

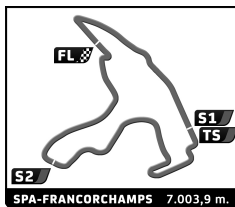
## SIXTIES' ENDURANCE SPA CLASSIC QUALIFYING

### Sector Analysis

| Lap under Red Flag                                                                                                         |   |      |          |          |          |        |         | Invalidated Lap                                       |   |      |          |          |          |        |         | Personal Best                                         |   |      |          |          |          |        |         | Session Best                                          |   |      |          |          |          |        |         | B Crossing the 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 | Lap                                                   | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | Lap                                                   | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed |                         |  |  |  |  |  |  |  |
| <div>3</div> <div>Shelby Cobra Daytona Coupe 1965</div> <div>1.Armand MILLE</div> <div>2.Yves SCEMAMA</div> <div>GT5</div> |   |      |          |          |          |        |         | 10 1 2:54.007 46.399 1:20.061 47.547 191.1 37:45.398  |   |      |          |          |          |        |         | 11 1 2:52.940 46.931 1:17.352 48.657 192.5 40:38.338  |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| <div>8</div> <div>Jaguar E-Type 3.8 1965</div> <div>1.Xavier GALANT</div> <div>GT4</div>                                   |   |      |          |          |          |        |         | 1 1 3:30.990 1:02.426 1:37.301 51.263 141.2 3:30.990  |   |      |          |          |          |        |         | 2 1 3:12.356 52.855 1:30.321 49.180 160.5 6:43.346    |   |      |          |          |          |        |         | 3 1 3:05.537 51.394 1:25.772 48.371 169.0 9:48.883    |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 1 2 3:19.160 1:07.138 1:26.766 45.256 160.5 3:19.160                                                                       |   |      |          |          |          |        |         | 4 1 3:06.374 51.471 1:26.327 48.576 161.0 12:55.257   |   |      |          |          |          |        |         | 5 1 3:03.825 51.010 1:25.501 47.314 171.8 15:59.082   |   |      |          |          |          |        |         | 6 1 3:03.238 51.305 1:24.947 46.986 171.8 19:02.320   |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 2 2 2:52.558 48.746 1:20.106 43.706 186.2 6:11.718                                                                         |   |      |          |          |          |        |         | 7 1 3:03.259 51.232 1:24.862 47.165 166.8 22:05.579   |   |      |          |          |          |        |         | 8 1 3:03.423 51.303 1:24.747 47.373 172.1 25:09.002   |   |      |          |          |          |        |         | 9 1 3:03.438 51.519 1:24.250 47.669 176.0 28:12.440   |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 3 2 2:51.503 47.538 1:20.141 43.824 191.5 9:03.221                                                                         |   |      |          |          |          |        |         | 10 1 3:02.912 50.505 1:24.408 47.999 164.4 31:15.352  |   |      |          |          |          |        |         | 11 1 3:05.751 51.086 1:27.344 47.321 157.1 34:21.103  |   |      |          |          |          |        |         | 12 1 3:03.610 51.010 1:24.898 47.702 171.5 37:24.713  |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 4 2 2:51.207 47.941 1:19.192 44.074 191.5 11:54.428                                                                        |   |      |          |          |          |        |         | 13 1 3:07.434 53.444 1:26.051 47.939 157.5 40:32.147  |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 5 2 2:49.938 46.808 1:19.801 43.329 199.7 14:44.366                                                                        |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 6 2 2:50.183 46.608 1:19.496 44.079 212.6 17:34.549                                                                        |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 7 2 2:58.739 B 47.070 1:19.546 52.123 197.8 20:33.288                                                                      |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 8 1 8:04.274 5:58.618 1:21.278 44.378 151.7 28:37.562                                                                      |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 9 1 2:49.686 47.407 1:18.886 43.393 179.1 31:27.248                                                                        |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 10 1 2:49.451 46.883 1:18.849 43.719 181.6 34:16.699                                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 11 1 2:49.111 46.922 1:18.529 43.660 191.5 37:05.810                                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 12 1 3:02.810 B 46.737 1:18.597 57.476 184.5 40:08.620                                                                     |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| <div>4</div> <div>Jaguar E-Type 3.8 1963</div> <div>1.Armand MILLE</div> <div>2.Hervé ORDIONI</div> <div>GT4</div>         |   |      |          |          |          |        |         | 1 1 3:31.315 1:17.785 1:25.515 48.015 146.1 3:31.315  |   |      |          |          |          |        |         | 1 1 3:53.754 1:37.897 1:28.596 47.261 147.7 3:53.754  |   |      |          |          |          |        |         | 1 1 3:53.754 1:37.897 1:28.596 47.261 147.7 3:53.754  |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 1 1 3:31.315 1:17.785 1:25.515 48.015 146.1 3:31.315                                                                       |   |      |          |          |          |        |         | 2 1 2:54.203 47.982 1:21.881 44.340 178.4 6:47.957    |   |      |          |          |          |        |         | 2 1 2:54.203 47.982 1:21.881 44.340 178.4 6:47.957    |   |      |          |          |          |        |         | 2 1 2:54.203 47.982 1:21.881 44.340 178.4 6:47.957    |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 2 1 2:57.784 50.296 1:21.836 45.652 164.9 6:29.099                                                                         |   |      |          |          |          |        |         | 3 1 2:54.471 47.648 1:21.970 44.853 182.6 9:42.428    |   |      |          |          |          |        |         | 3 1 2:54.471 47.648 1:21.970 44.853 182.6 9:42.428    |   |      |          |          |          |        |         | 3 1 2:54.471 47.648 1:21.970 44.853 182.6 9:42.428    |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 3 1 2:55.651 48.830 1:21.418 45.403 176.3 9:24.750                                                                         |   |      |          |          |          |        |         | 4 1 2:55.694 47.559 1:22.807 45.328 176.9 12:38.122   |   |      |          |          |          |        |         | 4 1 2:55.694 47.559 1:22.807 45.328 176.9 12:38.122   |   |      |          |          |          |        |         | 4 1 2:55.694 47.559 1:22.807 45.328 176.9 12:38.122   |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 4 1 3:03.723 B 49.396 1:20.872 53.455 168.2 12:28.473                                                                      |   |      |          |          |          |        |         | 5 1 3:00.997 48.771 1:24.499 47.727 154.2 15:39.119   |   |      |          |          |          |        |         | 5 1 3:00.997 48.771 1:24.499 47.727 154.2 15:39.119   |   |      |          |          |          |        |         | 5 1 3:00.997 48.771 1:24.499 47.727 154.2 15:39.119   |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 5 2 6:30.963 4:14.030 1:28.604 48.329 133.8 18:59.436                                                                      |   |      |          |          |          |        |         | 6 1 3:06.008 51.310 1:27.899 46.799 149.0 18:45.127   |   |      |          |          |          |        |         | 6 1 3:06.008 51.310 1:27.899 46.799 149.0 18:45.127   |   |      |          |          |          |        |         | 6 1 3:06.008 51.310 1:27.899 46.799 149.0 18:45.127   |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 6 2 3:49.408 1:36.206 1:25.390 47.812 170.7 22:48.844                                                                      |   |      |          |          |          |        |         | 7 1 2:53.794 47.171 1:21.694 44.929 182.2 21:38.921   |   |      |          |          |          |        |         | 7 1 2:53.794 47.171 1:21.694 44.929 182.2 21:38.921   |   |      |          |          |          |        |         | 7 1 2:53.794 47.171 1:21.694 44.929 182.2 21:38.921   |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 7 2 3:02.300 50.511 1:24.730 47.059 180.6 25:51.144                                                                        |   |      |          |          |          |        |         | 8 1 3:14.124 B 52.176 1:24.474 57.474 165.4 24:53.045 |   |      |          |          |          |        |         | 8 1 3:14.124 B 52.176 1:24.474 57.474 165.4 24:53.045 |   |      |          |          |          |        |         | 8 1 3:14.124 B 52.176 1:24.474 57.474 165.4 24:53.045 |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 8 2 3:28.096 B 54.710 1:29.877 1:03.509 146.7 29:19.240                                                                    |   |      |          |          |          |        |         | 9 2 5:12.830 2:59.014 1:26.300 47.516 156.3 30:05.875 |   |      |          |          |          |        |         | 9 2 5:12.830 2:59.014 1:26.300 47.516 156.3 30:05.875 |   |      |          |          |          |        |         | 9 2 5:12.830 2:59.014 1:26.300 47.516 156.3 30:05.875 |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
|                                                                                                                            |   |      |          |          |          |        |         | 10 2 2:57.031 48.987 1:22.187 45.857 176.9 33:02.906  |   |      |          |          |          |        |         | 10 2 2:57.031 48.987 1:22.187 45.857 176.9 33:02.906  |   |      |          |          |          |        |         | 10 2 2:57.031 48.987 1:22.187 45.857 176.9 33:02.906  |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
