461
7	1	3:19.635	53.295 1:26.437 59.903 146.7 32:29.096

63		Ford Escort RS 1600 1975		
1.		Erik MARIS TC2		
1	1	4:10.049	1:25.336 1:41.308 1:03.405 128.3 4:10.049	
2	1	3:57.667	1:02.570 1:50.066 1:05.031 121.1 8:07.716	
3	1	5:32.148	1:20.789 2:28.333 1:43.026 77.0 13:39.864	
4	1	13:07.276	...	1:43.751 57.957 126.1 26:47.140
5	1	3:29.593	58.867 1:36.205 54.521 151.9 30:16.733	
6	1	3:29.267	58.758	149.9 33:46.000
7	1	3:28.484		37:14.484
8	1	3:47.454		41:01.938

65		Ford Mustang 289 1965		
1.		Max HUBER TC1		
1	1	14:56.498	...	2:01.362 1:42.049 79.8 14:56.498
2	1	7:35.816	4:28.855 2:02.611 1:04.350 79.3 22:32.314	

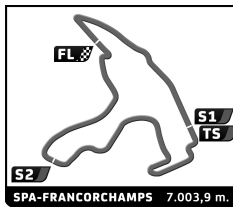
71		Ford Mustang 289 1965	
1.		Stéphane GUYOT-SIONN TC1	
2.		Baptiste GUYOT-SIONNE	
1	1	6:16.634	3:12.084 1:57.589 1:06.961 123.2 6:16.634
2	1	4:08.761	1:09.135 1:54.099 1:05.527 123.9 10:25.395
3	1	4:32.652	1:12.410 1:56.223 1:24.019 128.6 14:58.047
4	1	5:51.347	2:47.713 1:57.774 1:05.860 108.3 20:49.394
5	1	4:01.690	1:07.881 1:51.218 1:02.591 114.2 24:51.084
6	1	4:22.868	1:05.295 1:57.968 1:19.605 123.2 29:13.952
7	1	6:38.734	3:49.648 1:48.485 1:00.601 127.6 35:52.686
8	1	3:59.978	1:03.100 1:45.266 1:11.612 132.1 39:52.664

72		Ford Capri RS 3100 1973	
1.		Christophe VAN RIET TC2	
2.		Frédéric BOUVY	
1	2	7:56.105	4:14.946 2:15.153 1:26.006 93.6 7:56.105
2	2	8:46.031	6:20.574 1:33.852 51.605 144.0 16:42.136
3	2	3:19.316	58.099 1:30.231 50.986 161.3 20:01.452
4	2	3:14.053	54.949 1:29.551 49.553 177.2 23:15.505
5	2	3:14.529	53.389 1:31.325 49.815 166.0 26:30.034
6	2	3:21.971	55.556 1:29.429 56.986 171.5 29:52.005
7	2	4:39.585	2:15.535 1:32.705 51.345 144.2 34:31.590
8	2	3:14.628	54.160 1:30.133 50.335 160.8 37:46.218
9	2	3:44.440	54.137 1:36.396 1:13.907 167.9 41:30.658

75		Ford Capri RS 2600 1972	
1.		Simon EVANS TC2	
1	1	4:23.067	1:25.850 1:38.237 1:18.980 126.2 4:23.067
2	1	7:59.357	5:03.864 1:51.417 1:04.076 121.4 12:22.424
3	1	4:11.327	1:11.883 1:53.219 1:06.225 125.1 16:33.751
4	1	4:06.352	1:11.994 1:50.825 1:03.533 128.6 20:40.103
5	1	3:54.600	1:04.621 1:47.723 1:02.256 131.8 24:34.703
6	1	3:43.365	1:01.469 1:43.747 58.149 145.8 28:18.068
7	1	3:31.248	59.657 1:37.207 54.384 135.1 31:49.316
8	1	3:21.969	57.687 1:32.201 52.081 149.9 35:11.285
9	1	3:20.407	54.780 1:33.156 52.471 169.8 38:31.692

82		Ford Escort RS 1600 1975	
1.		Ben GILL TC2	
1	1	3:31.160	57.619 1:31.069 1:02.472 143.4 3:31.160
2	1	4:08.395	1:04.455 1:51.427 1:12.513 132.6 7:39.555
3	1	9:00.427	6:31.987 1:34.114 54.326 142.6 16:39.982
4	1	3:30.377	1:01.015 1:34.835 54.527 148.4 20:10.359
5	1	3:19.367	57.687 1:30.111 51.569 158.5 23:29.726
6	1	3:12.420	55.123 1:26.125 51.172 162.8 26:42.146
7	1	3:11.678	55.822 1:26.494 49.362 149.5 29:53.824
8	1	3:14.251	54.357 1:25.591 54.303 170.1 33:08.075
9	1	4:27.160	54.090 2:06.451 1:26.619 176.9 37:35.235

