

HERITAGE TOURING CUP

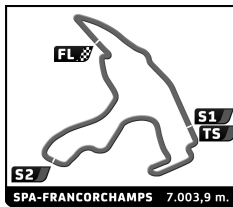
SPA-CLASSIC

RACE 2

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	
17		BMW 3.0 CSL 1976						TC2								
		1.Christophe GADAIS														
		2.Eric PINSON														
1	1	3:20.331	1:04.994	1:26.295	49.042		3:20.331	11	1	5:42.630	3:31.805	1:23.234	47.591	173.6	36:29.611	
2	1	3:09.344	54.429	1:26.602	48.313	180.3	6:29.675	12	1	3:04.359	52.975	1:23.326	48.058	183.9	39:33.970	
3	1	3:13.277	54.915	1:28.295	50.067	169.3	9:42.952	13	1	3:03.102	53.305	1:22.061	47.736	178.1	42:37.072	
4	1	3:10.790	56.613	1:25.962	48.215	174.2	12:53.742	14	1	3:02.971	52.692	1:21.953	48.326	178.7	45:40.043	
5	1	3:07.778	54.451	1:25.385	47.942	176.9	16:01.520	15	1	3:01.258	52.761	1:21.642	46.855	185.9	48:41.301	
6	1	3:11.711	55.679	1:27.652	48.380	172.1	19:13.231	16	1	2:59.765	52.430	1:20.926	46.409	181.9	51:41.066	
7	1	3:06.198	53.803	1:24.995	47.400	184.9	22:19.429	17	1	3:02.553	53.451	1:22.210	46.892	178.7	54:43.619	
8	1	3:07.319	55.743	1:23.987	47.589	176.9	25:26.748	18	1	3:02.081	52.921	1:21.733	47.427	175.1	57:45.700	
9	1	3:15.831 B	53.680	1:26.274	55.877	176.0	28:42.579	19	1	3:00.317	52.250	1:20.900	47.167	181.6	1:00:46.017	
10	1	5:58.957	3:39.062	1:30.668	49.227	138.9	34:41.536									
11	1	3:11.385	54.936	1:27.305	49.144	149.0	37:52.921									
12	1	3:08.478	54.098	1:25.900	48.480	155.6	41:01.399									
13	1	3:05.782	53.231	1:24.464	48.087	166.0	44:07.181									
14	1	3:06.106	53.367	1:24.596	48.143	164.4	47:13.287									
15	1	3:05.496	53.280	1:24.679	47.537	165.2	50:18.783									
16	1	3:06.181	53.604	1:24.934	47.643	166.8	53:24.964									
17	1	3:04.709	53.387	1:23.788	47.534	171.3	56:29.673									
18	1	3:06.866	55.106	1:24.332	47.428	142.4	59:36.539									
19	1	3:05.661	53.490	1:24.202	47.969	162.5	1:02:42.200									
20		Ford Mustang 289 1965						TC1								
		1.Christian DUMOLIN														
		2.Pierre-Alain THIBAUT														
1	1	3:04.435	54.950	1:22.867	46.618		3:04.435	11	1	3:03.542	54.518	1:21.582	47.442		3:03.542	
2	1	2:59.195	51.551	1:22.197	45.447	191.8	6:03.630	12	1	2:56.894	50.677	1:20.161	46.056	181.6	6:00.436	
3	1	2:57.221	49.954	1:21.865	45.402	180.3	9:00.851	13	1	2:53.311	49.700	1:18.169	45.442	186.6	8:53.747	
4	1	2:57.371	50.116	1:21.712	45.543	166.0	11:58.222	14	1	2:52.549	49.946	1:17.560	45.043	190.0	11:46.296	
5	1	3:01.271	53.270	1:22.415	45.586	170.4	14:59.493	15	1	2:53.611	49.773	1:18.418	45.420	193.6	14:39.907	
6	1	2:58.291	50.058	1:22.520	45.713	174.5	17:57.784	16	1	2:52.721	49.889	1:18.035	44.797	187.9	17:32.628	
7	1	2:58.806	50.768	1:22.369	45.669	179.4	20:56.590	17	1	2:53.980	49.985	1:18.670	45.325	192.2	20:26.608	
8	1	2:59.133	50.815	1:22.138	46.180	180.3	23:55.723	18	1	2:53.802	49.978	1:18.248	45.576	192.5	23:20.410	
9	1	2:57.767	50.045	1:21.938	45.784	179.4	26:53.490	19	1	3:05.798 B	51.258	1:18.781	55.759	180.6	26:26.208	
10	1	3:10.512 B	50.076	1:22.527	57.909	178.4	30:04.002	10	1	5:33.814	3:28.760	1:19.468	45.586	173.9	32:00.022	
