

HERITAGE TOURING CUP

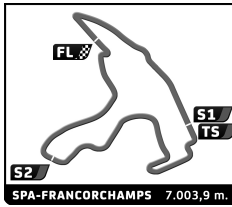
SPA CLASSIC

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			
6	BMW 635 Csi 1983							Group A	13	1	2:56.313	49.955	1:20.974	45.384	158.0	40:27.623		
	1	1	2:59.885	52.571	1:20.710	46.604	164.1		6:08.374									
	2	1	3:00.669	52.487	1:21.719	46.463	175.1		9:09.043									
	3	1	2:58.265	52.080	1:19.679	46.506	192.2		12:07.308									
	4	1	2:56.816	51.119	1:19.238	46.459	196.2		15:04.124									
	5	1	2:59.662	52.146	1:20.142	47.374	183.6		18:03.786									
	6	1	2:58.664	52.097	1:19.756	46.811	190.4		21:02.450									
	7	1	2:57.582	52.056	1:18.850	46.676	197.0		24:00.032									
	8	1	2:58.524	52.154	1:19.563	46.807	183.9		26:58.556									
	9	1	2:58.971	51.669	1:19.563	47.739	191.1		29:57.527									
	10	1	3:06.824	B	51.786	1:18.958	56.080		195.9	33:04.351								
	11	2	5:58.927	3:57.211	1:17.078	44.638	187.6		39:03.278									
	12	2	2:53.467	49.940	1:19.086	44.441	188.3		41:56.745									
	13	2	2:58.665	49.389	1:18.119	51.157	198.9		44:55.410									
	10	Ford Escort RS 1600 1974							TC2	14	1	2:54.656	50.014	1:19.016	45.626	184.5	43:22.279	
15		1	3:22.594	1:00.857	1:27.787	53.950	134.5	46:44.873										
1. Peter VÖGELE																		
1		1	3:27.436	1:03.851	1:32.606	50.979	3:27.436											
2		1	3:11.516	54.708	1:27.635	49.173	158.5	6:38.952										
3		1	3:09.373	53.274	1:26.683	49.416	165.4	9:48.325										
4		1	3:08.636	52.727	1:26.586	49.323	169.6	12:56.961										
5		1	3:06.934	52.800	1:25.338	48.796	170.7	16:03.895										
6		1	3:06.512	53.020	1:24.971	48.521	165.2	19:10.407										
7		1	3:07.803	52.953	1:25.604	49.246	166.0	22:18.210										
8		1	3:06.773	52.558	1:25.066	49.149	169.0	25:24.983										
9		1	3:13.878	B	52.951	1:23.921	57.006	163.8		28:38.861								
10		1	5:47.414	3:34.851	1:24.343	48.220	159.3	34:26.275										
11		1	3:06.336	53.266	1:23.757	49.313	165.7	37:32.611										
12		1	3:02.886	51.903	1:23.368	47.615	172.7	40:35.497										
13	1	3:04.074	52.323	1:24.094	47.657	180.3	43:39.571											
16	BMW 3.0 CSL 1975							TC2	13	1	2:56.313	49.955	1:20.974	45.384	158.0	40:27.623		
	14	1	2:54.656	50.014	1:19.016	45.626	184.5		43:22.279									
	1. Lukas HALUSA																	
	1	1	2:58.835	52.480	1:20.948	45.407	2:58.835											
	2	1	2:50.587	47.525	1:19.848	43.214	190.4		5:49.422									
	3	1	2:53.645	B	46.048	1:16.253	51.344		8:43.067									
	4	1	18:52.323						27:35.390									
	5	1	2:47.590						30:22.980									
	6	1	2:57.905	B					33:20.885									
	2. Alexander AMES																	
	1	1	3:17.943	1:04.872	1:26.214	46.857	3:17.943											
	2	1	3:03.298	50.920	1:24.048	48.330	153.1		6:21.241									
	3	1	3:00.000	51.821	1:21.251	46.928	174.5		9:21.241									
	4	1	2:55.942	50.111	1:19.812	46.019	185.2		12:17.183									
	5	1	2:55.289	50.979	1:18.933	45.377	186.6		15:12.472									
6	1	2:54.694	49.343	1:18.870	46.481	183.6	18:07.166											
7	1	2:54.222	49.645	1:19.238	45.339	182.2	21:01.388											
8	1	3:01.749	B	49.579	1:18.850	53.320	183.2	24:03.137										
9	1	4:41.378	2:35.990	1:18.826	46.562	178.4	28:44.515											
10	1	2:54.721	50.642	1:18.928	45.151	180.0	31:39.236											
11	1	2:56.707	50.479	1:19.430	46.798	181.3	34:35.943											
12	1	2:55.367	50.383	1:18.440	46.544	182.2	37:31.310											
17	BMW 3.0 CSL 1975							TC2	13	1	2:56.313	49.955	1:20.974	45.384	158.0	40:27.623		
	14	1	2:54.656	50.014	1:19.016	45.626	184.5		43:22.279									
	1. Duncan MACKELLAR																	
	1	1	3:07.851	54.830	1:26.199	46.822	3:07.851											
	2	1	2:57.125	51.619	1:19.381	46.125	174.2		6:04.976									
	3	1	2:55.293	50.772	1:19.290	45.231	173.9		9:00.269									
	4	1	2:53.916	50.638	1:18.009	45.269	168.7		11:54.185									
	5	1	2:54.743	49.955	1:19.539	45.249	172.7		14:48.928									
	6	1	2:56.835	51.661	1:19.549	45.625	168.2		17:45.763									