93		BMW 3.0 CSL 1975	
1.		Simon ALEXANDER TC2	
1	1	4:10.465	1:21.731 1:35.862 1:12.872 133.0 4:10.465
2	1	8:08.000	5:19.924 1:48.739 59.337 115.1 12:18.465



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
3	1	3:52.307	1:04.382	1:47.828	1:00.097	144.6	16:10.772	5	1	3:25.832	55.350	1:35.355	55.127	149.7	27:18.917
4	1	3:47.765	1:03.294	1:46.223	58.248	145.2	19:58.537	6	1	3:16.110	54.311	1:32.289	49.510	141.8	30:35.027
5	1	3:40.441	1:02.134	1:39.359	58.948	152.4	23:38.978	7	1	3:14.971	51.764	1:31.825	51.382	161.3	33:49.998
6	1	3:29.368	1:00.459	1:36.304	52.605	163.8	27:08.346	8	1	3:30.554	1:01.211	1:37.484	51.859	139.7	37:20.552
7	1	3:18.199	56.635	1:30.923	50.641	167.6	30:26.545	9	1	3:42.493 B	52.325	1:28.846	1:21.322	171.0	41:03.045
8	1	3:20.804	55.469	1:33.260	52.075	178.1	33:47.349	138 BMW 3.0 CSL 1975							
9	1	3:29.084	57.688	1:34.926	56.470	160.3	37:16.433	1. Franz WUNDERLICH TC2							
10	1	3:49.051 B	56.289	1:34.948	1:17.814	179.1	41:05.484	2. Michael KAMMERMANN							
95 Alfa Romeo 1750 GTAm 1971								1. Daniele PERFETTI TC2							
2. Ambrogio PERFETTI								1 1 3:39.384 B 58.402 1:32.559 1:08.423 126.7 3:39.384							
1 2 8:24.570 5:48.942 1:39.420 56.208 116.4 12:03.954								2 1 4:04.428 B 1:03.663 1:49.035 1:11.730 120.4 7:17.653							
3 2 3:51.143 B 1:00.378 1:44.253 1:06.512 145.0 15:55.097								3 1 7:06.807 4:29.454 1:39.577 57.776 125.3 14:24.460							
4 1 5:13.742 2:49.989 1:31.042 52.711 158.5 21:08.839								4 1 3:40.201 1:02.497 1:38.992 58.712 129.1 18:04.661							
5 1 3:15.257 56.926 1:28.122 50.209 159.0 24:24.096								5 1 3:30.390 59.593 1:36.446 54.351 134.5 21:35.051							
6 1 3:22.026 B 56.854 1:27.994 57.178 159.3 27:46.122								6 1 3:25.772 58.347 1:32.799 54.626 144.4 25:00.823							
7 1 4:58.295 2:28.595 1:36.082 53.618 131.1 32:44.417								7 1 3:26.841 58.077 1:36.116 52.648 129.9 28:27.664							
8 1 3:29.683 1:00.198 1:34.023 55.462 147.3 36:14.100								8 1 3:15.169 55.665 1:28.644 50.860 155.1 31:42.833							
9 1 3:47.801 B 58.879 1:34.306 1:14.616 128.6 40:01.901								9 1 3:09.108 53.254 1:26.931 48.923 150.4 34:51.941							
101 BMW 2002 TI 1971								155 BMW 2002 TII 1975							
1. Bart BLOMMAERT TC2								1. Charles VEILLARD TC2							
2. Rikker LEEMAN								1 1 6:55.452 B 3:49.789 1:52.075 1:13.588 104.5 6:55.452							
1 1 3:42.650 B 52.524 1:33.171 1:16.955 122.0 3:42.650								2 1 9:28.764 B 6:19.498 1:50.234 1:19.032 114.5 16:24.216							
2 1 7:53.163 B 4:29.568 1:59.743 1:23.852 107.4 11:35.813								3 1 7:13.549 4:28.692 1:46.227 58.630 127.3 23:37.765							
114 BMW 635 CSI 1983								4 1 3:42.975 1:03.097 1:41.962 57.916 122.6 27:20.740							
1. Jean-Lou RIHON Group A								5 1 3:29.485 58.710 1:36.774 54.001 141.4 30:50.225							
2. Nick PADMORE								6 1 3:28.009 58.153 1:36.918 52.938 159.5 34:18.234							