11	1	6:01.166	3:37.882	1:31.692	51.592	135.4	36:05.168	11	1	2:55.443	50.348	1:19.109	45.986	171.3	34:55.465	
12	1	3:11.176	53.635	1:28.003	49.538	164.6	39:16.344	12	1	2:54.917	50.318	1:19.003	45.596	182.2	37:50.382	
13	1	3:13.952	53.138	1:29.935	50.879	154.0	42:30.296	13	1	2:56.648	50.776	1:19.328	46.544	173.9	40:47.030	
14	1	3:12.084	52.877	1:27.582	51.625	157.1	45:42.380	14	1	2:55.745	50.360	1:19.487	45.898	176.9	43:42.775	
15	1	3:10.675	52.676	1:28.304	49.695	154.9	48:53.055	15	1	2:57.067	49.948	1:21.431	45.688	171.5	46:39.842	
16	1	3:13.020	52.543	1:29.854	50.623	163.6	52:06.075	16	1	2:55.933	50.876	1:19.328	45.729	180.3	49:35.775	
17	1	3:10.893	52.590	1:28.071	50.232	167.9	55:16.968	17	1	2:56.155	50.506	1:19.667	45.982	177.8	52:31.930	
18	1	3:10.470	52.484	1:27.276	50.710	162.3	58:27.438	18	1	2:57.891	50.775	1:20.733	46.383	176.0	55:29.821	
19	1	3:12.310	53.331	1:28.681	50.298	160.5	1:01:39.748	19	1	2:57.953	50.510	1:21.184	46.259	191.1	58:27.774	
24		BMW 2002 TI 1970						TC2								
		1.Lorna Marie ABEND														
1	1	3:33.277	1:06.536	1:32.410	54.331		3:33.277	11	1	3:19.544	56.682	1:30.884	51.978	166.0	6:52.821	
2	1	3:19.544	56.682	1:30.884	51.978	166.0	6:52.821	12	1	3:18.976	56.311	1:30.959	51.706	162.0	10:11.797	
3	1	3:18.976	56.311	1:30.959	51.706	162.0	10:11.797	13	1	3:19.329	56.152	1:30.850	52.327	158.3	13:31.126	
4	1	3:19.329	56.152	1:30.850	52.327	158.3	13:31.126	14	1	3:19.106	57.079	1:30.264	51.763	167.6	16:50.232	
5	1	3:19.106	57.079	1:30.264	51.763	167.6	16:50.232	15	1	3:18.161	57.016	1:29.154	51.991	165.2	20:08.393	
6	1	3:18.161	57.016	1:29.154	51.991	165.2	20:08.393	16	1	3:18.632	56.946	1:31.001	50.685	165.7	23:27.025	
7	1	3:18.632	56.946	1:31.001	50.685	165.7	23:27.025	17	1	3:20.509	57.416	1:31.143	51.950	162.3	26:47.534	
8	1	3:20.509	57.416	1:31.143	51.950	162.3	26:47.534	18	1	3:18.945	56.779	1:30.586	51.580	161.5	30:06.479	
9	1	3:18.945	56.779	1:30.586	51.580	161.5	30:06.479	19	1	3:26.140 B	57.127	1:31.087	57.926	166.2	33:32.619	
10	1	3:26.140 B	57.127	1:31.087	57.926	166.2	33:32.619	11	1	6:03.135	3:36.810	1:33.621	52.704	141.8	39:35.754	
11	1	6:03.135	3:36.810	1:33.621	52.704	141.8	39:35.754	12	1	3:19.936	56.606	1:31.075	52.255	164.9	42:55.690	
12	1	3:19.936	56.606	1:31.075	52.255	164.9	42:55.690	13	1	3:21.173	56.780	1:31.718	52.675	157.5	46:16.863	
13	1	3:21.173	56.780	1:31.718	52.675	157.5	46:16.863	14	1	3:19.152	56.045	1:31.189	51.918	164.6	49:36.015	
14	1	3:19.152	56.045	1:31.189	51.918	164.6	49:36.015	15	1	3:19.042	55.809	1:31.094	52.139	172.4	52:55.057	
15	1	3:19.042	55.809	1:31.094	52.139	172.4	52:55.057	16	1	3:19.031	55.822	1:30.940	52.269	164.9	56:14.088	
16	1	3:19.031	55.822	1:30.940	52.269	164.9	56:14.088	17	1	3:19.938	56.846	1:30.273	52.819	164.6	59:34.026	
17	1	3:19.938	56.846	1:30.273	52.819	164.6	59:34.026	18	1	3:18.542	56.762	1:29.811	51.969	159.3	1:02:52.568	
18	1	3:18.542	56.762	1:29.811	51.969	159.3	1:02:52.568									
31		Ford Escort I RS 1600 1972						TC2								
		1.Wolf ZWEIFLER														
		2.Michael FÖVÉNY														
1	1	3:39.659	1:12.532	1:34.214	52.913		3:39.659									