|                                                                                                                            |   |      |          |          |          |        |         | 11 2 2:52.980 47.569 1:20.829 44.582 180.6 35:55.886  |   |      |          |          |          |        |         | 11 2 2:52.980 47.569 1:20.829 44.582 180.6 35:55.886  |   |      |          |          |          |        |         | 11 2 2:52.980 47.569 1:20.829 44.582 180.6 35:55.886  |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
|                                                                                                                            |   |      |          |          |          |        |         | 12 2 3:00.208 48.040 1:22.586 49.582 173.3 38:56.094  |   |      |          |          |          |        |         | 12 2 3:00.208 48.040 1:22.586 49.582 173.3 38:56.094  |   |      |          |          |          |        |         | 12 2 3:00.208 48.040 1:22.586 49.582 173.3 38:56.094  |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
|                                                                                                                            |   |      |          |          |          |        |         | 13 2 2:52.017 47.208 1:20.466 44.343 182.6 41:48.111  |   |      |          |          |          |        |         | 13 2 2:52.017 47.208 1:20.466 44.343 182.6 41:48.111  |   |      |          |          |          |        |         | 13 2 2:52.017 47.208 1:20.466 44.343 182.6 41:48.111  |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| <div>5</div> <div>Shelby Cobra 289 1965</div> <div>1.Alexis de BEAUMONT</div> <div>2.Kevin JONES</div> <div>GT5</div>      |   |      |          |          |          |        |         | 1 1 4:36.814 2:06.387 1:38.697 51.730 147.5 4:36.814  |   |      |          |          |          |        |         | 1 1 4:36.814 2:06.387 1:38.697 51.730 147.5 4:36.814  |   |      |          |          |          |        |         | 1 1 4:36.814 2:06.387 1:38.697 51.730 147.5 4:36.814  |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 1 2 3:33.524 1:18.253 1:27.091 48.180 154.0 3:33.524                                                                       |   |      |          |          |          |        |         | 2 1 3:00.508 50.059 1:23.616 46.833 196.2 7:37.322    |   |      |          |          |          |        |         | 2 1 3:00.508 50.059 1:23.616 46.833 196.2 7:37.322    |   |      |          |          |          |        |         | 2 1 3:00.508 50.059 1:23.616 46.833 196.2 7:37.322    |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 2 2 2:57.892 49.785 1:22.546 45.561 192.9 6:31.416                                                                         |   |      |          |          |          |        |         | 3 1 2:57.064 48.978 1:22.544 45.542 198.1 10:34.386   |   |      |          |          |          |        |         | 3 1 2:57.064 48.978 1:22.544 45.542 198.1 10:34.386   |   |      |          |          |          |        |         | 3 1 2:57.064 48.978 1:22.544 45.542 198.1 10:34.386   |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 3 2 2:57.642 48.314 1:23.382 45.946 186.2 9:29.058                                                                         |   |      |          |          |          |        |         | 4 1 2:56.459 48.721 1:22.446 45.292 190.7 13:30.845   |   |      |          |          |          |        |         | 4 1 2:56.459 48.721 1:22.446 45.292 190.7 13:30.845   |   |      |          |          |          |        |         | 4 1 2:56.459 48.721 1:22.446 45.292 190.7 13:30.845   |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 4 2 2:57.340 48.477 1:23.697 45.166 192.5 12:26.398                                                                        |   |      |          |          |          |        |         | 5 1 2:58.600 49.269 1:22.434 46.897 179.7 16:29.445   |   |      |          |          |          |        |         | 5 1 2:58.600 49.269 1:22.434 46.897 179.7 16:29.445   |   |      |          |          |          |        |         | 5 1 2:58.600 49.269 1:22.434 46.897 179.7 16:29.445   |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 5 2 2:55.480 48.756 1:21.959 44.765 191.1 15:21.878                                                                        |   |      |          |          |          |        |         | 6 1 2:56.788 49.101 1:21.814 45.873 194.4 19:26.233   |   |      |          |          |          |        |         | 6 1 2:56.788 49.101 1:21.814 45.873 194.4 19:26.233   |   |      |          |          |          |        |         | 6 1 2:56.788 49.101 1:21.814 45.873 194.4 19:26.233   |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 6 2 2:55.448 48.629 1:21.855 44.964 187.3 18:17.326                                                                        |   |      |          |          |          |        |         | 7 1 2:55.596 48.967 1:21.408 45.221 188.6 22:21.829   |   |      |          |          |          |        |         | 7 1 2:55.596 48.967 1:21.408 45.221 188.6 22:21.829   |   |      |          |          |          |        |         | 7 1 2:55.596 48.967 1:21.408 45.221 188.6 22:21.829   |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 7 2 3:13.516 B 49.255 1:26.700 57.561 189.0 21:30.842                                                                      |   |      |          |          |          |        |         | 8 1 2:55.082 48.640 1:21.789 44.653 187.6 25:16.911   |   |      |          |          |          |        |         | 8 1 2:55.082 48.640 1:21.789 44.653 187.6 25:16.911   |   |      |          |          |          |        |         | 8 1 2:55.082 48.640 1:21.789 44.653 187.6 25:16.911   |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 8 1 6:38.958 4:26.154 1:26.336 46.468 158.3 28:09.800                                                                      |   |      |          |          |          |        |         | 9 1 2:55.385 48.282 1:21.860 45.243 181.3 28:12.296   |   |      |          |          |          |        |         | 9 1 2:55.385 48.282 1:21.860 45.243 181.3 28:12.296   |   |      |          |          |          |        |         | 9 1 2:55.385 48.282 1:21.860 45.243 181.3 28:12.296   |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 9 1 2:59.255 49.297 1:23.217 46.741 192.9 31:09.055                                                                        |   |      |          |          |          |        |         | 10 1 2:54.936 48.755 1:21.413 44.768 178.4 31:07.232  |   |      |          |          |          |        |         | 10 1 2:54.936 48.755 1:21.413 44.768 178.4 31:07.232  |   |      |          |          |          |        |         | 10 1 2:54.936 48.755 1:21.413 44.768 178.4 31:07.232  |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 10 1 2:58.290 49.809 1:23.478 45.003 183.9 34:07.345                                                                       |   |      |          |          |          |        |         | 11 1 2:57.634 50.459 1:22.710 44.465 175.7 34:04.866  |   |      |          |          |          |        |         | 11 1 2:57.634 50.459 1:22.710 44.465 175.7 34:04.866  |   |      |          |          |          |        |         | 11 1 2:57.634 50.459 1:22.710 44.465 175.7 34:04.866  |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 11 1 3:01.467 48.401 1:27.398 45.668 194.0 37:08.812                                                                       |   |      |          |          |          |        |         | 12 1 2:54.478 47.846 1:21.934 44.698 184.9 36:59.344  |   |      |          |          |          |        |         | 12 1 2:54.478 47.846 1:21.934 44.698 184.9 36:59.344  |   |      |          |          |          |        |         | 12 1 2:54.478 47.846 1:21.934 44.698 184.9 36:59.344  |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 12 1 2:59.482 50.732 1:22.989 45.761 186.6 40:08.294                                                                       |   |      |          |          |          |        |         | 13 1 2:58.151 47.714 1:22.628 47.809 180.3 39:57.495  |   |      |          |          |          |        |         | 13 1 2:58.151 47.714 1:22.628 47.809 180.3 39:57.495  |   |      |          |          |          |        |         | 13 1 2:58.151 47.714 1:22.628 47.809 180.3 39:57.495  |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
|                                                                                                                            |   |      |          |          |          |        |         | 14 1 3:00.301 50.837 1:23.254 46.210 177.8 42:57.796  |   |      |          |          |          |        |         | 14 1 3:00.301 50.837 1:23.254 46.210 177.8 42:57.796  |   |      |          |          |          |        |         | 14 1 3:00.301 50.837 1:23.254 46.210 177.8 42:57.796  |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| <div>6</div> <div>Shelby Cobra Daytona Coupe 1964</div> <div>1.Olivier GALANT</div> <div>GT5</div>                         |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 1 1 3:01.112 50.573 1:24.418 46.121 158.8 3:01.112                                                                         |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 2 1 2:54.036 48.957 1:19.093 45.986 177.2 5:55.148                                                                         |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 3 1 2:48.045 47.128 1:17.473 43.444 194.7 8:43.193                                                                         |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 4 1 2:49.662 46.968 1:17.589 45.105 190.4 11:32.855                                                                        |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 5 1 2:59.177 B 47.126 1:17.441 54.610 185.9 14:32.032                                                                      |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 6 1 11:53.031 9:47.178 1:21.039 44.814 161.0 26:25.063                                                                     |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 7 1 2:50.607 47.071 1:17.953 45.583 187.3 29:15.670                                                                        |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 8 1 2:48.270 47.306 1:17.292 43.672 187.6 32:03.940                                                                        |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |
| 9 1 2:47.451 46.460 1:17.834 43.157 195.1 34:51.391                                                                        |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                                                       |   |      |          |          |          |        |         |                         |  |  |  |  |  |  |  |