	7	1	2:56.994	50.538	1:20.396	46.060	167.3		20:42.757									
	8	1	2:56.192	50.792	1:19.876	45.524	168.7		23:38.949									
	9	1	2:55.173	50.396	1:19.004	45.773	171.3		26:34.122									
	19	Ford Escort I RS 1600 1975							TC2	13	1	2:56.313	49.955	1:20.974	45.384	158.0	40:27.623	
		14	1	2:54.656	50.014	1:19.016	45.626			184.5	43:22.279							
		15	1	3:22.594	1:00.857	1:27.787	53.950			134.5	46:44.873							
1. Jean-Luc BLANCHEMAIN																		
1		1	3:01.282	53.638	1:21.857	45.787	3:01.282											
2		1	2:55.819	49.349	1:20.798	45.672	174.5	5:57.101										
3		1	2:56.782	50.127	1:20.688	45.967	179.1	8:53.883										
4		1	2:58.582	50.940	1:21.289	46.353	200.5	11:52.465										
5		1	2:59.246	50.956	1:21.678	46.612	187.6	14:51.711										
6		1	2:58.346	50.662	1:21.634	46.050	167.9	17:50.057										
7		1	2:57.911	50.200	1:20.944	46.767	179.7	20:47.968										
8		1	2:59.993	51.216	1:21.501	47.276	178.7	23:47.961										
9		1	2:59.412	50.555	1:21.923	46.934	186.2	26:47.373										
10		1	3:08.728	B	51.090	1:23.022	54.616	181.6		29:56.101								
11		1	5:44.644	3:36.524	1:21.491	46.629	175.1	35:40.745										
12	1	3:01.349	51.190	1:22.657	47.502	174.8	38:42.094											
13	1	3:11.310	B	51.036	1:23.400	56.874	174.5	41:53.404										
23	BMW 3.5 CSL 1975							TC2	13	1	2:56.313	49.955	1:20.974	45.384	158.0	40:27.623		
	14	1	2:54.656	50.014	1:19.016	45.626	184.5		43:22.279									
	1. Davide RODA																	
	1	1	3:06.743	52.469	1:27.957	46.317	3:06.743											
	2	1	3:00.274	50.658	1:20.922	48.694	180.6		6:07.017									
	3	1	2:57.792	49.745	1:20.613	47.434	183.9		9:04.809									
	4	1	2:56.483	49.082	1:21.145	46.256	197.4		12:01.292									
	5	1	2:55.271	48.908	1:20.687	45.676	187.6		14:56.563									
	34	BMW 3.0 CSL 1973							TC2	13	1	2:56.313	49.955	1:20.974	45.384	158.0	40:27.623	
		14	1	2:54.656	50.014	1:19.016	45.626			184.5	43:22.279							
		1. Olivier BREITMAYER																
		1	2	2:53.699	50.280	1:19.755	43.664			2:53.699								
		2	2	2:49.117	47.568	1:18.126	43.423			194.4	5:42.816							
		3	2	2:48.088	47.120	1:17.687	43.281			199.7	8:30.904							
		4	2	2:50.242	47.154	1:18.652	44.436			201.7	11:21.146							
5		2	2:48.661	47.590	1:17.429	43.642	206.1	14:09.807										
6		2	2:48.479	47.176	1:17.533	43.770	200.1	16:58.286										
7		2	2:48.559	47.112	1:17.558	43.889	195.5	19:46.845										
8		2	2:48.495	47.497	1:17.423	43.575	205.3	22:35.340										
9		2	2:47.919	46.808	1:17.261	43.850	192.9	25:23.259										
10		2	2:56.768	B	47.118	1:18.211	51.439	211.2		28:20.027								
11		1	5:33.092	3:28.651	1:18.529	45.912	180.3	33:53.119										
12		1	2:54.686	49.140	1:20.394	45.152	202.1	36:47.805										
13	1	2:51.456	49.318	1:17.447	44.691	192.9	39:39.261											
14	1	2:50.723	48.230	1:17.964	44.529	192.9	42:29.984											
15	1	2:59.353	50.322	1:19.341	49.690	202.9	45:29.337											
35	BMW 635 Csi 1985							Group A	13	1	2:56.313	49.955	1:20.974	45.384	158.0	40:27.623		
	14	1	2:54.656	50.014	1:19.016	45.626	184.5		43:22.279									
	1. Christian TRABER																	
	1	1	3:07.851	54.830	1:26.199	46.822	3:07.851											
	2	1	2:57.125	51.619	1:19.381	46.125	174.2		6:04.976									
	3	1	2:55.293	50.772	1:19.290	45.231	173.9		9:00.269									
	4	1	2:53.916	50.638	1:18.009	45.269	168.7		11:54.185									
	5	1	2:54.743	49.955	1:19.539	45.249	172.7		14:48.928									
	6	1	2:56.835	51.661	1:19.549	45.625	168.2		17:45.763									
	7	1	2:56.994	50.538	1:20.396	46.060	167.3		20:42.757									
	8	1	2:56.192	50.792	1:19.876	45.524	168.7		23:38.949									
	9	1	2:55.173	50.396	1:19.004	45.773	171.3		26:34.122									
	2. Nicolas TRABER																	
	1	1	3:07.851	54.830	1:26.199	46.822	3:07.851											
	2	1	2:57.125	51.619	1:19.381	46.125	174.2		6:04.976									
3	1	2:55.293	50.772	1:19.290	45.231	173.9	9:00.269											