HERITAGE TOURING CUP

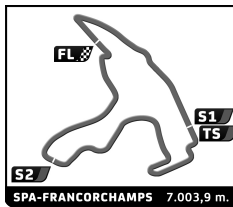
SPA-CLASSIC

RACE 2

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	3:16.892	55.618	1:31.003	50.271	168.2	6:56.551	41 Ford Escort RS 1600 1968 1. Thierry de LATRE DU BOSI TC2	1	2:56.345	52.201	1:18.629	45.515		2:56.345
3	1	3:16.776	55.000	1:30.633	51.143	151.9	10:13.327		2	2:52.922	49.280	1:18.496	45.146	190.4	5:49.267
4	1	3:19.087	55.544	1:31.408	52.135	149.9	13:32.414		3	2:53.307	49.183	1:18.663	45.461	191.1	8:42.574
5	1	3:18.220	56.438	1:30.358	51.424	159.3	16:50.634		4	2:53.638	49.248	1:18.693	45.697	186.2	11:36.212
6	1	3:13.507	53.942	1:29.122	50.443	178.7	20:04.141		5	2:55.687	50.165	1:19.418	46.104	186.2	14:31.899
7	1	3:14.869	54.827	1:30.190	49.852	157.1	23:19.010		6	2:55.148	49.762	1:19.640	45.746	183.9	17:27.047
8	1	3:22.678 B	55.018	1:27.958	59.702	161.0	26:41.688		7	2:55.695	50.118	1:20.114	45.463	179.7	20:22.742
9	2	6:08.963	3:48.939	1:29.420	50.604	138.2	32:50.651		8	2:56.903	49.552	1:20.667	46.684	185.9	23:19.645
10	2	3:07.946	53.599	1:25.843	48.504	151.5	35:58.597		9	3:04.974 B	51.385	1:18.716	54.873	192.5	26:24.619
11	2	3:02.162	51.537	1:22.780	47.845	182.9	39:00.759		10	6:10.700	4:05.211	1:19.618	45.871	164.9	32:35.319
12	2	3:03.987	51.947	1:24.265	47.775	167.6	42:04.746		11	2:56.047	49.501	1:20.802	45.744	187.6	35:31.366
13	2	3:07.712	54.898	1:23.907	48.907	163.6	45:12.458		12	2:55.094	49.145	1:20.585	45.364	196.2	38:26.460
14	2	3:06.635	52.699	1:25.453	48.483	159.7	48:19.093		13	3:01.564	49.379	1:25.192	46.993	182.6	41:28.024
15	2	3:04.372	52.307	1:23.567	48.498	181.9	51:23.465		14	2:56.722	50.270	1:19.947	46.505	181.6	44:24.746
16	2	3:08.957	53.671	1:27.525	47.761	181.6	54:32.422		15	2:58.708	51.359	1:20.220	47.129	181.0	47:23.454
17	2	3:05.916	52.380	1:25.880	47.656	171.0	57:38.338		16	2:57.246	51.368	1:20.116	45.762	182.2	50:20.700
18	2	3:02.075	51.644	1:23.153	47.278	184.9	1:00:40.413		17	2:58.797	50.806	1:20.728	47.263	191.8	53:19.497
32 Ford Capri RS 3100 1975 1. Mark FARMER TC2 2. Adrian WILLMOTT									44 BMW 2002 TI 1970 1. Katrin BEHRENS TC2 2. Arnd MEIER						
1	1	2:42.905	46.003	1:15.059	41.843		2:42.905	1	1	3:17.000	1:02.527	1:24.504	49.969		3:17.000
2	1	2:41.898	45.432	1:15.022	41.444	197.8	5:24.803	2	1	3:04.588	53.746	1:23.354	47.488	175.4	6:21.588
3	1	2:42.870	45.654	1:15.012	42.204	189.3	8:07.673	3	1	3:04.010	53.579	1:23.094	47.337	176.9	9:25.598
4	1	2:42.876	46.010	1:14.946	41.920	191.5	10:50.549	4	1	3:04.236	53.878	1:22.933	47.425	177.2	12:29.834
5	1	2:44.366	46.174	1:15.950	42.242	189.7	13:34.915	5	1	3:03.300	53.155	1:22.581	47.564	174.8	15:33.134
6	1	2:46.662	47.066	1:15.818	43.778	197.8	16:21.577	6	1	3:03.399	53.344	1:22.337	47.718	176.3	18:36.533