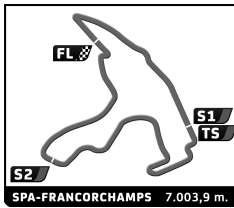
## SIXTIES' ENDURANCE SPA CLASSIC QUALIFYING

### Sector Analysis

| Lap under Red Flag   Invalidated Lap   Personal Best   Session Best   Crossing the 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                               | 3:17.064   | 56.154   | 1:30.213 | 50.697   | 157.8  | 7:39.929  | <div>65</div> | Shelby Cobra 289 1965           |            |            |            |          |          |           | GT5       |           |
| 3                                                                                           | 1                               | 3:18.122   | 54.574   | 1:32.585 | 50.963   | 163.6  | 10:58.051 |               | 1. Alexander KOLB               |            |            |            |          |          |           |           |           |
| 4                                                                                           | 1                               | 3:14.982   | 55.042   | 1:29.548 | 50.392   | 163.3  | 14:13.033 |               | 2. Andrew NEWALL                |            |            |            |          |          |           |           |           |
| 5                                                                                           | 1                               | 3:15.489   | 55.219   | 1:30.035 | 50.235   | 148.4  | 17:28.522 |               | 1                               | 1          | 3:02.732   | 50.746     | 1:24.876 | 47.110   | 151.5     |           | 3:02.732  |
| 6                                                                                           | 1                               | 3:12.409   | 54.053   | 1:28.704 | 49.652   | 161.8  | 20:40.931 |               | 2                               | 1          | 2:53.071   | 48.434     | 1:20.069 | 44.568   | 190.0     |           | 5:55.803  |
| 7                                                                                           | 1                               | 3:31.818 B | 55.956   | 1:32.338 | 1:03.524 | 146.3  | 24:12.749 | 3             | 1                               | 2:53.617   | 48.179     | 1:21.473   | 43.965   | 172.4    | 8:49.420  |           |           |
| 8                                                                                           | 1                               | 6:54.264   | 4:25.906 | 1:34.973 | 53.385   | 135.1  | 31:07.013 | 4             | 1                               | 2:51.057   | 47.650     | 1:19.397   | 44.010   | 180.6    | 11:40.477 |           |           |
| 9                                                                                           | 1                               | 3:22.455   | 55.844   | 1:34.405 | 52.206   | 167.1  | 34:29.468 | 5             | 1                               | 2:54.165   | 48.298     | 1:20.615   | 45.252   | 179.1    | 14:34.642 |           |           |
| 10                                                                                          | 1                               | 3:22.030   | 55.664   | 1:31.910 | 54.456   | 151.9  | 37:51.498 | 6             | 1                               | 2:56.886   | 48.471     | 1:21.790   | 46.625   | 171.8    | 17:31.528 |           |           |
| 11                                                                                          | 1                               | 3:19.892   | 55.576   | 1:31.451 | 52.865   | 155.1  | 41:11.390 | 7             | 1                               | 2:58.105   | 50.022     | 1:22.290   | 45.793   | 175.1    | 20:29.633 |           |           |
| <div>55</div>                                                                               | Shelby Cobra 289 1963           |            |          |          |          |        |           | GT5           | 8                               | 1          | 3:15.415 B | 51.508     | 1:24.334 | 59.573   | 171.0     | 23:45.048 |           |
|                                                                                             | 1. Christophe VAN RIET          |            |          |          |          |        |           |               | 9                               | 2          | 5:35.887   | 3:28.374   | 1:22.215 | 45.298   | 172.4     | 29:20.935 |           |
|                                                                                             | 2. Frédéric BOUVY               |            |          |          |          |        |           |               | 10                              | 2          | 2:53.205   | 47.692     | 1:21.229 | 44.284   | 177.8     | 32:14.140 |           |
|                                                                                             | 1                               | 1          | 3:09.651 | 1:02.385 | 1:23.652 | 43.614 | 186.6     |               | 3:09.651                        | 11         | 2          | 2:52.321   | 47.599   | 1:19.768 | 44.954    | 190.0     | 35:06.461 |
|                                                                                             | 2                               | 1          | 2:48.219 | 47.030   | 1:18.335 | 42.854 | 195.1     |               | 5:57.870                        | 12         | 2          | 2:50.888   | 47.499   | 1:19.427 | 43.962    | 193.6     | 37:57.349 |
| 3                                                                                           | 1                               | 2:48.195   | 46.362   | 1:18.686 | 43.147   | 185.2  | 8:46.065  | 13            | 2                               | 2:52.429   | 47.608     | 1:20.203   | 44.618   | 189.0    | 40:49.778 |           |           |
| 4                                                                                           | 1                               | 2:48.156   | 46.259   | 1:18.214 | 43.683   | 195.5  | 11:34.221 | <div>68</div> | Shelby Mustang GT350 1965       |            |            |            |          |          |           | GT5       |           |
| 5                                                                                           | 1                               | 2:47.561   | 46.558   | 1:17.616 | 43.387   | 187.9  | 14:21.782 |               | 1. Armand ADRIAANS              |            |            |            |          |          |           |           |           |
| 6                                                                                           | 1                               | 3:21.583 B | 51.239   | 1:29.316 | 1:01.028 | 153.3  | 17:43.365 |               | 2. Sam ADRIAANS                 |            |            |            |          |          |           |           |           |
| 7                                                                                           | 2                               | 5:10.012   | 3:06.554 | 1:19.132 | 44.326   | 196.2  | 22:53.377 |               | 1                               | 1          | 4:38.663   | 2:10.665   | 1:36.281 | 51.717   | 140.4     |           | 4:38.663  |
| 8                                                                                           | 2                               | 2:47.825   | 46.239   | 1:18.419 | 43.167   | 215.2  | 25:41.202 |               | 2                               | 1          | 3:11.766   | 54.559     | 1:28.022 | 49.185   | 160.0     |           | 7:50.429  |
| 9                                                                                           | 2                               | 2:48.374   | 45.857   | 1:18.073 | 44.444   | 212.1  | 28:29.576 | 3             | 1                               | 3:19.109 B | 52.241     | 1:26.668   | 1:00.200 | 160.8    | 11:09.538 |           |           |
| 10                                                                                          | 2                               | 2:47.174   | 46.246   | 1:18.004 | 42.924   | 198.1  | 31:16.750 | 4             | 2                               | 5:19.260   | 3:04.106   | 1:26.972   | 48.182   | 159.0    | 16:28.798 |           |           |
| 11                                                                                          | 2                               | 3:16.048 B | 51.572   | 1:27.867 | 56.609   | 167.6  | 34:32.798 | 5             | 2                               | 3:02.933   | 51.600     | 1:24.065   | 47.268   | 163.3    | 19:31.731 |           |           |
| <div>56</div>                                                                               | Shelby Cobra Daytona Coupe 1965 |            |          |          |          |        |           | GT5           | 6                               | 2          | 3:03.181   | 51.490     | 1:24.200 | 47.491   | 173.0     | 22:34.912 |           |
|                                                                                             | 1. Phil MULACEK                 |            |          |          |          |        |           |               | 7                               | 2          | 3:01.351   | 51.166     | 1:23.911 | 46.274   | 173.3     | 25:36.263 |           |