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
10	1	3:02.794	B	50.636	1:19.440	52.718	174.2	29	36	29:36.916					
11	2	5:35.777		3:30.830	1:19.663	45.284	162.3	35	12	6:32.693					
12	2	2:56.948		50.497	1:20.487	45.964	169.0	38	09	6:41.641					
13	2	2:53.582		49.539	1:19.242	44.801	175.1	41	03	7:23.173					
14	2	2:55.771		50.417	1:19.440	45.914	173.6	43	58	8:21.944					

43		Alfa Romeo GTV6 1983		Group A				
1. Guy FAWE								
1	1	3:20.059	1:03.870	1:26.728	49.461	3:20.059		
2	1	3:12.417	55.245	1:27.801	49.371	6:32.476		
3	1	3:12.061	54.817	1:27.551	49.693	9:44.537		
4	1	3:14.273	54.882	1:27.867	51.524	12:58.810		
5	1	3:12.428	54.979	1:28.362	49.087	16:11.238		
6	1	3:09.702	54.683	1:26.120	48.899	19:20.940		
7	1	3:08.518	54.258	1:25.958	48.302	22:29.458		
8	1	3:07.270	53.757	1:25.332	48.181	25:36.728		
9	1	3:07.484	54.289	1:24.849	48.346	28:44.212		
10	1	3:20.307	B	55.505	1:23.672	1:01.130	183.2	32:04.519
11	1	6:14.534	4:00.854	1:25.660	48.020	160.0	38:19.053	
12	1	3:06.747	54.493	1:24.089	48.165	180.3	41:25.800	
13	1	3:29.338	54.652	1:24.669	1:10.017	183.2	44:55.138	