7	1	2:45.246	46.903	1:15.538	42.805	186.9	19:06.823	7	1	3:05.745	53.256	1:24.303	48.186	176.3	21:42.278
8	1	2:44.979	46.296	1:15.778	42.905	195.5	21:51.802	8	1	3:05.655	54.039	1:23.390	48.226	176.6	24:47.933
9	1	2:45.295	46.745	1:16.306	42.244	192.9	24:37.097	9	1	3:13.507 B	54.165	1:23.884	55.458	178.4	28:01.440
10	1	2:53.169 B	46.763	1:16.877	49.529	185.2	27:30.266	10	1	6:07.112	3:44.376	1:30.823	51.913	166.0	34:08.552
11	2	5:23.981	3:25.799	1:15.830	42.352	188.3	32:54.247	11	1	3:20.566	57.065	1:31.499	52.002	164.4	37:29.118
12	2	2:45.036	47.778	1:15.458	41.800	194.7	35:39.283	12	1	3:19.855	57.512	1:30.769	51.574	166.2	40:48.973
13	2	2:43.332	46.384	1:14.745	42.203	208.2	38:22.615	13	1	3:16.523	55.834	1:29.173	51.516	173.9	44:05.496
14	2	2:44.601	46.236	1:16.161	42.204	197.4	41:07.216	14	1	3:16.702	55.561	1:29.874	51.267	164.6	47:22.198
15	2	2:41.635	45.563	1:14.209	41.863	207.8	43:48.851	15	1	3:19.696	56.053	1:30.268	53.375	176.3	50:41.894
16	2	2:41.838	45.716	1:14.408	41.714	196.6	46:30.689	16	1	3:16.821	56.142	1:29.702	50.977	174.8	53:58.715
17	2	2:41.429	45.823	1:14.251	41.355	202.9	49:12.118	17	1	3:17.546	55.854	1:29.209	52.483	173.9	57:16.261
18	2	2:42.534	46.184	1:14.749	41.601	199.3	51:54.652	18	1	3:18.062	55.864	1:30.898	51.300	161.5	1:00:34.323
19	2	2:42.963	46.054	1:15.342	41.567	204.1	54:37.615	46 Ford Mustang 289 1965 1. Serge LIBENS TC1							
20	2	2:42.223	45.546	1:14.961	41.716	201.7	57:19.838	1	1	3:13.068	58.483	1:26.475	48.110		3:13.068
21	2	2:41.618	45.776	1:14.358	41.484	193.3	1:00:01.456	2	1	3:05.332	52.001	1:25.351	47.980	169.8	6:18.400
33 BMW 635 CSI 1985 1. Robert BOOS Group A 2. François JAKUBOWSKI								3	1	3:06.026	52.428	1:25.164	48.434	161.5	9:24.426
1	1	3:00.251	52.514	1:20.596	47.141		3:00.251	4	1	3:03.674	51.858	1:24.512	47.304	175.1	12:28.100
2	1	3:01.048	51.572	1:22.173	47.303	181.3	6:01.299	5	1	3:05.751	51.473	1:24.571	49.707	176.0	15:33.851
3	1	2:58.287	51.016	1:20.203	47.068	179.7	8:59.586	6	1	3:04.489	53.089	1:24.097	47.303	166.5	18:38.340
4	1	2:58.088	50.962	1:20.674	46.452	182.2	11:57.674	7	1	3:03.158	51.343	1:24.097	47.718	180.6	21:41.498
5	1	3:40.603 B	59.463	1:31.299	1:09.841	139.5	15:38.277	8	1	3:06.549	52.483	1:25.060	49.006	178.4	24:48.047
35 BMW 635 CSI 1985 1. Alexander RITTWEGER Group A 2. Sam HANCOCK								9	1	3:04.360	52.340	1:25.169	46.851	178.7	27:52.407
1	1	3:00.927	54.067	1:20.540	46.320		3:00.927	10	1	3:04.919	52.289	1:24.877	47.753	161.3	30:57.326
2	1	2:55.928	50.943	1:18.536	46.449	196.2	5:56.855								
3	1	2:56.479	51.254	1:19.714	45.511	179.7	8:53.334								
4	1	2:57.744	50.352	1:20.697	46.695	192.2	11:51.078								
5	1	3:49.949 B	55.921	1:33.398	1:20.630	159.0	15:41.027								