|                                                                                             | 2. John BERGENDAHL              |            |          |          |          |        |           |               | 8                               | 2          | 3:00.981   | 50.693     | 1:23.582 | 46.706   | 175.4     | 28:37.244 |           |
|                                                                                             | 1                               | 1          | 3:48.565 | 1:28.571 | 1:32.006 | 47.988 | 173.0     |               | 3:48.565                        | 9          | 2          | 3:04.895   | 51.666   | 1:24.199 | 49.030    | 176.3     | 31:42.139 |
|                                                                                             | 2                               | 1          | 3:06.258 | 51.064   | 1:27.123 | 48.071 | 181.6     |               | 6:54.823                        | 10         | 2          | 3:01.715   | 51.237   | 1:23.882 | 46.596    | 166.2     | 34:43.854 |
| 3                                                                                           | 1                               | 3:05.808   | 50.567   | 1:27.933 | 47.308   | 177.8  | 10:00.631 | 11            | 2                               | 3:03.957   | 50.822     | 1:24.331   | 48.804   | 166.0    | 37:47.811 |           |           |
| 4                                                                                           | 1                               | 3:05.436   | 50.388   | 1:26.550 | 48.498   | 167.9  | 13:06.067 | 12            | 2                               | 3:00.713   | 50.951     | 1:22.935   | 46.827   | 172.4    | 40:48.524 |           |           |
| 5                                                                                           | 1                               | 3:04.503   | 51.312   | 1:26.106 | 47.085   | 176.0  | 16:10.570 | <div>70</div> | Shelby Cobra Daytona Coupe 1964 |            |            |            |          |          |           | GT5       |           |
| 6                                                                                           | 1                               | 3:04.981   | 50.214   | 1:26.325 | 48.442   | 191.5  | 19:15.551 |               | 1. Erwin FRANCE                 |            |            |            |          |          |           |           |           |
| 7                                                                                           | 1                               | 3:20.753 B | 54.395   | 1:27.495 | 58.863   | 162.8  | 22:36.304 |               | 1                               | 1          | 3:24.053   | 1:11.330   | 1:26.333 | 46.390   | 160.5     |           | 3:24.053  |
| 8                                                                                           | 2                               | 5:47.263   | 3:29.132 | 1:28.691 | 49.440   | 153.1  | 28:23.567 |               | 2                               | 1          | 2:59.388   | 47.413     | 1:28.633 | 43.342   | 218.9     |           | 6:23.441  |
| 9                                                                                           | 2                               | 3:05.795   | 50.446   | 1:26.384 | 48.965   | 156.1  | 31:29.362 |               | 3                               | 1          | 2:48.090   | 46.881     | 1:17.894 | 43.315   | 198.5     |           | 9:11.531  |
| 10                                                                                          | 2                               | 3:03.592   | 50.898   | 1:25.616 | 47.078   | 155.1  | 34:32.954 | 4             | 1                               | 3:03.628 B | 48.531     | 1:20.563   | 54.534   | 164.9    | 12:15.159 |           |           |
| 11                                                                                          | 2                               | 3:00.681   | 50.949   | 1:23.683 | 46.049   | 160.0  | 37:33.635 | 5             | 1                               | 5:47.672   | 3:43.530   | 1:18.566   | 45.576   | 191.8    | 18:02.831 |           |           |
| 12                                                                                          | 2                               | 3:00.035   | 49.541   | 1:23.563 | 46.931   | 154.9  | 40:33.670 | 6             | 1                               | 2:49.188   | 46.328     | 1:19.041   | 43.819   | 197.4    | 20:52.019 |           |           |
| <div>61</div>                                                                               | Morgan SLR 1961                 |            |          |          |          |        |           | GT3           | 7                               | 1          | 2:50.185   | 46.681     | 1:20.283 | 43.221   | 194.7     | 23:42.204 |           |
|                                                                                             | 1. Simon OREBI GANN             |            |          |          |          |        |           |               | 8                               | 1          | 2:48.753   | 46.740     | 1:18.730 | 43.283   | 185.9     | 26:30.957 |           |
|                                                                                             | 2. Calum LOCKIE                 |            |          |          |          |        |           |               | 9                               | 1          | 2:48.833   | 46.360     | 1:18.766 | 43.707   | 194.4     | 29:19.790 |           |
|                                                                                             | 1                               | 2          | 4:18.724 | 2:03.612 | 1:26.381 | 48.731 | 172.7     |               | 4:18.724                        | 10         | 1          | 2:48.012   | 46.966   | 1:17.878 | 43.168    | 201.3     | 32:07.802 |
|                                                                                             | 2                               | 2          | 2:59.360 | 51.360   | 1:22.088 | 45.912 | 184.2     |               | 7:18.084                        | 11         | 1          | 3:01.403 B | 47.482   | 1:18.408 | 55.513    | 199.3     | 35:09.205 |
| 3                                                                                           | 2                               | 2:58.343   | 51.123   | 1:21.344 | 45.876   | 193.3  | 10:16.427 | <div>73</div> | Jaguar E-Type Low Drag 3.8 1963 |            |            |            |          |          |           | GT4       |           |
| 4                                                                                           | 2                               | 3:24.361 B | 53.553   | 1:26.831 | 1:03.977 | 158.0  | 13:40.788 |               | 1. Laurent JASPERS              |            |            |            |          |          |           |           |           |
| 5                                                                                           | 1                               | 6:44.835   | 4:20.710 | 1:33.107 | 51.018   | 151.0  | 20:25.623 |               | 1                               | 1          | 3:16.837   | 1:03.936   | 1:27.417 | 45.484   | 158.8     |           | 3:16.837  |
| 6                                                                                           | 1                               | 3:14.119   | 56.965   | 1:26.988 | 50.166   | 175.7  | 23:39.742 |               | 2                               | 1          | 2:53.647   | 48.706     | 1:20.810 | 44.131   | 185.2     |           | 6:10.484  |
| 7                                                                                           | 1                               | 3:14.442   | 58.095   | 1:26.118 | 50.229   | 169.8  | 26:54.184 |               | 3                               | 1          | 2:54.335   | 48.165     | 1:21.181 | 44.989   | 189.0     |           | 9:04.819  |
| 8                                                                                           | 1                               | 3:12.130   | 55.015   | 1:28.025 | 49.090   | 177.5  | 30:06.314 | 4             | 1                               | 2:54.289   | 48.053     | 1:21.228   | 45.008   | 190.4    | 11:59.108 |           |           |
| 9                                                                                           | 1                               | 3:11.438   | 55.118   | 1:25.847 | 50.473   | 170.1  | 33:17.752 | 5             | 1                               | 2:55.996   | 49.831     | 1:21.162   | 45.003   | 186.2    | 14:55.104 |           |           |
| 10                                                                                          | 1                               | 3:14.759   | 54.705   | 1:27.121 | 52.933   | 178.1  | 36:32.511 |               |                                 |            |            |            |          |          |           |           |           |
| 11                                                                                          | 1                               | 3:30.066 B | 55.644   | 1:26.327 | 1:08.095 | 171.5  | 40:02.577 |               |                                 |            |            |            |          |          |           |           |           |







