

HERITAGE TOURING CUP

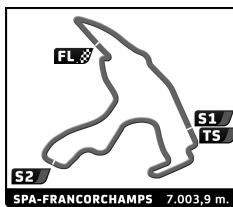
SPA-CLASSIC

RACE 1

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	1	1	3:13.369	59.478	1:24.445	49.446		3:13.369
	2	1	3:06.520	53.895	1:24.370	48.255	161.3		6:19.889							
	3	1	3:05.547	53.997	1:23.334	48.216	173.9		9:25.436							
	4	1	3:04.373	53.624	1:23.206	47.543	161.8		12:29.809							
	5	1	3:04.888	53.486	1:23.378	48.024	161.0		15:34.697							
	6	1	3:06.640	53.476	1:25.025	48.139	164.1		18:41.337							
	7	1	3:05.711	53.225	1:24.500	47.986	165.4		21:47.048							
	8	1	5:02.826	1:29.445	2:14.656	1:18.725	61.3		26:49.874							
	9	1	4:22.973	1:15.662	1:58.208	1:09.103	107.7		31:12.847							
	10	1	5:50.469	3:34.847	1:27.016	48.606	149.5		37:03.316							
	11	1	3:05.247	53.626	1:23.577	48.044	171.8		40:08.563							
	12	1	3:05.979	52.906	1:23.106	49.967	169.3		43:14.542							
	13	1	3:04.232	52.791	1:22.824	48.617	172.4		46:18.774							
	14	1	3:02.016	52.403	1:22.521	47.092	173.0		49:20.790							
	15	1	3:01.504	52.308	1:22.221	46.975	174.2		52:22.294							
	16	1	3:04.214	52.241	1:23.227	48.746	171.3		55:26.508							
17	1	3:01.995	51.383	1:22.500	48.112	181.3	58:28.503									
18	1	3:01.413	52.278	1:21.824	47.311	174.8	1:01:29.916									
19	1	3:03.176	52.275	1:22.269	48.632	169.3	1:04:33.092									
8	FORD Escort RS 1600 1975							TC2	1	1	3:29.974	1:07.680	1:29.475	52.819		3:29.974
	2	1	3:11.915	55.930	1:26.481	49.504	155.1		6:41.889							
	3	1	3:09.322	54.056	1:25.512	49.754	162.5		9:51.211							
	4	1	3:08.288	53.806	1:25.797	48.685	168.7		12:59.499							
	5	1	3:07.366	53.737	1:24.339	49.290	161.5		16:06.865							
	6	1	3:11.740	53.193	1:29.415	49.132	163.1		19:18.605							
	7	1	3:08.263	53.548	1:24.776	49.939	165.7		22:26.868							
	8	1	4:50.187	1:00.879	2:16.994	1:32.314	79.9		27:17.055							
	9	1	6:55.059	3:54.896	1:46.701	1:13.462	126.5		34:12.114							
	10	1	3:28.696	1:03.775	1:36.748	48.173	139.9		37:40.810							
	11	1	3:09.007	53.214	1:25.030	50.763	150.8		40:49.817							
	12	1	3:04.503	53.352	1:23.190	47.961	157.5		43:54.320							
	13	1	3:08.490	54.837	1:25.069	48.584	167.3		47:02.810							
	14	1	3:03.453	52.265	1:23.590	47.598	180.6		50:06.263							
	15	1	3:05.457	51.929	1:24.274	49.254	165.2		53:11.720							
	16	1	3:04.240	53.142	1:23.386	47.712	163.3		56:15.960							
	17	1	3:06.078	52.644	1:23.716	49.718	168.4		59:22.038							
	18	1	3:07.303	52.173	1:26.080	49.050	159.5		1:02:29.341							
10	Ford Escort RS 1600 1974							TC2	1	1	3:29.620	1:05.431	1:31.324	52.865		3:29.620
	2	1	3:21.547	56.384	1:32.362	52.801	146.9		6:51.167							
	3	1	3:20.663	57.029	1:31.168	52.466	159.0		10:11.830							
	4	1	3:20.435	57.753	1:31.295	51.387	128.0		13:32.265							
	5	1	3:19.579	56.453	1:31.165	51.961	165.4		16:51.844							
	6	1	3:22.234	55.533	1:33.719	52.982	160.5		20:14.078							
	7	1	3:35.297	55.825	1:37.650	1:01.822	168.4		23:49.375							
	8	1	4:29.919	1:09.859	1:51.708	1:28.352	99.5		28:19.294							
	9	1	7:16.971	4:20.917	1:41.904	1:14.150	104.4		35:36.265							
	10	1	3:23.117	58.136	1:31.685	53.296	152.8		38:59.382							
	11	1	3:22.387	56.913	1:32.093	53.381	172.7		42:21.769							
	12	1	4:17.224	56.345	1:30.931	1:49.948	163.8		46:38.993							
12	BMW 635 CSI 1984							Group A	1	1	3:26.428	1:06.456	1:28.313	51.659		3:26.428
	2	1	3:09.209	55.368	1:24.883	48.958	159.5		6:35.637							
17	BMW 3.0 CSL 1976							TC2	1	1	3:06.753	53.654	1:24.292	48.807	157.5	9:42.390
	2	1	3:06.070	53.625	1:24.451	47.994	169.8		12:48.460							
	3	1	3:06.004	53.523	1:24.676	47.805	163.8		15:54.464							
	4	1	3:05.695	53.425	1:24.524	47.746	166.0		19:00.159							
	5	1	3:12.255	53.607	1:24.828	53.820	169.0		22:12.414							
	6	1	4:57.672	1:10.577	2:15.610	1:31.485	72.7		27:10.086							
	7	1	6:53.438	3:40.015	1:57.723	1:15.700	67.3		34:03.524							
	8	1	3:30.869	1:01.560	1:34.646	54.663	128.0		37:34.393							
	9	1	3:21.726	59.114	1:30.910	51.702	141.6		40:56.119							
	10	1	3:19.677	56.817	1:29.621	53.239	139.3		44:15.796							