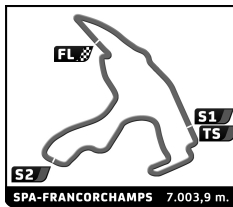
HERITAGE TOURING CUP

SPA-CLASSIC RACE 2

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
11	1	3:13.787	B	52.348	1:25.440	55.999	167.6	34:11.113							
12	1	5:43.231		3:29.634	1:25.191	48.406	169.8	39:54.344							
13	1	3:04.706		51.911	1:25.125	47.670	174.2	42:59.050							
14	1	3:06.334		52.285	1:25.307	48.742	176.6	46:05.384							
15	1	3:06.290		52.193	1:25.179	48.918	171.3	49:11.674							
16	1	3:04.813		52.389	1:24.933	47.491	166.0	52:16.487							
17	1	3:02.871		51.098	1:24.357	47.416	178.1	55:19.358							
18	1	3:08.155		52.195	1:25.626	50.334	176.3	58:27.513							
19	1	4:33.554	B	1:42.756	1:41.827	1:08.971	128.6	1:03:01.067							
47 Ford Escort RS 1600 1972 TC2															
1. Guy Fabrice MESTROT															
2. Eric SECHAUD															
1	1	2:46.998		47.729	1:15.605	43.664		2:46.998							
2	1	2:49.544		48.350	1:17.549	43.645	194.7	5:36.542							
3	1	2:50.025		48.611	1:17.687	43.727	194.0	8:26.567							
4	1	2:50.049		49.074	1:17.259	43.716	194.4	11:16.616							
5	1	2:50.386		48.922	1:17.232	44.232	198.5	14:07.002							
6	1	2:51.522		48.845	1:17.758	44.919	195.5	16:58.524							
7	1	2:51.688		48.900	1:18.427	44.361	195.1	19:50.212							
8	1	2:51.002		49.133	1:17.789	44.080	200.5	22:41.214							
9	1	2:51.734		48.908	1:18.313	44.513	201.7	25:32.948							
10	1	2:51.204		48.481	1:18.011	44.712	192.2	28:24.152							
11	1	2:51.551		49.165	1:17.931	44.455	197.8	31:15.703							
12	1	2:56.949	B	48.516	1:17.715	50.718	197.4	34:12.652							
13	1	5:53.054		3:42.477	1:23.386	47.191	144.4	40:05.706							
14	1	3:02.557		51.970	1:23.059	47.528	163.8	43:08.263							
15	1	3:01.359		51.104	1:22.150	48.105	163.1	46:09.622							
16	1	3:00.858		52.044	1:21.956	46.858	173.0	49:10.480							
17	1	3:02.148		51.653	1:22.982	47.513	180.6	52:12.628							
18	1	3:03.200		51.685	1:23.567	47.948	174.8	55:15.828							
19	1	3:00.618		51.543	1:22.342	46.733	159.0	58:16.446							
20	1	3:02.158		51.272	1:23.456	47.430	161.5	1:01:18.604							
50 Ford Capri RS 3100 1975 TC2															
1. Maxime GUENAT															
1	1	2:41.886		46.010	1:14.349	41.527		2:41.886							
2	1	2:40.281		45.518	1:13.291	41.472	212.6	5:22.167							
3	1	2:40.580		45.732	1:13.270	41.578	213.9	8:02.747							
4	1	2:40.639		45.486	1:13.625	41.528	204.9	10:43.386							
5	1	2:44.324		45.756	1:14.078	44.490	206.5	13:27.710							
6	1	2:42.479		46.028	1:14.515	41.936	199.3	16:10.189							
7	1	2:45.841		47.352	1:15.083	43.406	185.6	18:56.030							
8	1	2:43.466		46.099	1:15.083	42.284	204.1	21:39.496							
9	1	2:43.937		45.775	1:15.621	42.541	206.5	24:23.433							
10	1	2:43.594		46.513	1:15.040	42.041	204.5	27:07.027							
11	1	2:44.532		46.109	1:15.750	42.673	204.1	29:51.559							
12	1	2:52.915	B	46.932	1:15.016	50.967	207.4	32:44.474							
13	1	5:23.419		3:26.704	1:14.474	42.241	206.5	38:07.893							
14	1	2:44.245		45.972	1:15.622	42.651	209.1	40:52.138							
15	1	2:43.831		46.120	1:15.303	42.408	201.3	43:35.969							
16	1	2:44.206		46.201	1:15.628	42.377	212.1	46:20.175							
17	1	2:45.024		46.288	1:16.114	42.622	202.1	49:05.199							
18	1	2:44.344		46.140	1:15.627	42.577	198.5	51:49.543							