# SIXTIES' ENDURANCE SPA CLASSIC QUALIFYING

## Sector Analysis

Lap under Red Flag

Invalidated Lap

Personal Best

Session Best

B Crossing the pit lane

| Lap | D                                                                 | Time       | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   |
|-----|-------------------------------------------------------------------|------------|----------|----------|----------|--------|-----------|
| 6   | 1                                                                 | 2:54.531   | 48.081   | 1:21.231 | 45.219   | 193.3  | 17:49.635 |
| 7   | 1                                                                 | 3:07.657 B | 49.588   | 1:23.374 | 54.695   | 187.9  | 20:57.292 |
| 8   | 1                                                                 | 4:44.912   | 2:36.365 | 1:22.948 | 45.599   | 179.1  | 25:42.204 |
| 9   | 1                                                                 | 3:08.623 B | 48.673   | 1:20.947 | 59.003   | 189.3  | 28:50.827 |
| 10  | 1                                                                 | 4:33.211   | 2:25.248 | 1:22.820 | 45.143   | 176.3  | 33:24.038 |
| 11  | 1                                                                 | 2:56.214   | 49.562   | 1:21.966 | 44.686   | 180.6  | 36:20.252 |
| 12  | 1                                                                 | 2:52.857   | 47.442   | 1:20.965 | 44.450   | 195.1  | 39:13.109 |
| 13  | 1                                                                 | 2:56.857   | 48.452   | 1:22.385 | 46.020   | 191.8  | 42:09.966 |
| 76  | Shelby Cobra 289 1963<br>1.Abraham BONTRUP<br>2.Olivier HART      |            |          |          |          |        | GT5       |
| 1   | 1                                                                 | 2:46.679   | 40.172   | 1:22.787 | 43.720   | 175.4  | 2:46.679  |
| 2   | 1                                                                 | 2:52.805   | 47.962   | 1:20.941 | 43.902   | 185.9  | 5:39.484  |
| 3   | 1                                                                 | 2:50.562   | 47.622   | 1:19.365 | 43.575   | 191.8  | 8:30.046  |
| 4   | 1                                                                 | 3:04.389 B | 47.696   | 1:20.859 | 55.834   | 183.6  | 11:34.435 |
| 5   | 2                                                                 | 7:50.231   | 5:46.625 | 1:20.415 | 43.191   | 165.4  | 19:24.666 |
| 6   | 2                                                                 | 2:44.412   | 45.643   | 1:16.466 | 42.303   | 201.7  | 22:09.078 |
| 7   | 2                                                                 | 2:57.310   | 46.062   | 1:17.581 | 53.667   | 211.7  | 25:06.388 |
| 8   | 2                                                                 | 2:45.627   | 45.155   | 1:17.964 | 42.508   | 214.3  | 27:52.015 |
| 9   | 2                                                                 | 2:58.376 B | 45.685   | 1:18.063 | 54.628   | 210.8  | 30:50.391 |
| 10  | 1                                                                 | 5:38.379   | 3:28.323 | 1:23.079 | 46.977   | 171.8  | 36:28.770 |
| 11  | 1                                                                 | 2:53.526   | 47.848   | 1:21.363 | 44.315   | 191.1  | 39:22.296 |
| 12  | 1                                                                 | 2:51.785   | 47.208   | 1:20.445 | 44.132   | 195.5  | 42:14.081 |
| 77  | AC Cobra 289 Si 1965<br>1.Robin GREENHALGH<br>2.Eric VAN DE POELE |            |          |          |          |        | GT5       |
| 1   | 1                                                                 | 4:27.913   | 1:53.386 | 1:40.487 | 54.040   | 124.1  | 4:27.913  |
| 2   | 1                                                                 | 3:10.400   | 53.805   | 1:28.027 | 48.568   | 166.0  | 7:38.313  |
| 3   | 1                                                                 | 3:00.463   | 50.138   | 1:24.279 | 46.046   | 159.7  | 10:38.776 |
| 4   | 1                                                                 | 2:57.419   | 48.918   | 1:22.792 | 45.709   | 172.7  | 13:36.195 |
| 5   | 1                                                                 | 2:56.291   | 49.094   | 1:21.582 | 45.615   | 177.8  | 16:32.486 |
| 6   | 1                                                                 | 3:07.504 B | 48.986   | 1:23.431 | 55.087   | 176.6  | 19:39.990 |
| 7   | 2                                                                 | 5:51.651   | 3:42.435 | 1:23.053 | 46.163   | 176.6  | 25:31.641 |
| 8   | 2                                                                 | 2:55.201   | 49.071   | 1:21.055 | 45.075   | 173.6  | 28:26.842 |
| 9   | 2                                                                 | 2:55.190   | 48.494   | 1:21.676 | 45.020   | 177.2  | 31:22.032 |
| 10  | 2                                                                 | 2:55.785   | 48.628   | 1:21.566 | 45.591   | 172.1  | 34:17.817 |
| 11  | 2                                                                 | 3:17.090 B | 56.311   | 1:24.945 | 55.834   | 150.6  | 37:34.907 |
| 79  | Lotus Elan 26R 1965<br>1.Mark DRAIN<br>2.Andrew HADDON            |            |          |          |          |        | GT2       |
| 1   | 1                                                                 | 4:05.164   | 1:45.310 | 1:30.596 | 49.258   | 144.4  | 4:05.164  |
| 2   | 1                                                                 | 3:06.021   | 52.954   | 1:25.682 | 47.385   | 164.9  | 7:11.185  |
| 3   | 1                                                                 | 3:02.367   | 51.915   | 1:23.429 | 47.023   | 174.8  | 10:13.552 |
| 4   | 1                                                                 | 3:00.514   | 51.206   | 1:22.364 | 46.944   | 177.2  | 13:14.066 |
| 5   | 1                                                                 | 3:09.914 B | 52.273   | 1:22.428 | 55.213   | 176.3  | 16:23.980 |
| 6   | 2                                                                 | 5:27.647   | 3:17.103 | 1:24.308 | 46.236   | 134.7  | 21:51.627 |
| 7   | 2                                                                 | 2:58.929   | 50.681   | 1:22.118 | 46.130   | 190.7  | 24:50.556 |
| 8   | 2                                                                 | 3:01.682   | 50.894   |          |          | 195.9  | 27:52.238 |
| 9   | 2                                                                 | 2:57.546   | 50.078   | 1:21.758 | 45.710   | 182.9  | 30:49.784 |
| 10  | 2                                                                 | 2:56.241   | 49.760   | 1:20.472 | 46.009   | 194.0  | 33:46.025 |
| 11  | 2                                                                 | 2:56.805   | 49.941   | 1:21.252 | 45.612   | 188.6  | 36:42.830 |
| 12  | 2                                                                 | 2:58.085   | 49.145   | 1:21.670 | 47.270   | 201.3  | 39:40.915 |
| 13  | 2                                                                 | 3:42.453 B | 52.968   | 1:41.992 | 1:07.493 | 140.6  | 43:23.368 |