HERITAGE TOURING CUP

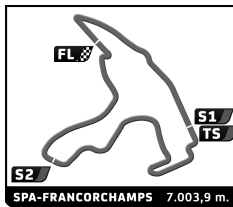
SPA-CLASSIC

RACE 1

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
13	1	3:18.634	55.423	1:31.048	52.163	133.5	47:34.430	16	1	2:54.695	49.861	1:18.931	45.903	184.5	53:31.872
14	1	3:21.022	55.342	1:33.435	52.245	146.5	50:55.452	17	1	2:58.190	50.846	1:21.368	45.976	176.0	56:30.062
15	1	3:22.182	56.628	1:33.588	51.966	143.2	54:17.634	18	1	2:57.952	50.762	1:20.784	46.406	170.7	59:28.014
16	1	3:16.357	55.923	1:28.431	52.003	155.9	57:33.991	19	1	2:55.965	49.798	1:20.787	45.380	176.0	1:02:23.979
17	1	3:14.791	54.507	1:29.129	51.155	156.1	1:00:48.782	23 BMW 3.0 CSL 1975 1.Johannes SCHOUTEN TC2							
18	1	3:15.470	55.111	1:27.962	52.397	154.9	1:04:04.252	1	1	2:59.160	53.854	1:19.562	45.744		2:59.160
20 Ford Mustang 289 1965 1.Christian DUMOLIN TC1 2.Pierre-Alain THIBAUT								2	1	2:48.668	47.786	1:16.604	44.278	183.6	5:47.828
1	1	3:07.873	56.541	1:23.452	47.880		3:07.873	3	1	2:49.033	47.993	1:16.560	44.480	202.9	8:36.861
2	1	3:00.427	51.152	1:23.117	46.158	171.0	6:08.300	4	1	2:48.942	47.786	1:17.044	44.112	202.1	11:25.803
3	1	2:59.152	49.980	1:22.844	46.328	169.8	9:07.452	5	1	2:49.398	47.624	1:17.460	44.314	207.4	14:15.201
4	1	2:59.314	49.928	1:22.849	46.537	171.8	12:06.766	24 BMW 2002 TI 1970 1.Lorna Marie ABEND TC2							
5	1	3:00.288	50.657	1:23.455	46.176	162.8	15:07.054	1	1	3:46.334	1:11.437	1:38.435	56.462		3:46.334
6	1	3:01.186	50.042	1:23.740	47.404	165.7	18:08.240	2	1	3:25.973	56.383	1:35.078	54.512	158.5	7:12.307
7	1	3:02.440	50.627	1:23.572	48.241	178.4	21:10.680	3	1	3:26.132	56.990	1:34.419	54.723	155.1	10:38.439
8	1	3:18.778	52.498	1:24.741	1:01.539	163.6	24:29.458	4	1	3:31.016	57.966	1:37.696	55.354	151.9	14:09.455
9	1	4:59.464 B	1:27.707	2:06.339	1:25.418	105.3	29:28.922	5	1	3:31.232	57.666	1:37.431	56.135	152.6	17:40.687
10	2	6:11.027	3:39.032	1:24.469	1:07.526	168.2	35:39.949	6	1	3:34.220	58.662	1:37.045	58.513	151.7	21:14.907
11	2	2:58.361	50.499	1:22.234	45.628	175.1	38:38.310	7	1	3:29.911	58.613	1:35.771	55.527	147.5	24:44.818
12	2	3:00.945	49.688	1:23.289	47.968	174.2	41:39.255	8	1	4:45.738 B	1:13.857	2:08.035	1:23.846	103.6	29:30.556
13	2	2:58.709	49.696	1:22.814	46.199	174.5	44:37.964	9	1	6:29.958	3:56.824	1:36.385	56.749	135.4	36:00.514
14	2	3:00.184	50.125	1:23.676	46.383	154.9	47:38.148	10	1	3:25.333	57.570	1:33.715	54.048	148.0	39:25.847
15	2	3:01.889	51.838	1:23.735	46.316	157.5	50:40.037	11	1	3:27.401	56.497	1:34.676	56.228	161.5	42:53.248
16	2	3:17.481	50.085	1:30.347	57.049	164.4	53:57.518	12	1	3:28.145	57.878	1:33.944	56.323	145.4	46:21.393
17	2	3:52.597 B	1:00.412	1:40.295	1:11.890	125.0	57:50.115	13	1	3:28.194	59.148	1:33.771	55.275	152.4	49:49.587
21 BMW 635 CSI 1983 1.Armand ADRIAANS Group A								14	1	3:27.908	57.276	1:35.522	55.110	159.3	53:17.495
1	1	3:26.044	1:05.606	1:26.986	53.452		3:26.044	15	1	3:27.550	58.541	1:35.525	53.484	155.1	56:45.045
2	1	3:08.465	55.178	1:23.984	49.303	164.4	6:34.509	16	1	3:20.700	56.436	1:32.004	52.260	159.0	1:00:05.745
3	1	3:05.424	53.942	1:23.198	48.284	167.9	9:39.933	17	1	3:21.361	56.031	1:32.312	53.018	164.4	1:03:27.106
4	1	3:04.362	53.401	1:22.804	48.157	185.2	12:44.295	31 Ford Escort I RS 1600 1972 1.Wolf ZWEIFLER TC2 2.Michael FÖVÉNY							
5	1	3:05.579	52.810	1:23.990	48.779	181.6	15:49.874	1	1	4:17.063	1:27.216	1:46.551	1:03.296		4:17.063
6	1	3:07.971	53.621	1:24.487	49.863	179.4	18:57.845	2	1	4:01.583	1:08.220	1:49.703	1:03.660	110.6	8:18.646
7	1	3:13.199	54.143	1:25.800	53.256	172.4	22:11.044	3	1	4:01.783	1:06.877	1:50.861	1:04.045	140.8	12:20.429
8	1	4:57.346 B	1:09.884	2:15.041	1:32.421	72.1	27:08.390	4	1	3:55.298	1:06.111	1:47.021	1:02.166	138.3	16:15.727
9	1	6:58.843	3:45.542	1:58.059	1:15.242	69.3	34:07.233	5	1	3:58.016	1:03.373	1:52.906	1:01.737	142.6	20:13.743
10	1	3:27.573	1:01.627	1:32.720	53.226	135.8	37:34.806	6	1	4:10.671	1:02.106	1:53.672	1:14.893	141.0	24:24.414
22 BMW 3.0 CSL 1975 1.Olivier BREITTMAYER TC2								7	1	4:49.084	1:27.263	2:04.549	1:17.272	106.4	29:13.498
1	1	3:19.003	1:00.385	1:27.085	51.533		3:19.003	8	1	4:54.939 B	1:26.021	2:03.528	1:25.390	99.4	34:08.437
2	1	3:01.166	51.313	1:23.037	46.816	160.3	6:20.169	9	2	6:40.975	4:03.780	1:38.078	59.117	119.2	40:49.412
3	1	2:58.589	51.037	1:21.604	45.948	164.1	9:18.758	10	2	3:28.748	1:00.201	1:30.756	57.791	145.0	44:18.160
4	1	2:59.662	50.008	1:21.251	48.403	179.7	12:18.420	11	2	3:18.232	55.158	1:31.114	51.960	148.6	47:36.392
5	1	2:55.720	50.419	1:20.291	45.010	179.1	15:14.140	12	2	3:20.181	54.994	1:30.685	54.502	153.7	50:56.573
6	1	2:54.807	49.709	1:19.574	45.524	185.2	18:08.947	13	2	3:19.024	55.854	1:32.532	50.638	155.4	54:15.597
7	1	3:02.097	51.174	1:22.725	48.198	177.2	21:11.044	14	2	3:13.398	53.461	1:27.527	52.410	160.8	57:28.995
8	1	3:17.398	50.255	1:21.742	1:05.401	173.3	24:28.442	15	2	3:16.487	53.109	1:30.596	52.782	163.1	1:00:45.482
9	1	4:56.801 B	1:27.635	2:06.314	1:22.852	108.9	29:25.243	16	2	3:13.686	54.145	1:29.162	50.379	149.5	1:03:59.168
10	1	6:14.017	3:43.855	1:24.184	1:05.978	169.8	35:39.260	32 Ford Capri RS 3100 1975 1.Mark FARMER TC2 2.Adrian WILLMOTT							
11	1	2:59.768	51.591	1:22.365	45.812	171.0	38:39.028	1	1	2:47.086	47.127	1:16.528	43.431		2:47.086
12	1	3:00.777	49.745	1:23.552	47.480	193.3	41:39.805	2	1	2:43.650	45.780	1:16.091	41.779	202.1	5:30.736
13	1	2:58.745	50.258	1:22.103	46.384	175.4	44:38.550	3	1	2:43.397	45.927	1:15.245	42.225	201.7	8:14.133
14	1	2:59.978	50.616	1:22.987	46.375	157.1	47:38.528								
15	1	2:58.649	51.056	1:22.289	45.304	171.0	50:37.177								