44		BMW 2002 TI 1970		TC2				
1. Katrin BEHRENS								
1	1	3:29.454	1:03.053	1:32.753	53.648	3:29.454		
2	1	3:20.518	57.032	1:32.035	51.451	6:49.972		
3	1	3:20.017	57.171	1:31.011	51.835	10:09.989		
4	1	3:17.301	56.671	1:28.557	52.073	13:27.290		
5	1	3:18.723	56.344	1:29.973	52.406	16:46.013		
6	1	3:14.851	56.585	1:27.579	50.687	20:00.864		
7	1	3:15.272	56.269	1:27.442	51.561	23:16.136		
8	1	3:15.339	56.287	1:27.470	51.582	26:31.475		
9	1	3:22.853	B	57.089	1:27.620	58.144	161.0	29:54.328
10	1	5:58.053	3:43.423	1:24.623	50.007	163.3	35:52.381	
11	1	3:10.727	55.875	1:24.725	50.127	168.4	39:03.108	
12	1	3:10.693	55.150	1:24.867	50.676	173.3	42:13.801	
13	1	3:14.798	57.105	1:26.888	50.805	172.4	45:28.599	

45		BMW 2002 TI 1970		TC2				
1. Gaby VON OPPENHEIM								
1	1	3:14.768	59.609	1:26.892	48.267	3:14.768		
2	1	3:05.676	53.393	1:24.426	47.857	6:20.444		
3	1	3:03.279	53.071	1:22.238	47.970	9:23.723		
4	1	3:03.014	52.707	1:22.504	47.803	12:26.737		
5	1	3:03.798	53.227	1:22.911	47.660	15:30.535		
6	1	3:03.006	53.390	1:22.197	47.419	18:33.541		
7	1	3:01.284	52.430	1:21.439	47.415	21:34.825		
8	1	3:01.063	52.730	1:21.235	47.098	24:35.888		
9	1	3:03.392	52.376	1:23.411	47.605	27:39.280		
10	1	3:09.267	B	53.294	1:22.329	53.644	182.9	30:48.547
11	1	5:39.807	3:30.482	1:21.721	47.604	173.6	36:28.354	
12	1	3:04.430	54.071	1:22.597	47.762	180.6	39:32.784	
13	1	3:04.094	53.596	1:22.380	48.118	174.5	42:36.878	
14	1	3:08.070	54.882	1:24.365	48.823	171.5	45:44.948	

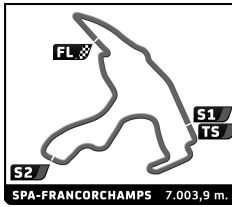
47		Ford Escort RS 1600 1972		TC2	
1. Guy Fabrice MESTROT					
2. Eric SECHAUD					

1	1	2:59.203	53.206	1:21.606	44.391	2:59.203		
2	1	2:51.903	48.584	1:18.930	44.389	201.7	5:51.106	
3	1	2:50.868	47.995	1:18.545	44.328	197.0	8:41.974	
4	1	2:51.851	48.414	1:18.870	44.567	191.1	11:33.825	
5	1	2:53.207	49.075	1:19.304	44.828	191.5	14:27.032	
6	1	2:52.224	48.827	1:18.074	45.323	198.5	17:19.256	
7	1	2:51.726	48.640	1:18.366	44.720	197.4	20:10.982	
8	1	2:52.196	48.478	1:19.134	44.584	188.6	23:03.178	
9	1	2:52.475	48.684	1:18.060	45.731	190.7	25:55.653	
10	1	2:51.515	48.333	1:18.677	44.505	200.1	28:47.168	
11	1	2:55.775	B	48.046	1:18.013	49.716	190.0	31:42.943
12	1	5:51.576	3:39.003	1:24.874	47.699	143.8	37:34.519	
13	1	3:03.459	52.341	1:23.798	47.320	164.6	40:37.978	
14	1	3:03.056	51.332	1:24.112	47.612	179.1	43:41.034	