| Lap | D                                                                       | Time       | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   |
|-----|-------------------------------------------------------------------------|------------|----------|----------|----------|--------|-----------|
| 80  | Austin-Healey 3000 Mk 1 1961<br>1.Richard HYWEL EVANS<br>2.Andrew SMITH |            |          |          |          |        | GT3       |
| 1   | 1                                                                       | 4:04.496   | 1:42.275 | 1:32.462 | 49.759   | 154.4  | 4:04.496  |
| 2   | 1                                                                       | 3:07.718   | 52.881   | 1:27.022 | 47.815   | 169.8  | 7:12.214  |
| 3   | 1                                                                       | 3:03.716   | 52.203   | 1:24.631 | 46.882   | 172.1  | 10:15.930 |
| 4   | 1                                                                       | 3:02.756   | 51.616   | 1:24.372 | 46.768   | 176.0  | 13:18.686 |
| 5   | 1                                                                       | 3:04.499   | 51.989   | 1:25.106 | 47.404   | 181.0  | 16:23.185 |
| 6   | 1                                                                       | 3:15.270 B | 52.279   | 1:26.801 | 56.190   | 166.0  | 19:38.455 |
| 7   | 2                                                                       | 5:13.775   | 3:04.176 | 1:23.567 | 46.032   | 147.7  | 24:52.230 |
| 8   | 2                                                                       | 2:58.553   | 51.064   | 1:21.641 | 45.848   | 175.7  | 27:50.783 |
| 9   | 2                                                                       | 3:00.885   | 51.226   | 1:21.828 | 47.831   | 184.2  | 30:51.668 |
| 10  | 2                                                                       | 3:00.190   | 51.131   | 1:23.112 | 45.947   | 185.2  | 33:51.858 |
| 11  | 2                                                                       | 2:57.397   | 50.029   | 1:22.022 | 45.346   | 183.9  | 36:49.255 |
| 12  | 2                                                                       | 3:02.894   | 50.319   | 1:24.294 | 48.281   | 186.2  | 39:52.149 |
| 13  | 2                                                                       | 3:02.361   | 50.409   | 1:25.104 | 46.848   | 185.2  | 42:54.510 |
| 83  | Jaguar E-Type 3.8 1963<br>1.Pascal RAPALLINO<br>2.José DA ROCHA         |            |          |          |          |        | GT4       |
| 1   | 2                                                                       | 3:41.898   | 1:24.108 | 1:27.675 | 50.115   | 165.4  | 3:41.898  |
| 2   | 2                                                                       | 3:03.158   | 52.255   | 1:24.274 | 46.629   | 176.9  | 6:45.056  |
| 3   | 2                                                                       | 3:19.023 B | 53.075   | 1:27.732 | 58.216   | 178.1  | 10:04.079 |
| 4   | 1                                                                       | 6:02.263   | 3:36.924 | 1:34.656 | 50.683   | 135.1  | 16:06.342 |
| 5   | 1                                                                       | 3:10.778   | 51.994   | 1:28.389 | 50.395   | 179.4  | 19:17.120 |
| 6   | 1                                                                       | 3:26.353   | 55.170   | 1:35.033 | 56.150   | 160.3  | 22:43.473 |
| 7   | 1                                                                       | 3:13.716   | 52.645   | 1:30.307 | 50.764   | 161.3  | 25:57.189 |
| 8   | 1                                                                       | 3:54.246 B | 1:00.786 | 1:38.976 | 1:14.484 | 141.6  | 29:51.435 |
| 9   | 2                                                                       | 7:59.992   | 5:43.420 | 1:27.065 | 49.507   | 143.8  | 37:51.427 |
| 10  | 2                                                                       | 3:00.690   | 51.217   | 1:23.800 | 45.673   | 180.0  | 40:52.117 |
| 85  | Lotus Elan 26R 1964<br>1.Will NUTHALL<br>2.Cliff GRAY                   |            |          |          |          |        | GT2       |
| 1   | 1                                                                       | 3:32.622   | 1:17.431 | 1:25.169 | 50.022   | 161.0  | 3:32.622  |
| 2   | 1                                                                       | 3:00.196   | 51.509   | 1:23.190 | 45.497   | 160.5  | 6:32.818  |
| 3   | 1                                                                       | 2:56.955   | 49.544   | 1:20.952 | 46.459   | 173.9  | 9:29.773  |
| 4   | 1                                                                       | 2:59.781   | 49.677   | 1:22.162 | 47.942   | 172.7  | 12:29.554 |
| 5   | 1                                                                       | 2:53.263   | 49.230   | 1:19.298 | 44.735   | 177.8  | 15:22.817 |
| 6   | 1                                                                       | 3:15.105 B | 51.151   | 1:24.077 | 59.877   | 166.0  | 18:37.922 |
| 7   | 2                                                                       | 5:39.295   | 3:16.292 | 1:31.568 | 51.435   | 164.1  | 24:17.217 |
| 8   | 2                                                                       | 3:08.853   | 53.393   | 1:26.649 | 48.811   | 178.4  | 27:26.070 |
| 9   | 2                                                                       | 3:07.583   | 53.215   | 1:25.873 | 48.495   | 177.5  | 30:33.653 |
| 10  | 2                                                                       | 3:06.836   | 51.811   | 1:26.488 | 48.537   | 182.2  | 33:40.489 |
| 11  | 2                                                                       | 3:36.543 B | 54.622   | 1:32.120 | 1:09.801 | 171.8  | 37:17.032 |
| 87  | Porsche 911 2.0L 1965<br>1.Robert WESTERMAN<br>2.Bart WESTERMAN         |            |          |          |          |        | GT2       |
| 1   | 2                                                                       | 9:06.559   | 6:42.370 | 1:30.804 | 53.385   | 150.6  | 9:06.559  |
| 2   | 2                                                                       | 3:09.196   | 54.904   | 1:25.989 | 48.303   | 170.7  | 12:15.755 |
| 3   | 2                                                                       | 3:11.874   | 53.868   | 1:29.728 | 48.278   | 163.3  | 15:27.629 |
| 4   | 2                                                                       | 3:08.239   | 54.345   | 1:25.368 | 48.526   | 181.3  | 18:35.868 |
| 5   | 2                                                                       | 3:07.627   | 53.234   | 1:26.495 | 47.898   | 177.2  | 21:43.495 |
| 6   | 2                                                                       | 3:06.656   | 53.267   | 1:25.140 | 48.249   | 180.0  | 24:50.151 |
| 7   | 2                                                                       | 3:07.073   | 53.504   | 1:25.336 | 48.233   | 170.4  | 27:57.224 |

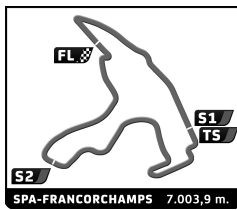




# HISTORIC RACING

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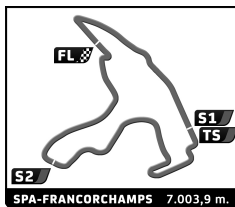
BY PETER AUTO