HERITAGE TOURING CUP

SPA-CLASSIC

RACE 1

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	2:41.336	45.277	1:14.637	41.422	199.3	10:55.469	16	2	2:59.546	49.844	1:20.724	48.978	190.4	55:25.833
5	1	2:42.375	46.517	1:14.121	41.737	199.7	13:37.844	17	2	3:01.966	50.055	1:20.748	51.163	189.7	58:27.799
6	1	2:44.712	46.320	1:16.540	41.852	202.9	16:22.556	18	2	3:00.138	50.421	1:21.673	48.044	184.9	1:01:27.937
7	1	2:47.114	45.935	1:19.306	41.873	196.6	19:09.670	19	2	2:56.865	50.185	1:19.450	47.230	178.4	1:04:24.802
8	1	2:44.975	45.409	1:17.639	41.927	199.7	21:54.645								
9	1	5:08.081	B 1:22.879	2:15.197	1:30.005	66.1	27:02.726								
10	2	7:02.588	3:48.007	1:59.082	1:15.499	65.5	34:05.314								
11	2	3:19.738	1:00.844	1:32.461	46.433	123.3	37:25.052								
12	2	2:46.765	47.637	1:16.791	42.337	161.5	40:11.817								
13	2	2:43.804	46.084	1:14.880	42.840	187.6	42:55.621								
14	2	2:45.713	46.461	1:14.856	44.396	195.9	45:41.334								
15	2	2:42.474	45.722	1:14.795	41.957	201.3	48:23.808								
16	2	2:42.225	45.698	1:14.354	42.173	207.8	51:06.033								
17	2	2:46.563	47.853	1:16.763	41.947	196.6	53:52.596								
18	2	2:43.530	45.713	1:15.880	41.937	203.7	56:36.126								
19	2	2:46.047	46.094	1:15.172	44.781	186.6	59:22.173								
20	2	2:48.424	45.558	1:15.943	46.923	194.0	1:02:10.597								