49		BMW 3.0 CSL 1975		TC2				
1. Dominique GUENAT								
2. Guillaume MAHE								
1	1	2:48.609	49.894	1:16.420	42.295	2:48.609		
2	1	2:42.807	47.072	1:14.110	41.625	186.2	5:31.416	
3	1	2:41.791	46.301	1:13.739	41.751	190.7	8:13.207	
4	1	2:42.545	46.095	1:14.270	42.180	197.8	10:55.752	
5	1	2:42.814	46.682	1:14.113	42.019	191.5	13:38.566	
6	1	2:44.269	46.259	1:16.253	41.757	187.9	16:22.835	
7	1	2:42.171	45.729	1:14.522	41.920	193.3	19:05.006	
8	1	2:41.887	45.602	1:14.569	41.716	199.3	21:46.893	
9	1	2:45.069	48.998	1:14.073	41.998	196.6	24:31.962	
10	1	2:42.509	45.786	1:14.514	42.209	200.5	27:14.471	
11	1	2:49.502	B	46.007	1:14.197	49.298	203.7	30:03.973
12	2	5:20.868	3:24.681	1:14.315	41.272	199.3	35:24.841	
13	2	2:43.101	46.058	1:14.637	42.406	192.5	38:07.942	
14	2	2:43.751	46.075	1:14.662	43.014	191.5	40:51.693	
15	2	2:43.178	46.061	1:14.512	42.605	207.0	43:34.871	

52		Ford Capri RS 3100 Cologne 1973		TC2				
1. Yves SCEMAMA								
1	1	2:44.838	46.132	1:17.193	41.513	2:44.838		
2	1	2:42.343	46.112	1:14.987	41.244	181.9	5:27.181	
3	1	2:40.806	45.448	1:14.065	41.293	205.7	8:07.987	
4	1	2:43.419	44.917	1:15.609	42.893	200.1	10:51.406	
5	1	2:41.748	45.485	1:14.627	41.636	193.3	13:33.154	
6	1	2:42.220	46.560	1:14.307	41.353	198.9	16:15.374	
7	1	2:44.449	46.814	1:15.685	41.950	189.0	18:59.823	
8	1	2:41.794	45.443	1:14.735	41.616	200.1	21:41.617	
9	1	2:42.169	45.572	1:15.061	41.536	199.7	24:23.786	
10	1	2:42.387	45.243	1:15.213	41.931	202.1	27:06.173	
11	1	2:52.027	B	45.395	1:15.859	50.773	197.0	29:58.200
12	1	5:21.174	3:24.903	1:14.643	41.628	191.8	35:19.374	
13	1	2:42.201	45.551	1:15.081	41.569	191.1	38:01.575	
14	1	2:42.724	45.342	1:15.205	42.177	200.5	40:44.299	
15	1	2:43.105	45.642	1:15.627	41.836	177.2	43:27.404	

60		Ford Capri RS 3100 Cologne 1974		TC2			
1. Armand MILLE							
1	1	2:45.874	47.051	1:16.710	42.113	2:45.874	
2	1	2:42.638	45.754	1:15.199	41.685	186.9	5:28.512
3	1	2:41.890	45.391	1:14.576	41.923	188.6	8:10.402
4	1	2:44.006	45.693	1:15.772	42.541	187.9	10:54.408