## SIXTIES' ENDURANCE SPA CLASSIC QUALIFYING

### Sector Analysis

| Lap under Red Flag |   |                                    |          |          |          |          |          |           |   | Invalidated Lap |          |          |          |        |          |          |   |          |          | Personal Best |          |        |           |           |   |          |          |          |          | Session Best |           |       |           |          |        |          |          |          |           | B Crossing the 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  | 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                  | 2 | 3:28.610                           | B        | 55.078   | 1:31.716 | 1:01.816 | 171.3    | 21:15.486 | 3 | 1               | 2:57.160 | 49.170   | 1:21.096 | 46.894 | 194.4    | 9:33.847 | 4 | 1        | 2:57.707 | 49.825        | 1:22.274 | 45.608 | 196.2     | 12:31.554 | 5 | 1        | 3:10.619 | B        | 49.658   | 1:26.182     | 54.779    | 191.1 | 15:42.173 | 6        | 1      | 6:19.100 | 4:08.712 | 1:24.179 | 46.209    | 180.3                   | 22:01.273 | 7        | 1         | 2:56.852 | 49.100   | 1:21.946 | 45.806    | 187.6     | 24:58.125 | 8        | 1        | 2:57.196 | 49.109   | 1:22.663 | 45.424 | 190.4     | 27:55.321 | 9 | 1        | 2:56.786 | 49.545   | 1:22.043 | 45.198 | 195.5     | 30:52.107 | 10 | 1        | 2:56.620 | 49.496   | 1:21.938 | 45.186   | 189.0     | 33:48.727 | 11 | 1        | 2:55.235 | 48.879   | 1:21.323 | 45.033 | 193.3     | 36:43.962 | 12 | 1        | 3:06.422 | 49.065   | 1:27.274 | 50.083   | 192.5     | 39:50.384 | 13 | 1        | 3:16.715 | B        | 49.615   | 1:29.092 | 58.008    | 195.1     | 43:07.099 |          |   |        |          |        |       |           |
| 124                |   | Lotus Elan 26R 1965                |          |          |          |          |          |           |   |                 |          |          |          |        |          | GT2      |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
|                    |   | 1. Ivan Petev IVANOV               |          |          |          |          |          |           |   |                 |          |          |          |        |          |          |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
|                    |   | 2. Edward MORRIS                   |          |          |          |          |          |           |   |                 |          |          |          |        |          |          |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
| 1                  | 1 | 3:58.018                           | 1:39.619 | 1:31.510 | 46.889   | 125.8    | 3:58.018 | 2         | 1 | 2:59.571        | 51.149   | 1:22.858 | 45.564   | 182.6  | 6:57.589 | 3        | 1 | 2:57.971 | 50.158   | 1:21.243      | 46.570   | 194.4  | 9:55.560  | 4         | 1 | 2:57.579 | 51.038   | 1:20.305 | 46.236   | 190.4        | 12:53.139 | 5     | 1         | 2:58.175 | 50.551 | 1:22.387 | 45.237   | 160.3    | 15:51.314 | 6                       | 1         | 2:59.060 | 49.749    | 1:23.005 | 46.306   | 178.7    | 18:50.374 | 7         | 1         | 3:05.130 | B        | 50.080   | 1:20.464 | 54.586   | 191.8  | 21:55.504 | 8         | 2 | 5:31.896 | 3:26.653 | 1:20.270 | 44.973   | 175.7  | 27:27.400 | 9         | 2  | 2:54.188 | 50.928   | 1:18.332 | 44.928   | 190.4    | 30:21.588 | 10        | 2  | 2:50.946 | 48.496   | 1:18.209 | 44.241   | 202.1  | 33:12.534 | 11        | 2  | 3:17.374 | B        | 52.252   | 1:24.060 | 1:01.062 | 173.6     | 36:29.908 |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
| 126                |   | Jaguar E-Type Lightweight 3.8 1965 |          |          |          |          |          |           |   |                 |          |          |          |        |          | GT4      |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
|                    |   | 1. John SPIERS                     |          |          |          |          |          |           |   |                 |          |          |          |        |          |          |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
|                    |   | 2. Nigel GREENSALL                 |          |          |          |          |          |           |   |                 |          |          |          |        |          |          |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
| 1                  | 1 | 3:14.694                           | 1:02.750 | 1:25.700 | 46.244   | 167.6    | 3:14.694 | 2         | 1 | 2:53.380        | 49.236   | 1:19.845 | 44.299   | 184.2  | 6:08.074 | 3        | 1 | 2:53.043 | 49.239   | 1:19.476      | 44.328   | 186.6  | 9:01.117  | 4         | 1 | 2:52.451 | 48.329   | 1:19.547 | 44.575   | 184.5        | 11:53.568 | 5     | 1         | 3:15.974 | B      | 50.017   | 1:25.592 | 1:00.365 | 178.1     | 15:09.542               | 6         | 2        | 5:06.347  | 3:01.023 | 1:21.128 | 44.196   | 160.8     | 20:15.889 | 7         | 2        | 2:50.771 | 48.357   | 1:18.861 | 43.553   | 189.7  | 23:06.660 | 8         | 2 | 2:48.596 | 47.090   | 1:17.949 | 43.557   | 194.7  | 25:55.256 | 9         | 2  | 3:19.533 | B        | 49.747   | 1:24.970 | 1:04.816 | 164.4     | 29:14.789 |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
| 134                |   | Austin-Healey 3000 Mk II 1962      |          |          |          |          |          |           |   |                 |          |          |          |        |          | GT3      |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
|                    |   | 1. Bart BLOMMAERT                  |          |          |          |          |          |           |   |                 |          |          |          |        |          |          |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
|                    |   | 2. Rikert LEEMAN                   |          |          |          |          |          |           |   |                 |          |          |          |        |          |          |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
| 1                  | 2 | 4:35.908                           | 1:59.190 | 1:40.997 | 55.721   | 134.2    | 4:35.908 | 2         | 2 | 3:21.688        | 58.092   | 1:31.906 | 51.690   | 148.4  | 7:57.596 | 3        | 2 | 3:15.817 | 55.721   | 1:29.208      | 50.888   | 176.3  | 11:13.413 | 4         | 2 | 3:15.895 | 55.379   | 1:30.285 | 50.231   | 162.3        | 14:29.308 | 5     | 2         | 3:15.901 | 55.228 | 1:30.088 | 50.585   | 170.7    | 17:45.209 | 6                       | 2         | 3:14.816 | 55.061    | 1:29.870 | 49.885   | 168.2    | 21:00.025 | 7         | 2         | 3:30.149 | B        | 54.777   | 1:30.017 | 1:05.355 | 156.6  | 24:30.174 | 8         | 1 | 5:30.294 | 3:07.903 | 1:31.055 | 51.336   | 154.2  | 30:00.468 | 9         | 1  | 3:14.625 | 55.330   | 1:28.906 | 50.389   | 154.9    | 33:15.093 | 10        | 1  | 3:13.577 | 54.819   | 1:29.114 | 49.644   | 167.1  | 36:28.670 | 11        | 1  | 3:18.088 | 54.752   | 1:29.797 | 53.539   | 169.0    | 39:46.758 | 12        | 1  | 3:39.838 | B        | 1:03.708 | 1:31.591 | 1:04.539 | 142.6     | 43:26.596 |           |          |   |        |          |        |       |           |
| 146                |   | Lotus Elan 26R 1965                |          |          |          |          |          |           |   |                 |          |          |          |        |          | GT2      |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
|                    |   | 1. Olivier MEURENS                 |          |          |          |          |          |           |   |                 |          |          |          |        |          |          |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
| 1                  | 1 | 3:35.283                           | 1:13.899 | 1:30.846 | 50.538   | 138.5    | 3:35.283 | 2         | 1 | 3:01.404        | 49.832   | 1:25.223 | 46.349   | 180.3  | 6:36.687 |          |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
| 147                |   | Jaguar E-Type Coupe 3.8 1965       |          |          |          |          |          |           |   |                 |          |          |          |        |          | GT4      |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
|                    |   | 1. Guy GRANT                       |          |          |          |          |          |           |   |                 |          |          |          |        |          |          |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
|                    |   | 2. Mark HALES                      |          |          |          |          |          |           |   |                 |          |          |          |        |          |          |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
| 1                  | 1 | 3:25.923                           | 59.876   | 1:33.749 | 52.298   | 166.5    | 3:25.923 | 2         | 1 | 3:16.755        | 54.988   | 1:30.523 | 51.244   | 157.3  | 6:42.678 | 3        | 1 | 3:12.642 | 54.235   | 1:28.267      | 50.140   | 169.8  | 9:55.320  | 4         | 1 | 3:10.315 | 53.873   | 1:27.755 | 48.687   | 167.1        | 13:05.635 | 5     | 1         | 3:09.300 | 53.432 | 1:27.230 | 48.638   | 173.9    | 16:14.935 | 6                       | 1         | 3:07.890 | 52.683    | 1:26.436 | 48.771   | 170.4    | 19:22.825 | 7         | 1         | 3:29.268 | B        | 56.839   | 1:29.471 | 1:02.958 | 165.7  | 22:52.093 | 8         | 2 | 5:40.220 | 3:26.720 | 1:22.580 | 50.920   | 179.4  | 28:32.313 | 9         | 2  | 2:56.609 | 49.325   | 1:20.910 | 46.374   | 174.2    | 31:28.922 | 10        | 2  | 3:09.423 | 1:01.706 | 1:21.344 | 46.373   | 188.3  | 34:38.345 | 11        | 2  | 3:24.185 | 50.065   | 1:22.006 | 1:12.114 | 162.8    | 38:02.530 | 12        | 2  | 3:35.831 | 1:05.730 | 1:30.721 | 59.380   | 133.3    | 41:38.361 |           |           |          |   |        |          |        |       |           |
| 150                |   | Lotus Elan 26R 1965                |          |          |          |          |          |           |   |                 |          |          |          |        |          | GT2      |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
|                    |   | 1. Philipp BUHOFFER                |          |          |          |          |          |           |   |                 |          |          |          |        |          |          |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
|                    |   | 2. George MCDONALD                 |          |          |          |          |          |           |   |                 |          |          |          |        |          |          |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
| 1                  | 1 | 3:36.241                           | 1:21.122 | 1:27.326 | 47.793   | 165.4    | 3:36.241 | 2         | 1 | 3:02.884        | 50.587   | 1:25.297 | 47.000   | 190.4  | 6:39.125 | 3        | 1 | 2:56.435 | 49.901   | 1:21.125      | 45.409   | 191.5  | 9:35.560  | 4         | 1 | 2:56.850 | 50.084   | 1:20.911 | 45.855   | 190.0        | 12:32.410 | 5     | 1         | 2:57.609 | 50.787 | 1:21.281 | 45.541   | 185.6    | 15:30.019 | 6                       | 1         | 2:57.003 | 49.847    | 1:21.189 | 45.967   | 198.5    | 18:27.022 | 7         | 1         | 3:09.705 | B        | 51.958   | 1:22.084 | 55.663   | 192.2  | 21:36.727 | 8         | 2 | 5:05.967 | 2:55.340 | 1:24.022 | 46.605   | 175.7  | 26:42.694 | 9         | 2  | 3:01.128 | 51.083   | 1:23.197 | 46.848   | 170.1    | 29:43.822 | 10        | 2  | 2:56.138 | 50.516   | 1:20.219 | 45.403   | 192.9  | 32:39.960 | 11        | 2  | 3:00.598 | 51.512   | 1:22.620 | 46.466   | 192.9    | 35:40.558 | 12        | 2  | 2:55.718 | 49.885   | 1:20.251 | 45.582   | 191.5    | 38:36.276 | 13        | 2         | 3:09.383 | B | 50.695 | 1:22.193 | 56.495 | 180.0 | 41:45.659 |
| 157                |   | Jaguar E-Type 3.8 1965             |          |          |          |          |          |           |   |                 |          |          |          |        |          | GT4      |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
|                    |   | 1. Jonathan MITCHELL               |          |          |          |          |          |           |   |                 |          |          |          |        |          |          |   |          |          |               |          |        |           |           |   |          |          |          |          |              |           |       |           |          |        |          |          |          |           |                         |           |          |           |          |          |          |           |           |           |          |          |          |          |          |        |           |           |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |
| 1                  | 1 | 2:53.070                           | 43.408   | 1:21.398 | 48.264   | 169.3    | 2:53.070 | 2         | 1 | 2:46.408        | 46.184   | 1:17.242 | 42.982   | 197.4  | 5:39.478 | 3        | 1 | 2:46.005 | 46.419   | 1:16.637      | 42.949   | 198.5  | 8:25.483  | 4         | 1 | 2:45.442 | 46.174   | 1:16.519 | 42.749   | 192.9        | 11:10.925 | 5     | 1         | 3:23.475 | B      | 55.837   | 1:27.035 | 1:00.603 | 154.2     | 14:34.400               | 6         | 1        | 12:52.379 | ...      | 1:22.938 | 45.204   | 134.7     | 27:26.779 | 7         | 1        | 3:07.656 | B        | 50.932   | 1:20.779 | 55.945 | 185.2     | 30:34.435 |   |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |        |           |           |    |          |          |          |          |          |           |           |    |          |          |          |          |          |           |           |           |          |   |        |          |        |       |           |