33 BMW 635 CSI 1985
 1. Robert BOOS
 2. François JAKUBOWSKI
 Group A

1	1	2:55.383	51.575	1:19.343	44.465		2:55.383
2	1	2:51.671	49.466	1:18.202	44.003	179.1	5:47.054
3	1	2:51.193	49.121	1:18.155	43.917	176.9	8:38.247
4	1	2:51.430	48.445	1:18.590	44.395	173.9	11:29.677
5	1	2:50.772	48.682	1:17.369	44.721	192.5	14:20.449
6	1	2:52.808	48.842	1:18.998	44.968	185.6	17:13.257
7	1	2:54.658	49.079	1:18.635	46.944	183.6	20:07.915
8	1	3:37.345	49.648	1:30.969	1:16.728	166.5	23:45.260
9	1	4:19.803	1:09.358	1:51.606	1:18.839	106.9	28:05.063
10	1	4:40.851	B 1:19.138	2:02.384	1:19.329	90.6	32:45.914
11	2	5:48.552	3:34.325	1:25.612	48.615	164.9	38:34.466
12	2	3:07.931	54.083	1:25.028	48.820	156.6	41:42.397
13	2	3:03.948	52.199	1:23.603	48.146	154.4	44:46.345
14	2	3:06.851	52.657	1:25.605	48.589	167.1	47:53.196
15	2	3:04.291	51.996	1:22.699	49.596	165.7	50:57.487
16	2	3:10.162	53.455	1:27.655	49.052	155.1	54:07.649
17	2	3:10.029	52.583	1:25.552	51.894	160.5	57:17.678
18	2	3:08.980	53.201	1:26.301	49.478	150.6	1:00:26.658
19	2	3:07.715	53.013	1:25.378	49.324	172.4	1:03:34.373

35 BMW 635 CSI 1985
 1. Alexander RITTWEGER
 2. Sam HANCOCK
 Group A

1	1	3:06.002	56.058	1:22.759	47.185		3:06.002
2	1	2:56.673	50.834	1:19.034	46.805	182.2	6:02.675
3	1	2:58.355	50.367	1:21.363	46.625	176.0	9:01.030
4	1	3:07.929	B 50.519	1:21.386	56.024	183.2	12:08.959
5	1	4:06.802	1:58.249	1:19.796	48.757	176.3	16:15.761
6	1	2:59.555	50.615	1:22.666	46.274	191.1	19:15.316
7	1	2:59.163	50.508	1:19.923	48.732	191.8	22:14.479
8	1	4:58.947	B 1:10.650	2:16.633	1:31.664	75.4	27:13.426
9	2	6:58.147	3:57.420	1:47.042	1:13.685	135.6	34:11.573
10	2	3:29.347	1:03.442	1:37.727	48.178	151.2	37:40.920
11	2	2:59.550	50.613	1:21.341	47.596	178.1	40:40.470
12	2	2:57.130	50.372	1:20.058	46.700	177.8	43:37.600
13	2	2:58.272	50.424	1:21.407	46.441	184.9	46:35.872
14	2	2:56.309	50.025	1:20.149	46.135	195.9	49:32.181
15	2	2:54.106	49.794	1:18.030	46.282	200.1	52:26.287

41 Ford Escort RS 1600 1968
 1. Thierry de LATRE DU BOS
 TC2

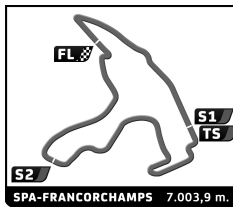
1	1	3:00.016	53.039	1:21.091	45.886		3:00.016
2	1	2:56.374	49.331	1:20.349	46.694	177.2	5:56.390
3	1	2:58.517	50.103	1:21.289	47.125	189.3	8:54.907
4	1	3:01.000	51.009	1:22.019	47.972	181.3	11:55.907
5	1	2:57.690	51.434	1:20.637	45.619	181.3	14:53.597
6	1	2:58.986	49.662	1:22.563	46.761	185.6	17:52.583
7	1	2:57.753	49.731	1:21.098	46.924	175.1	20:50.336
8	1	3:36.504	49.633	1:32.015	1:14.856	160.5	24:26.840
9	1	4:49.587	1:27.140	2:06.223	1:16.224	109.0	29:16.427
10	1	4:54.822	B 1:23.960	2:03.343	1:27.519	107.5	34:11.249
11	1	5:45.172	3:38.745	1:20.489	45.938	162.5	39:56.421
12	1	3:00.150	50.236	1:21.454	48.460	177.2	42:56.571
13	1	2:59.397	50.837	1:20.275	48.285	186.6	45:55.968
14	1	2:57.591	49.368	1:21.983	46.240	182.9	48:53.559
15	1	3:18.952	B 49.058	1:32.408	57.486	186.2	52:12.511
16	1	5:41.781	3:30.477	1:23.768	47.536	172.7	57:54.292
17	1	2:58.624	49.721	1:21.178	47.725	177.5	1:00:52.916
18	1	3:06.449	49.437	1:25.472	51.540	182.9	1:03:59.365