19	1	2:42.732		45.745	1:15.273	41.714	197.8	54:32.275							
20	1	2:44.974		46.317	1:16.332	42.325	207.8	57:17.249							
21	1	2:42.524		45.935	1:14.572	42.017	204.9	59:59.773							
52 FORD Capri RS 3100 Cologne 1973 TC2															
1. Yves SCEMAMA															
1	1	2:44.117		46.750	1:14.864	42.503		2:44.117							
2	1	2:43.963		46.524	1:15.194	42.245	204.9	5:28.080							
3	1	2:43.888		46.547	1:15.282	42.059	203.7	8:11.968							
4	1	2:44.312		46.182	1:15.511	42.619	199.7	10:56.280							
5	1	2:45.188		46.480	1:15.743	42.965	206.5	13:41.468							
6	1	2:45.619		46.890	1:16.305	42.424	190.4	16:27.087							
7	1	2:47.246		48.207	1:16.298	42.741	194.7	19:14.333							
8	1	2:46.427		46.909	1:16.746	42.772	201.3	22:00.760							
9	1	2:46.932		46.800	1:16.267	43.865	199.3	24:47.692							
10	1	2:47.933		47.468	1:16.963	43.502	192.2	27:35.625							
11	1	2:46.413		47.090	1:16.330	42.993	202.9	30:22.038							
12	1	2:54.209	B	47.906	1:16.861	49.442	186.9	33:16.247							
13	1	5:29.377		3:28.060	1:16.874	44.443	185.9	38:45.624							
14	1	2:48.775		47.508	1:16.626	44.641	195.1	41:34.399							
15	1	2:47.615		46.994	1:17.241	43.380	200.9	44:22.014							
16	1	2:48.263		46.855	1:17.391	44.017	203.3	47:10.277							
17	1	2:47.867		47.246	1:16.889	43.732	195.9	49:58.144							
18	1	2:49.298		47.224	1:17.393	44.681	197.0	52:47.442							
19	1	2:49.261		47.674	1:17.494	44.093	182.6	55:36.703							
20	1	2:52.387		48.385	1:19.376	44.626	182.9	58:29.090							
21	1	2:52.666		50.377	1:17.444	44.845	177.5	1:01:21.756							
63 Ford Escort RS 1600 1975 TC2															
1. Erik MARIS															
1	1	3:07.574		58.969	1:22.164	46.441		3:07.574							
2	1	3:01.279		51.194	1:23.046	47.039	185.9	6:08.853							
3	1	2:54.758		50.308	1:19.417	45.033	179.1	9:03.611							
4	1	2:55.516		50.892	1:19.451	45.173	197.4	11:59.127							
5	1	2:57.874		52.378	1:19.747	45.749	183.2	14:57.001							
6	1	2:56.572		51.588	1:19.552	45.432	181.3	17:53.573							
7	1	3:20.973	B	52.118	1:20.145	1:08.710	184.9	21:14.546							
65 Ford Mustang 289 1965 TC1															
1. Max HUBER															
1	1	3:22.370		1:05.141	1:27.909	49.320		3:22.370							
2	1	3:08.497		54.560	1:25.372	48.565	153.1	6:30.867							
3	1	3:09.660		53.593	1:26.712	49.355	160.8	9:40.527							
4	1	3:52.721	B	1:11.112	1:36.845	1:04.764	118.3	13:33.248							
71 Ford Mustang 289 1965 TC1															
1. Stéphane GUYOT-SIONN															
2. Baptiste GUYOT-SIONNE															
1	1	3:39.217		1:11.725	1:34.491	53.001		3:39.217							
2	1	3:23.268		58.774	1:32.004	52.490	140.4	7:02.485							
3	1	3:23.562		57.790	1:32.878	52.894	142.4	10:26.047							
4	1	3:25.699		58.149	1:34.123	53.427	149.0	13:51.746							
5	1	3:24.985		58.779	1:33.138	53.068	139.7	17:16.731							
6	1	3:32.835		58.502	1:41.665	52.668	137.2	20:49.566							
7	1	3:29.932		1:01.588	1:35.237	53.107	131.1	24:19.498							
8	1	3:29.353		1:00.240	1:36.212	52.901	137.1	27:48.851							
9	1	3:29.453		59.982	1:35.231	54.240	132.3	31:18.304							
10	1	3:37.018	B	59.315	1:35.566	1:02.137	142.6	34:55.322							
11	1	6:40.381		4:03.129	1:38.942	58.310	124.5	41:35.703							
12	1	3:29.170		58.647	1:36.096										