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					
5	1	2:41.768	45.378	1:14.597	41.793	190.0	13:36.176	11	1	3:47.320	1:04.666	1:42.496	1:00.158	129.9	41:01.683					
6	1	2:41.957	45.348	1:14.728	41.881	185.9	16:18.133	12	1	3:53.144	1:03.491	1:39.564	1:10.089	141.2	44:54.827					
7	1	2:43.681	45.704	1:15.756	42.221	185.9	19:01.814	74 BMW 3.0 CSL 1975 TC2												
8	1	2:42.047	45.463	1:14.882	41.702	189.0	21:43.861	1. Michael KAMMERMANN												
9	1	2:44.507	46.475	1:15.396	42.636	187.3	24:28.368	2. Sebastian GLASER												
10	1	2:43.913	45.685	1:15.256	42.972	189.0	27:12.281	1	1	2:43.350	45.816	1:16.316	41.218		2:43.350					
11	1	2:50.557 B	45.777	1:14.977	49.803	191.5	30:02.838	2	1	2:39.772	44.876	1:13.885	41.011	180.0	5:23.122					
12	1	5:19.073	3:22.651	1:14.758	41.664	176.3	35:21.911	3	1	2:39.431	44.533	1:13.952	40.946	190.0	8:02.553					
13	1	2:42.226	45.484	1:15.071	41.671	186.9	38:04.137	4	1	2:42.478	45.195	1:15.942	41.341	181.6	10:45.031					
14	1	2:43.401	46.495	1:14.713	42.193	193.6	40:47.538	5	1	2:40.171	44.833	1:14.251	41.087	193.6	13:25.202					
15	1	2:43.277	45.381	1:15.665	42.231	192.2	43:30.815	88 BMW 3.0 CSL 1975 TC2												
63 Ford Escort RS 1600 1975 TC2								1. Philippe SCEMAMA												
1	1	3:00.248	52.235	1:22.200	45.813		3:00.248	1	1	2:58.190	51.045	1:22.068	45.077		2:58.190					
2	1	2:55.156	50.304	1:19.425	45.427	178.4	5:55.404	2	1	2:52.349	47.853	1:19.929	44.567	200.9	5:50.539					
3	1	2:53.286	50.653	1:18.058	44.575	185.2	8:48.690	3	1	2:51.068	47.032	1:19.259	44.777	184.5	8:41.607					
4	1	2:54.371	50.652	1:18.689	45.030	181.9	11:43.061	4	1	2:51.118	47.641	1:19.273	44.204	195.5	11:32.725					
5	1	2:52.908	50.101	1:17.970	44.837	181.9	14:35.969	5	1	2:51.459	47.478	1:20.322	43.659	189.3	14:24.184					
6	1	2:53.063	50.500	1:17.955	44.608	184.2	17:29.032	6	1	2:50.462	47.243	1:18.883	44.336	192.9	17:14.646					
7	1	2:51.906	49.943	1:17.309	44.654	185.9	20:20.938	7	1	2:48.911	46.963	1:18.092	43.856	200.5	20:03.557					
8	1	2:53.425	50.019	1:17.549	45.857	186.2	23:14.363	8	1	2:49.840	47.585	1:18.994	43.261	181.9	22:53.397					
9	1	2:53.399	50.706	1:17.705	44.988	184.5	26:07.762	9	1	2:47.458	46.488	1:17.735	43.235	197.8	25:40.855					
10	1	2:59.992 B	50.158	1:18.140	51.694	182.6	29:07.754	10	1	2:48.657	46.411	1:17.414	44.832	201.3	28:29.512					
11	1	5:52.282	3:50.130	1:17.517	44.635	186.2	35:00.036	11	1	2:55.307 B	46.509	1:17.711	51.087	197.8	31:24.819					
12	1	2:54.508	50.236	1:18.210	46.062	188.3	37:54.544	96 Ford Escort RS 1600 1974 TC2												
13	1	2:55.281	50.541	1:19.001	45.739	187.3	40:49.825	1. Achille MARIS												
14	1	2:53.000	50.196	1:17.742	45.062	196.2	43:42.825	2. Théodore MARIS												
64 Ford Escort I RS 1600 1975 TC2								1							1	3:13.861	59.062	1:26.386	48.413	3:13.861