44 BMW 2002 TI 1970
 1. Katrin BEHRENS
 2. Arnd MEIER
 TC2

1	1	3:47.025	1:13.604	1:37.378	56.043		3:47.025
2	1	3:29.857	57.676	1:37.460	54.721	141.6	7:16.882
3	1	3:31.518	57.983	1:36.990	56.545	139.5	10:48.400
4	1	3:32.756	58.556	1:39.711	54.489	142.8	14:21.156
5	1	3:31.637	58.355	1:37.876	55.406	124.1	17:52.793
6	1	3:31.567	57.894	1:39.185	54.488	132.1	21:24.360
7	1	3:43.486	1:05.255	1:41.184	57.047	127.5	25:07.846
8	1	4:15.661	59.413	2:00.812	1:15.436	145.0	29:23.507
9	1	4:50.406	B 1:18.456	2:03.275	1:28.675	100.8	34:13.913
10	2	6:48.256	4:29.766	1:27.797	50.693	162.5	41:02.169
11	2	3:12.524	55.920	1:27.365	49.239	147.5	44:14.693
12	2	3:10.486	53.697	1:26.106	50.683	164.1	47:25.179
13	2	3:08.501	54.347	1:25.122	49.032	164.4	50:33.680
14	2	3:07.947	53.517	1:24.530	49.900	170.7	53:41.627
15	2	3:09.989	54.166	1:26.291	49.532	167.9	56:51.616
16	2	3:09.756	53.233	1:26.043	50.480	171.5	1:00:01.372
17	2	3:10.984	53.909	1:26.824	50.251	154.2	1:03:12.356

46 Ford Mustang 289 1965
 1. Serge LIBENS
 TC1

1	1	3:27.691	1:01.697	1:30.124	55.870		3:27.691
2	1	3:13.642	54.523	1:27.823	51.296	151.0	6:41.333
3	1	3:12.791	54.966	1:27.702	50.123	155.1	9:54.124
4	1	3:09.327	52.701	1:27.054	49.572	161.3	13:03.451
5	1	3:06.756	51.908	1:25.311	49.537	163.3	16:10.207
6	1	3:09.230	52.381	1:27.454	49.395	160.3	19:19.437
7	1	3:16.324	55.187	1:27.387	53.750	155.4	22:35.761
8	1	4:42.499	B 58.617	2:11.992	1:31.890	125.1	27:18.260
9	1	6:47.847	3:34.605	1:57.959	1:15.283	72.7	34:06.107