HERITAGE TOURING CUP

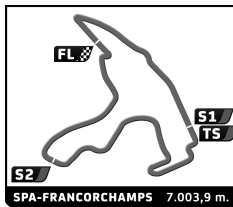
SPA-CLASSIC

RACE 2

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
14	1	3:23.901	58.572	1:32.411	52.918	147.5	51:53.071								
15	1	3:22.787	57.442	1:32.047	53.298	153.5	55:15.858								
16	1	3:22.736	56.996	1:32.876	52.864	156.3	58:38.594								
17	1	3:23.106	58.608	1:31.796	52.702	155.1	1:02:01.700								
75 Ford Capri RS 2600 1972 TC2															
1.Simon EVANS															
1	1	3:06.223	55.927	1:23.460	46.836		3:06.223								
2	1	3:00.990	51.070	1:23.719	46.201	170.1	6:07.213								
3	1	2:58.259	50.702	1:21.426	46.131	173.0	9:05.472								
4	1	2:57.125	50.853	1:20.906	45.366	163.8	12:02.597								
5	1	2:59.616	51.006	1:22.506	46.104	166.8	15:02.213								
6	1	2:59.841	52.982	1:21.123	45.736	154.7	18:02.054								
7	1	2:57.278	51.540	1:19.809	45.929	175.4	20:59.332								
8	1	2:57.979	50.634	1:20.972	46.373	174.8	23:57.311								
9	1	2:57.261	51.122	1:19.728	46.411	192.2	26:54.572								
10	1	3:12.596	B 50.958	1:21.148	1:00.490	184.2	30:07.168								
11	1	5:42.226	3:33.200	1:22.335	46.691	163.3	35:49.394								
12	1	2:57.971	50.440	1:20.915	46.616	181.6	38:47.365								
13	1	3:01.896	51.189	1:24.547	46.160	163.6	41:49.261								
14	1	2:56.244	50.083	1:20.786	45.375	180.3	44:45.505								
15	1	2:56.991	50.345	1:20.667	45.979	176.0	47:42.496								
16	1	2:56.679	49.841	1:19.913	46.925	180.3	50:39.175								
17	1	2:55.858	50.138	1:20.283	45.437	181.3	53:35.033								
18	1	2:56.278	50.093	1:20.159	46.026	185.6	56:31.311								
19	1	2:57.159	50.519	1:19.859	46.781	200.5	59:28.470								
20	1	2:56.151	50.502	1:20.124	45.525	193.6	1:02:24.621								
82 Ford Escort RS 1600 1975 TC2															
1.Ben GILL															
1	1	3:02.169	51.310	1:17.903	52.956		3:02.169								
2	1	2:54.785	50.871	1:18.660	45.254	181.0	5:56.954								
3	1	2:54.181	50.920	1:18.069	45.192	182.9	8:51.135								
4	1	2:54.135	50.676	1:18.251	45.208	180.0	11:45.270								
5	1	2:54.693	50.662	1:17.908	46.123	184.2	14:39.963								
93 BMW 3.0 CSL 1975 TC2															
1.Simon ALEXANDER															
1	1	3:03.550	53.835	1:21.317	48.398		3:03.550								
2	1	3:03.254	52.728	1:23.965	46.561	174.2	6:06.804								
3	1	2:58.104	50.746	1:20.222	47.136	180.6	9:04.908								
4	1	2:56.339	51.097	1:19.893	45.349	178.1	12:01.247								
5	1	3:00.718	51.478	1:21.827	47.413	174.8	15:01.965								
6	1	2:57.095	50.707	1:19.811	46.577	178.1	17:59.060								
7	1	2:58.520	50.545	1:21.951	46.024	183.6	20:57.580								
8	1	3:01.082	50.863	1:21.975	48.244	179.1	23:58.662								
9	1	3:03.986	B 50.504	1:20.324	53.158	188.3	27:02.648								
10	1	5:48.881	3:40.271	1:21.748	46.862	166.2	32:51.529								
11	1	3:01.268	51.937	1:23.444	45.887	171.8	35:52.797								
12	1	2:56.689	50.525	1:20.248	45.916	179.4	38:49.486								
13	1	2:58.363	50.138	1:22.324	45.901	176.9	41:47.849								
14	1	2:56.547	50.749	1:19.690	46.108	194.0	44:44.396								
15	1	2:56.729	50.208	1:20.016	46.505	187.9	47:41.125								
16	1	2:55.685	49.719	1:19.554	46.412	195.1	50:36.810								
17	1	2:57.271	50.369	1:20.307	46.595	188.3	53:34.081								
18	1	2:56.946	49.855	1:20.678	46.413	196.6	56:31.027								
95 Alfa Romeo 1750 GTAm 1971 TC2															
1.Daniele PERFETTI															
2.Ambrogio PERFETTI															
1	1	3:04.606	54.776	1:21.772	48.058		3:04.606								
2	1	3:04.595	54.028	1:22.933	47.634	174.8	6:09.201								
3	1	2:57.578	52.653	1:18.657	46.268	185.2	9:06.779								
4	1	2:58.053	52.184	1:19.643	46.226	177.5	12:04.832								
5	1	2:58.165	51.473	1:20.113	46.579	186.6	15:02.997								
6	1	2:57.158	51.614	1:19.513	46.031	180.0	18:00.155								
7	1	3:00.347	51.489	1:20.419	48.439	182.9	21:00.502								
8	1	3:01.453	52.870	1:21.288	47.295	180.6	24:01.955								
9	1	3:07.384	B 53.325	1:20.373	53.686	179.4	27:09.339								
10	1	5:50.074	3:37.496	1:24.566	48.012	151.2	32:59.413								
11	1	3:02.627	53.574	1:20.750	48.303	180.3	36:02.040								
12	1	3:01.499	52.916	1:21.104	47.479	183.9	39:03.539								
13	1	3:01.691	53.023	1:20.722	47.946	181.9	42:05.230								
14	1	3:02.101	53.813	1:20.872	47.416	183.2	45:07.331								
15	1	3:02.190	52.651	1:21.817	47.722	183.6	48:09.521								
16	1	3:01.985	52.493	1:21.311	48.181	184.5	51:11.506								
17	1	3:00.883	52.519	1:20.564	47.800	185.9	54:12.389								
18	1	3:00.131	52.380	1:20.408	47.343	185.9	57:12.520								
19	1	3:01.038	52.152	1:21.340	47.546	163.6	1:00:13.558								
101 BMW 2002 TI 1971 TC2															
1.Bart BLOMMAERT															
2.Rikkert LEEMAN															
1	1	3:38.783	1:14.001	1:29.579	55.203		3:38.783								
2	1	3:17.797	58.228	1:26.990	52.579	165.2	6:56.580								
3	1	3:12.836	55.986	1:27.473	49.377	156.6	10:09.416								
4	1	3:07.320	55.905	1:22.681	48.734	166.0	13:16.736								
5	1	3:06.476	55.739	1:21.807	48.930	164.9	16:23.212								
6	1	3:06.209	55.590	1:22.413	48.206	170.4	19:29.421								
7	1	3:06.352	55.419	1:22.174	48.759	169.0	22:35.773								
8	1	3:06.378	55.517	1:22.310	48.551	165.4	25:42.151								
9	1	3:17.164	B 55.283	1:23.988	57.893	164.4	28:59.315								
10	1	5:59.292	3:43.771	1:25.792	49.729	146.1	34:58.607								
11	1	3:11.259	56.660	1:24.614	49.985	162.5	38:09.866								
12	1	3:10.928	56.706	1:24.746	49.476	166.8	41:20.794								
13	1	3:09.636	56.045	1:24.457	49.134	168.2	44:30.430								
14	1	3:11.517	55.994	1:23.675	51.848	169.8	47:41.947								
15	1	3:09.709	56.084	1:23.943	49.682	172.4	50:51.656								
16	1	3:09.044	55.836	1:23.902	49.306	172.1	54:00.700								