1 1 4:08.824 B 1:24.474 1:34.165 1:10.185 136.1 4:08.824								7 1 3:25.904 58.882 1:33.845 53.177 145.6 37:44.138							
2 1 8:31.554 5:33.637 1:53.177 1:04.740 117.5 12:40.378								8 1 3:59.769 B 56.203 1:43.755 1:19.811 161.0 41:43.907							
3 1 3:49.899 1:06.976 1:43.348 59.575 116.3 16:30.277								246 Ford Falcon Sprint 1964							
4 1 3:38.033 1:02.985 1:36.925 58.123 128.3 20:08.310								1. Toni SEILER TC1							
5 1 3:27.941 1:01.338 1:32.230 54.373 133.6 23:36.251								2. Peter JOOS							
6 1 3:21.007 56.994 1:31.755 52.258 144.4 26:57.258								1 1 5:15.181 1:44.700 2:15.400 1:15.081 94.3 5:15.181							
7 1 3:18.598 56.114 1:29.780 52.704 141.8 30:15.856								2 1 4:49.852 1:25.634 2:09.629 1:14.589 87.1 10:05.033							
8 1 3:18.376 56.562 1:31.876 49.938 128.8 33:34.232								3 1 5:04.643 B 1:24.453 2:10.343 1:29.847 96.3 15:09.676							
9 1 3:12.274 54.755 1:27.789 49.730 164.1 36:46.506								4 1 6:56.484 4:00.367 1:51.084 1:05.033 140.1 22:06.160							
10 1 3:35.544 B 55.658 1:28.567 1:11.319 149.0 40:22.050								5 1 4:05.784 B 1:04.935 1:47.441 1:13.408 149.9 26:11.944							
116 Ford Capri RS 3100 1975								116 Ford Capri RS 3100 1975							
1. Stephen DANCE TC2								1. Stephen DANCE TC2							
1 1 3:22.582 B 48.598 1:26.945 1:07.039 136.9 3:22.582								2 1 7:10.555 4:37.241 1:36.609 56.705 133.8 10:33.137							
2 1 7:10.555 4:37.241 1:36.609 56.705 133.8 10:33.137								3 1 3:31.364 58.807 1:38.242 54.315 128.4 14:04.501							
3 1 3:31.364 58.807 1:38.242 54.315 128.4 14:04.501								4 1 3:26.016 56.094 1:37.403 52.519 148.0 17:30.517							
4 1 3:26.016 56.094 1:37.403 52.519 148.0 17:30.517								5 1 3:25.589 B 55.900 1:30.389 59.300 151.7 20:56.106							
5 1 3:25.589 B 55.900 1:30.389 59.300 151.7 20:56.106								6 1 7:46.429 5:28.961 1:29.300 48.168 144.2 28:42.535							
6 1 7:46.429 5:28.961 1:29.300 48.168 144.2 28:42.535								7 1 3:08.725 52.656 1:29.043 47.026 145.8 31:51.260							
7 1 3:08.725 52.656 1:29.043 47.026 145.8 31:51.260								8 1 3:03.043 51.173 1:25.367 46.503 181.0 34:54.303							
8 1 3:03.043 51.173 1:25.367 46.503 181.0 34:54.303								9 1 3:16.685 B 52.347 1:26.422 57.916 160.0 38:10.988							
9 1 3:16.685 B 52.347 1:26.422 57.916 160.0 38:10.988								123 Ford Capri RS 3100 Cologne 1975							
123 Ford Capri RS 3100 Cologne 1975								1. Emile BREITMAYER TC2							
1. Emile BREITMAYER TC2								1 1 3:28.989 1:00.016 1:31.034 57.939 145.2 3:28.989							
1 1 3:28.989 1:00.016 1:31.034 57.939 145.2 3:28.989								2 1 4:06.512 B 1:01.266 1:53.832 1:11.414 131.4 7:35.501							
2 1 4:06.512 B 1:01.266 1:53.832 1:11.414 131.4 7:35.501								3 1 8:52.145 B 5:42.256 1:55.705 1:14.184 120.9 16:27.646							
3 1 8:52.145 B 5:42.256 1:55.705 1:14.184 120.9 16:27.646								4 1 7:25.439 4:54.662 1:38.097 52.680 139.1 23:53.085							
4 1 7:25.439 4:54.662 1:38.097 52.680 139.1 23:53.085															