HERITAGE TOURING CUP

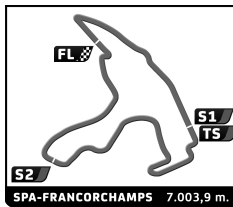
SPA-CLASSIC

RACE 1

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	3:26.790	1:01.186	1:32.870	52.734	119.9	37:32.897	1	1	2:45.656	47.192	1:15.941	42.523		2:45.656
11	1	3:09.313	53.306	1:25.895	50.112	166.5	40:42.210	2	1	2:46.047	46.613	1:15.834	43.600	198.5	5:31.703
12	1	3:11.642	52.942	1:27.694	51.006	157.5	43:53.852	3	1	2:46.316	46.953	1:16.341	43.022	191.5	8:18.019
13	1	3:12.482	53.971	1:29.584	48.927	166.2	47:06.334	4	1	2:46.187	47.537	1:15.973	42.677	174.5	11:04.206
14	1	3:09.620	52.242	1:27.930	49.448	162.5	50:15.954	5	1	2:45.988	47.594	1:16.246	42.148	188.3	13:50.194
15	1	3:09.127	53.323	1:26.481	49.323	165.7	53:25.081	6	1	2:47.507	46.539	1:16.961	44.007	185.9	16:37.701
16	1	3:09.240	52.532	1:27.655	49.053	162.8	56:34.321	7	1	2:45.089	46.739	1:15.692	42.658	195.1	19:22.790
17	1	3:09.868	52.744	1:26.622	50.502	163.8	59:44.189	8	1	2:52.801	50.870	1:16.869	45.062	179.1	22:15.591
18	1	3:09.819	53.895	1:25.950	49.974	165.4	1:02:54.008	9	1	4:59.880 B	1:10.475	2:17.922	1:31.483	73.4	27:15.471
								10	1	6:49.470	3:33.900	1:59.487	1:16.083	60.6	34:04.941
								11	1	3:14.754	1:00.917	1:29.924	43.913	127.2	37:19.695
								12	1	2:46.831	47.300	1:16.470	43.061	185.6	40:06.526
								13	1	2:45.780	46.784	1:15.392	43.604	201.7	42:52.306
								14	1	2:48.623	46.291	1:15.702	46.630	195.5	45:40.929
								15	1	2:45.201	47.313	1:15.287	42.601	193.6	48:26.130
								16	1	2:45.270	46.928	1:15.865	42.477	202.9	51:11.400
								17	1	2:47.625	46.270	1:18.741	42.614	182.6	53:59.025
								18	1	2:45.520	46.310	1:16.218	42.992	200.1	56:44.545
								19	1	2:45.326	46.344	1:15.454	43.528	205.7	59:29.871
								20	1	2:46.673	47.243	1:16.114	43.316	189.7	1:02:16.544
47		Ford Escort I RS 1600 1972						60		Ford Capri RS 3100 Cologne 1974					
		1. Guy Fabrice MESTROT					TC2			1. Armand MILLE					TC2
		2. Eric SECHAUD													
1	2	2:50.654	49.330	1:16.611	44.713		2:50.654	1	1	2:50.666	48.871	1:15.589	46.206		2:50.666
2	2	2:49.007	49.473	1:16.400	43.134	206.5	5:39.661	2	1	2:44.639	47.324	1:15.243	42.072	188.6	5:35.305
3	2	2:51.120	48.543	1:18.603	43.974	195.1	8:30.781	3	1	2:43.526	46.222	1:15.064	42.240	186.9	8:18.831
4	2	2:52.957	49.791	1:18.741	44.425	180.3	11:23.738	4	1	2:43.679	46.640	1:14.878	42.161	192.2	11:02.510
5	2	2:49.855	48.921	1:17.362	43.572	202.1	14:13.593	5	1	2:45.458	47.082	1:16.774	41.602	176.3	13:47.968
6	2	2:56.608	51.323	1:20.372	44.913	202.1	17:10.201	6	1	2:48.998	46.763	1:18.407	43.828	180.6	16:36.966
7	2	2:54.062	50.307	1:18.610	45.145	196.2	20:04.263	7	1	2:44.981	46.047	1:16.339	42.595	193.3	19:21.947
8	2	3:39.465	52.354	1:31.071	1:16.040	185.6	23:43.728	8	1	2:51.731	47.963	1:16.217	47.551	180.6	22:13.678
9	2	4:29.038 B	1:09.529	1:51.827	1:27.682	104.9	28:12.766	9	1	4:58.047 B	1:10.420	2:15.778	1:31.849	74.5	27:11.725
10	1	6:05.919	3:34.788	1:33.344	57.787	152.8	34:18.685	10	1	6:56.244	3:42.920	1:58.229	1:15.095	74.3	34:07.969
11	1	3:26.571	59.873	1:35.748	50.950	143.6	37:45.256	11	1	3:27.018	1:01.627	1:32.463	52.928	132.1	37:34.987
12	1	3:06.279	53.697	1:24.732	47.850	141.6	40:51.535	12	1	2:51.405	50.479	1:17.194	43.732	194.7	40:26.392
13	1	3:05.119	54.386	1:23.258	47.475	155.9	43:56.654	13	1	2:43.032	46.197	1:14.516	42.319	196.2	43:09.424
14	1	3:05.429	52.843	1:24.017	48.569	163.8	47:02.083	14	1	2:45.272	45.487	1:15.084	44.701	192.5	45:54.696
15	1	3:02.613	51.661	1:23.022	47.930	176.9	50:04.696	15	1	2:42.419	45.737	1:14.588	42.094	197.0	48:37.115
16	1	3:00.550	51.359	1:22.729	46.462	174.8	53:05.246	16	1	2:42.411	45.746	1:15.027	41.638	191.1	51:19.526
17	1	3:02.198	51.782	1:23.557	46.859	161.8	56:07.444	17	1	2:44.375	45.767	1:16.239	42.369	183.2	54:03.901
18	1	3:00.468	51.993	1:21.020	47.455	161.3	59:07.912								
19	1	3:03.773	53.303	1:21.729	48.741	164.6	1:02:11.685								
50		Ford Capri RS 3100 1975						63		Ford Escort I RS 1600 1975					
		1. Maxime GUENAT					TC2			1. Erik MARIS					TC2
1	1	2:45.106	45.895	1:16.480	42.731		2:45.106	1	1	3:19.667	1:02.616	1:25.815	51.236		3:19.667
2	1	2:44.155	46.194	1:15.296	42.665	204.1	5:29.261	2	1	3:01.391	51.233	1:23.318	46.840	153.1	6:21.058
3	1	2:42.908	45.992	1:14.477	42.439	209.9	8:12.169	3	1	2:59.595	51.759	1:21.580	46.256	169.0	9:20.653
4	1	2:42.256	45.896	1:14.336	42.024	212.6	10:54.425	4	1	2:58.422	50.718	1:20.943	46.761	168.4	12:19.075
5	1	2:42.405	46.012	1:14.672	41.721	214.8	13:36.830	5	1	3:01.604	50.437	1:24.855	46.312	172.1	15:20.679
6	1	2:45.326	47.082	1:15.694	42.550	215.7	16:22.156	6	1	2:56.432	50.151	1:20.854	45.427	166.5	18:17.111
7	1	2:46.972	46.346	1:18.565	42.061	199.7	19:09.128	7	1	2:57.806	50.752	1:20.671	46.383	186.9	21:14.917
8	1	2:45.618	45.833	1:16.530	43.255	203.3	21:54.746	8	1	3:23.083 B	50.949	1:24.310	1:07.824	162.0	24:38.000
9	1	4:57.800	1:23.588	2:15.139	1:19.073	65.5	26:52.546	9	1	4:58.277 B	1:34.041	1:59.016	1:25.220	142.8	29:36.277
10	1	4:21.875 B	1:13.474	1:58.256	1:10.145	110.1	31:14.421	10	1	6:02.495	3:28.455	1:25.852	1:08.188	143.4	35:38.772
11	1	5:40.539	3:33.635	1:24.553	42.351	153.7	36:54.960	11	1	2:58.802	50.488	1:21.963	46.351	161.0	38:37.574
12	1	2:45.155	46.855	1:15.681	42.619	213.4	39:40.115	12	1	2:57.133	50.222	1:20.467	46.444	184.2	41:34.707
13	1	2:45.000	46.069	1:15.921	43.010	202.5	42:25.115	13	1	2:57.979	50.435	1:20.553	46.991	184.9	44:32.686
14	1	2:45.146	46.521	1:15.479	43.146	199.7	45:10.261	14	1	2:56.081	49.714	1:20.626	45.741	173.9	47:28.767
15	1	2:47.656	46.259	1:16.354	45.043	179.1	47:57.917								
16	1	2:47.826	46.386	1:17.541	43.899	202.5	50:45.743								
17	1	2:46.591	46.967	1:17.014	42.610	194.7	53:32.334								
18	1	2:47.078	46.912	1:16.841	43.325	200.5	56:19.412								
19	1	3:00.152	47.516	1:16.310	56.326	198.1	59:19.564								
20	1	2:59.423	46.752	1:17.078	55.593	200.9	1:02:18.987								
52		FORD Capri RS 3100 Cologne 1973													
		1. Yves SCEMAMA					TC2								