1	1	3:28.994	1:05.393	1:32.070	51.531		3:28.994	2	1	3:02.502	51.485	1:24.090	46.927	177.5	6:16.363					
2	1	3:11.170	54.959	1:26.750	49.461	161.3	6:40.164	3	1	3:00.372	51.548	1:22.265	46.559	178.1	9:16.735					
3	1	3:08.706	55.373	1:24.755	48.578	167.6	9:48.870	4	1	2:59.790	51.119	1:21.286	47.385	176.9	12:16.525					
4	1	3:10.718	55.156	1:25.194	50.368	169.0	12:59.588	5	1	3:01.378	52.173	1:21.948	47.257	187.3	15:17.903					
5	1	3:08.659	55.121	1:24.464	49.074	169.6	16:08.247	6	1	2:58.498	50.847	1:20.946	46.705	180.6	18:16.401					
6	1	3:09.357	54.453	1:25.636	49.268	160.0	19:17.604	7	1	2:59.203	51.836	1:20.387	46.980	186.6	21:15.604					
7	1	3:08.521	54.466	1:24.592	49.463	159.5	22:26.125	8	1	2:58.374	50.894	1:20.666	46.814	171.3	24:13.978					
8	1	3:08.514	54.058	1:25.725	48.731	169.6	25:34.639	9	1	3:25.338 B	50.580	1:26.097	58.661	178.7	27:39.316					
9	1	3:08.233	53.820	1:25.199	49.214	174.2	28:42.872	10	2	6:07.530	3:52.467	1:26.370	48.693	163.6	33:46.846					
10	1	3:38.853 B	1:10.846	1:26.210	1:01.797	142.4	32:21.725	11	2	3:05.258	52.134	1:25.809	47.315	173.3	36:52.104					
11	1	6:09.788	3:53.313	1:26.940	49.535	163.1	38:31.513	12	2	3:03.642	51.118	1:25.295	47.229	178.4	39:55.746					
12	1	3:11.254	55.140	1:26.250	49.864	173.6	41:42.767	13	2	3:03.494	51.182	1:25.065	47.247	178.4	42:59.240					
13	1	3:28.272	55.635	1:38.994	53.643	174.8	45:11.039	14	2	3:23.898	57.053	1:36.853	49.992	123.6	46:23.138					
71 Ford Capri RS 2600 1971 TC2								100 Ford Escort I RS 1600 1975 TC2												
1. Norbert SCHMITZ-KOEP								1. Didier GRUAU												
2. Andreas MIDDENDORF								1							1	3:03.921	54.247	1:24.913	44.761	3:03.921
1	2	3:19.333	1:01.773	1:27.062	50.498		3:19.333	2	1	2:52.432	49.420	1:18.770	44.242	171.5	5:56.353					
2	2	3:14.958	55.586	1:28.743	50.629	166.0	6:34.291	3	1	2:52.862	50.009	1:18.218	44.635	164.4	8:49.215					
3	2	3:13.625	55.974	1:27.492	50.159	161.3	9:47.916	4	1	2:52.849	50.185	1:17.918	44.746	170.4	11:42.064					
4	2	3:13.478	56.160	1:27.576	49.742	163.8	13:01.394	5	1	2:52.677	50.358	1:17.131	45.188	183.9	14:34.741					
5	2	3:11.676	55.179	1:26.346	50.151	160.0	16:13.070	6	1	2:52.836	49.638	1:18.012	45.186	184.5	17:27.577					
6	2	4:45.763 B	2:22.009	1:31.734	52.020	136.9	20:58.833	7	1	2:51.919	49.968	1:17.126	44.825	190.4	20:19.496					
7	2	3:15.281	57.079	1:27.465	50.737	164.1	24:14.114	8	1	2:51.632	49.488	1:17.603	44.541	195.5	23:11.128					
8	2	3:17.283	56.687	1:27.982	52.614	156.1	27:31.397	9	1	2:53.447	49.797	1:17.995	45.655	184.2	26:04.575					
9	2	3:23.115 B	56.787	1:26.284	1:00.044	160.3	30:54.512	10	1	2:53.293	50.028	1:18.214	45.051	197.4	28:57.868					
10	1	6:19.851	3:35.704	1:45.199	58.948	124.2	37:14.363	11	1	3:03.116 B	50.472	1:17.643	55.001	190.4	32:00.984					
								12	1	5:47.467	3:45.181	1:17.665	44.621	179.4	37:48.451					
								13	1	2:52.153	49.429	1:18.290	44.434	178.4	40:40.604					