HERITAGE TOURING CUP

SPA-CLASSIC

RACE 2

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
12	2	6:22.223	4:19.083	1:17.592	45.548	179.7	39:25.785	7	1	3:14.507	54.391	1:30.634	49.482	166.0	23:17.973
13	2	2:53.822	50.462	1:18.709	44.651	190.7	42:19.607	8	1	3:12.518	54.769	1:28.518	49.231	157.1	26:30.491
14	2	2:51.359	50.025	1:16.213	45.121	190.0	45:10.966	9	1	3:15.393	54.625	1:30.813	49.955	156.8	29:45.884
15	2	2:52.738	50.077	1:17.956	44.705	190.4	48:03.704	10	1	3:26.188B	56.475	1:31.403	58.310	162.0	33:12.072
16	2	2:50.849	50.061	1:16.467	44.321	192.9	50:54.553	11	1	5:33.093	3:14.833	1:29.534	48.726	158.8	38:45.165
17	2	2:51.036	50.825	1:16.142	44.069	195.1	53:45.589	12	1	3:12.081	52.494	1:30.455	49.132	166.8	41:57.246
18	2	2:50.141	49.623	1:16.309	44.209	196.6	56:35.730	13	1	3:08.977	52.245	1:27.946	48.786	172.7	45:06.223
19	2	2:51.867	49.358	1:18.111	44.398	182.2	59:27.597	14	1	3:08.218	52.258	1:28.169	47.791	174.8	48:14.441
20	2	2:50.077	49.499	1:16.590	43.988	193.3	1:02:17.674	15	1	3:08.204	51.980	1:27.759	48.465	168.4	51:22.645
								16	1	3:09.044	52.540	1:28.798	47.706	174.2	54:31.689
								17	1	3:11.212	52.210	1:29.521	49.481	165.2	57:42.901
								18	1	3:06.727	51.647	1:27.179	47.901	172.7	1:00:49.628

123 Ford Capri RS 3100 Cologne 1975
1.Emile BREITMAYER TC2

1	1	2:48.754	49.853	1:16.481	42.420		2:48.754
2	1	2:46.143	47.030	1:16.412	42.701	193.3	5:34.897
3	1	2:47.007	46.964	1:17.054	42.989	192.9	8:21.904
4	1	2:47.004	47.258	1:16.599	43.147	194.7	11:08.908
5	1	2:47.554	47.242	1:16.699	43.613	194.7	13:56.462
6	1	2:50.658	47.676	1:17.360	45.622	189.3	16:47.120
7	1	2:48.184	47.653	1:17.579	42.952	193.3	19:35.304
8	1	2:49.115	48.267	1:17.365	43.483	185.6	22:24.419
9	1	2:56.353B	47.761	1:17.964	50.628	195.5	25:20.772
10	1	5:29.102	3:27.025	1:18.100	43.977	179.4	30:49.874
11	1	2:48.692	47.177	1:17.741	43.774	193.3	33:38.566
12	1	2:48.926	47.120	1:17.840	43.966	188.6	36:27.492
13	1	2:49.261	47.648	1:18.198	43.415	200.1	39:16.753
14	1	2:49.216	47.078	1:18.216	43.922	185.6	42:05.969
15	1	2:50.757	47.379	1:19.121	44.257	187.9	44:56.726
16	1	2:51.329	47.347	1:19.155	44.827	182.6	47:48.055
17	1	3:02.254B	47.242	1:19.011	56.001	186.9	50:50.309

155 BMW 2002 TII 1975
1.Charles VEILLARD TC2

1	1	3:07.765	58.225	1:21.727	47.813		3:07.765
2	1	3:00.370	50.714	1:22.890	46.766	177.8	6:08.135
3	1	2:57.024	50.351	1:21.138	45.535	180.6	9:05.159
4	1	2:54.911	50.114	1:19.711	45.086	184.5	12:00.070
5	1	3:01.147	52.998	1:21.879	46.270	176.3	15:01.217
6	1	2:55.185	50.222	1:19.015	45.948	183.6	17:56.402
7	1	2:56.249	50.194	1:19.641	46.414	187.6	20:52.651
8	1	2:55.742	50.741	1:19.241	45.760	190.0	23:48.393
9	1	2:55.206	50.458	1:18.742	46.006	186.9	26:43.599
10	1	2:57.394	50.817	1:20.404	46.173	185.6	29:40.993
11	1	3:05.791B	50.597	1:19.528	55.666	168.4	32:46.784
12	1	5:46.384	3:40.552	1:20.111	45.721	162.3	38:33.168
13	1	2:55.826	50.266	1:19.680	45.880	189.7	41:28.994
14	1	2:56.688	50.191	1:20.727	45.770	180.6	44:25.682
15	1	3:44.590B	54.645	1:34.865	1:15.080	133.0	48:10.272
16	1	6:57.771B	3:58.450	1:42.811	1:16.510	133.6	55:08.043

246 Ford Falcon Sprint 1964
1.Toni SEILER
2.Peter JOOS TC1

1	1	3:36.753	1:10.769	1:32.494	53.490		3:36.753
2	1	3:18.265	55.406	1:31.487	51.372	151.5	6:55.018
3	1	3:17.533	55.388	1:30.832	51.313	156.1	10:12.551
4	1	3:19.076	55.125	1:31.821	52.130	169.3	13:31.627
5	1	3:17.437	54.917	1:30.578	51.942	169.8	16:49.064
6	1	3:14.402	54.219	1:29.787	50.396	174.2	20:03.466