HERITAGE TOURING CUP

SPA-CLASSIC

RACE 1

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	
15	1	2:53.534	49.711	1:18.761	45.062	184.9	50:22.301	8	1	4:56.665	B	1:10.620	2:14.852	1:31.193	68.4	27:05.705
16	1	2:55.482	49.660	1:20.105	45.717	176.3	53:17.783	9	1	6:54.616	3:37.612	2:02.791	1:14.213	101.1	34:00.321	
17	1	2:54.797	50.167	1:19.515	45.115	169.3	56:12.580	10	1	3:18.811	54.238	1:32.014	52.559	168.4	37:19.132	
18	1	2:55.025	49.558	1:19.481	45.986	190.0	59:07.605	11	1	3:10.858	52.945	1:26.970	50.943	152.6	40:29.990	
19	1	2:56.504	50.507	1:20.130	45.867	179.4	1:02:04.109	12	1	3:08.321	52.026	1:25.935	50.360	176.6	43:38.311	
20	1	2:54.964	49.879	1:19.781	45.304	179.7	1:04:59.073	13	1	3:03.153	51.380	1:23.908	47.865	174.8	46:41.464	

65 Ford Mustang 289 1965
1. Max HUBER TC1

1	1	3:36.882	1:11.021	1:32.304	53.557		3:36.882	
2	1	3:20.178	56.898	1:31.823	51.457	144.0	6:57.060	
3	1	3:16.907	56.285	1:30.080	50.542	144.6	10:13.967	
4	1	3:16.384	55.202	1:30.700	50.482	143.4	13:30.351	
5	1	3:16.218	54.455	1:29.003	52.760	154.4	16:46.569	
6	1	3:15.110	54.802	1:29.771	50.537	156.8	20:01.679	
7	1	3:45.684	55.205	1:33.878	1:16.601	157.1	23:47.363	
8	1	4:28.933	B	1:09.243	1:52.086	1:27.604	103.2	28:16.296
9	1	6:03.428	3:33.493	1:32.580	57.355	123.9	34:19.724	
10	1	3:27.578	1:00.199	1:34.858	52.521	130.4	37:47.302	
11	1	3:16.253	54.797	1:30.877	50.579	143.2	41:03.555	
12	1	3:13.655	54.163	1:28.726	50.766	151.5	44:17.210	
13	1	3:16.295	53.888	1:30.417	51.990	150.4	47:33.505	
14	1	3:21.134	54.590	1:33.455	53.089	145.2	50:54.639	
15	1	3:22.151	55.798	1:33.994	52.359	147.1	54:16.790	
16	1	3:16.220	55.046	1:29.218	51.956	160.3	57:33.010	
17	1	3:13.569	53.578	1:30.155	49.836	147.1	1:00:46.579	
18	1	3:09.738	53.041	1:27.487	49.210	155.4	1:03:56.317	

71 Ford Mustang 289 1965
1. Stéphane GUYOT-SIONNE TC1
2. Baptiste GUYOT-SIONNE

1	1	3:58.056	1:19.653	1:40.922	57.481		3:58.056	
2	1	3:29.483	58.633	1:36.175	54.675	140.8	7:27.539	
3	1	3:32.357	58.313	1:37.190	56.854	149.3	10:59.896	
4	1	3:33.422	58.957	1:38.817	55.648	152.8	14:33.318	
5	1	3:35.448	59.221	1:39.637	56.590	147.3	18:08.766	
6	1	3:36.416	1:00.689	1:40.764	54.963	132.3	21:45.182	
7	1	5:15.577	B	1:30.384	2:14.664	1:30.529	61.8	27:00.759
8	2	7:09.754	4:09.443	1:45.599	1:14.712	128.1	34:10.513	
9	2	3:38.645	1:03.154	1:38.748	56.743	141.8	37:49.158	
10	2	3:31.919	59.852	1:37.437	54.630	143.4	41:21.077	
11	2	3:34.394	58.508	1:40.798	55.088	159.5	44:55.471	
12	2	3:28.738	59.245	1:35.844	53.649	138.5	48:24.209	
13	2	3:25.115	58.118	1:34.303	52.694	158.3	51:49.324	
14	2	3:24.832	57.415	1:34.363	53.054	165.7	55:14.156	
15	2	3:28.556	57.568	1:37.102	53.886	152.4	58:42.712	
16	2	3:25.273	57.901	1:32.507	54.865	168.2	1:02:07.985	
17	2	3:22.934	58.147	1:32.653	52.134	162.5	1:05:30.919	

75 Ford Capri RS 2600 1972
1. Simon EVANS TC2

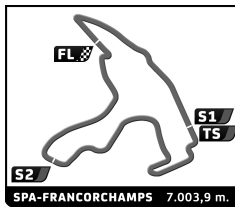
1	1	3:21.213	59.967	1:27.123	54.123		3:21.213
2	1	3:07.760	52.591	1:26.071	49.098	176.3	6:28.973
3	1	3:06.823	52.168	1:24.955	49.700	180.6	9:35.796
4	1	3:04.663	52.002	1:24.089	48.572	178.4	12:40.459
5	1	3:10.242	53.304	1:27.868	49.070	153.1	15:50.701
6	1	3:07.376	53.092	1:25.318	48.966	169.3	18:58.077
7	1	3:10.963	51.946	1:27.271	51.746	176.6	22:09.040

82 Ford Escort RS 1600 1975
1. Ben GILL TC2

1	1	3:01.851	53.069	1:22.442	46.340		3:01.851	
2	1	2:58.341	51.843	1:20.805	45.693	168.7	6:00.192	
3	1	2:56.026	50.470	1:19.648	45.908	182.6	8:56.218	
4	1	2:57.744	50.651	1:21.327	45.766	183.9	11:53.962	
5	1	2:56.963	50.645	1:19.585	46.733	187.6	14:50.925	
6	1	2:58.324	49.875	1:20.251	48.198	190.4	17:49.249	
7	1	2:59.387	50.909	1:21.467	47.011	165.2	20:48.636	
8	1	3:36.709	51.051	1:30.942	1:14.716	166.8	24:25.345	
9	1	4:54.385	B	1:27.202	2:05.026	1:22.157	99.6	29:19.730
10	1	6:16.914	3:31.817	1:31.249	1:13.848	134.9	35:36.644	
11	1	2:59.276	51.821	1:21.086	46.369	165.2	38:35.920	
12	1	2:58.426	51.081	1:20.009	47.336	183.9	41:34.346	
13	1	2:59.010	51.802	1:20.523	46.685	179.1	44:33.356	
14	1	2:59.197	50.477	1:19.587	49.133	168.4	47:32.553	
15	1	2:55.740	50.551	1:19.370	45.819	178.7	50:28.293	
16	1	2:55.114	50.697	1:18.355	46.062	166.0	53:23.407	
17	1	2:56.843	51.078	1:19.056	46.709	171.5	56:20.250	
18	1	2:56.282	50.034	1:18.401	47.847	181.3	59:16.532	
19	1	2:54.903	50.352	1:18.638	45.913	182.6	1:02:11.435	

93 BMW 3.0 CSL 1975
1. Simon ALEXANDER TC2

1	1	3:14.159	1:00.140	1:24.687	49.332		3:14.159	
2	1	3:09.344	53.606	1:27.462	48.276	149.5	6:23.503	
3	1	3:18.928	B	52.464	1:25.402	1:01.062	172.4	9:42.431
4	1	4:52.961	2:42.655	1:22.795	47.511	172.4	14:35.392	
5	1	3:08.015	52.249	1:27.154	48.612	186.2	17:43.407	
6	1	3:09.793	54.572	1:22.851	52.370	170.4	20:53.200	
7	1	3:34.078	53.498	1:27.852	1:12.728	152.8	24:27.278	
8	1	4:50.171	1:27.879	2:06.181	1:16.111	110.1	29:17.449	
9	1	4:54.863	B	1:23.667	2:03.309	1:27.887	97.7	34:12.312
10	1	6:01.096	3:45.107	1:26.984	49.005	149.5	40:13.408	
11	1	3:05.988	53.046	1:24.674	48.268	172.1	43:19.396	
12	1	3:02.382	51.475	1:21.478	49.429	180.6	46:21.778	
13	1	3:01.528	52.217	1:21.993	47.318	177.8	49:23.306	
14	1	3:00.830	50.927	1:22.054	47.849	174.8	52:24.136	
15	1	3:04.947	52.630	1:23.105	49.212	167.3	55:29.083	
16	1	3:02.147	51.282	1:22.327	48.538	184.5	58:31.230	
17	1	2:59.622	51.450	1:21.360	46.812	182.6	1:01:30.852	
18	1	2:58.648	51.065	1:20.486	47.097	187.3	1:04:29.500	



HERITAGE TOURING CUP

SPA-CLASSIC

RACE 1

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
246		Ford Falcon Sprint 1964													
		1.Toni SEILER TC1													
		2.Peter JOOS													
1	1	3:41.479	1:15.008	1:34.104	52.367		3:41.479								
2	1	3:16.097	55.604	1:30.163	50.330	142.2	6:57.576								
3	1	3:14.208	53.114	1:30.118	50.976	160.5	10:11.784								
4	1	3:16.838	54.062	1:31.273	51.503	151.7	13:28.622								
5	1	3:17.686	53.341	1:30.969	53.376	174.5	16:46.308								
6	1	3:16.283	53.326	1:32.075	50.882	175.1	20:02.591								
7	1	3:44.142	53.556	1:34.160	1:16.426	165.4	23:46.733								
8	1	4:28.798 B	1:09.237	1:52.091	1:27.470	104.1	28:15.531								
9	1	6:23.658	3:52.138	1:36.695	54.825	128.1	34:39.189								
10	1	3:20.615	55.038	1:33.903	51.674	138.2	37:59.804								
11	1	3:17.719	53.493	1:31.740	52.486	155.1	41:17.523								
12	1	3:16.526	53.547	1:30.237	52.742	154.0	44:34.049								
13	1	3:13.368	52.891	1:30.507	49.970	161.5	47:47.417								
14	1	3:15.166	52.632	1:31.238	51.296	163.3	51:02.583								
15	1	3:15.113	52.606	1:31.334	51.173	181.6	54:17.696								
16	1	3:11.912	53.349	1:29.001	49.562	175.7	57:29.608								
17	1	3:13.151	52.426	1:29.413	51.312	177.2	1:00:42.759								
18	1	3:12.662	53.233	1:29.196	50.233	158.3	1:03:55.421								