## SIXTIES' ENDURANCE SPA CLASSIC QUALIFYING

### Sector Analysis

| Lap under Red Flag   Invalidated Lap   Personal Best   Session Best   B Crossing the 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 |
|                                                                                               |   |                               |          |          |          |        |           |     |   |      |          |          |          |        |         |
| 161                                                                                           |   | Austin-Healey 3000 Mk II 1962 |          |          |          |        |           |     |   | GT3  |          |          |          |        |         |
|                                                                                               |   | 1.Serge LIBENS                |          |          |          |        |           |     |   |      |          |          |          |        |         |
|                                                                                               |   | 2.Jean-André COLLARD          |          |          |          |        |           |     |   |      |          |          |          |        |         |
| 1                                                                                             | 2 | 3:59.822                      | 1:43.125 | 1:29.432 | 47.265   | 150.4  | 3:59.822  |     |   |      |          |          |          |        |         |
| 2                                                                                             | 2 | 3:00.846                      | 51.803   | 1:22.676 | 46.367   | 175.7  | 7:00.668  |     |   |      |          |          |          |        |         |
| 3                                                                                             | 2 | 3:14.490 B                    | 50.940   | 1:24.293 | 59.257   | 167.6  | 10:15.158 |     |   |      |          |          |          |        |         |
| 4                                                                                             | 2 | 6:57.922                      | 4:44.413 | 1:25.529 | 47.980   | 147.7  | 17:13.080 |     |   |      |          |          |          |        |         |
| 5                                                                                             | 2 | 3:00.518                      | 51.481   | 1:22.399 | 46.638   | 170.4  | 20:13.598 |     |   |      |          |          |          |        |         |
| 6                                                                                             | 2 | 3:30.889 B                    | 52.023   | 1:35.836 | 1:03.030 | 164.1  | 23:44.487 |     |   |      |          |          |          |        |         |
|                                                                                               |   |                               |          |          |          |        |           |     |   |      |          |          |          |        |         |
| 164                                                                                           |   | Shelby Cobra 289 1964         |          |          |          |        |           |     |   | GT5  |          |          |          |        |         |
|                                                                                               |   | 1.Tony SINCLAIR               |          |          |          |        |           |     |   |      |          |          |          |        |         |
|                                                                                               |   | 2.Nick PADMORE                |          |          |          |        |           |     |   |      |          |          |          |        |         |
| 1                                                                                             | 1 | 3:43.829                      | 1:29.065 | 1:27.527 | 47.237   | 170.4  | 3:43.829  |     |   |      |          |          |          |        |         |
| 2                                                                                             | 1 | 3:00.593                      | 49.635   | 1:22.802 | 48.156   | 184.9  | 6:44.422  |     |   |      |          |          |          |        |         |
| 3                                                                                             | 1 | 3:03.190                      | 51.152   | 1:25.353 | 46.685   | 174.5  | 9:47.612  |     |   |      |          |          |          |        |         |
| 4                                                                                             | 1 | 2:58.206                      | 48.378   | 1:23.075 | 46.753   | 171.5  | 12:45.818 |     |   |      |          |          |          |        |         |
| 5                                                                                             | 1 | 3:04.319                      | 52.701   | 1:23.540 | 48.078   | 161.5  | 15:50.137 |     |   |      |          |          |          |        |         |
| 6                                                                                             | 1 | 3:20.479 B                    | 49.319   | 1:23.906 | 1:07.254 | 173.9  | 19:10.616 |     |   |      |          |          |          |        |         |
| 7                                                                                             | 2 | 7:17.760                      | 5:08.609 | 1:23.621 | 45.530   | 146.5  | 26:28.376 |     |   |      |          |          |          |        |         |
| 8                                                                                             | 2 | 2:53.634                      | 48.163   | 1:20.061 | 45.410   | 175.1  | 29:22.010 |     |   |      |          |          |          |        |         |
| 9                                                                                             | 2 | 2:51.571                      | 47.642   | 1:19.912 | 44.017   | 182.6  | 32:13.581 |     |   |      |          |          |          |        |         |
| 10                                                                                            | 2 | 3:04.178 B                    | 47.579   | 1:19.280 | 57.319   | 183.6  | 35:17.759 |     |   |      |          |          |          |        |         |
|                                                                                               |   |                               |          |          |          |        |           |     |   |      |          |          |          |        |         |
| 180                                                                                           |   | Jaguar E-Type 3.8 1965        |          |          |          |        |           |     |   | GT4  |          |          |          |        |         |
|                                                                                               |   | 1.Lee MOWLE                   |          |          |          |        |           |     |   |      |          |          |          |        |         |
|                                                                                               |   | 2.Phil KEEN                   |          |          |          |        |           |     |   |      |          |          |          |        |         |
| 1                                                                                             | 2 | 2:59.629                      | 46.897   | 1:23.823 | 48.909   | 155.1  | 2:59.629  |     |   |      |          |          |          |        |         |
| 2                                                                                             | 2 | 2:46.149                      | 46.772   | 1:16.802 | 42.575   | 198.5  | 5:45.778  |     |   |      |          |          |          |        |         |
| 3                                                                                             | 2 | 2:45.267                      | 46.214   | 1:16.728 | 42.325   | 206.5  | 8:31.045  |     |   |      |          |          |          |        |         |
| 4                                                                                             | 2 | 3:12.076 B                    | 51.135   | 1:22.626 | 58.315   | 158.5  | 11:43.121 |     |   |      |          |          |          |        |         |
| 5                                                                                             | 1 | 5:15.729                      | 3:01.591 | 1:26.272 | 47.866   | 154.4  | 16:58.850 |     |   |      |          |          |          |        |         |
| 6                                                                                             | 1 | 2:58.541                      | 50.099   | 1:21.812 | 46.630   | 176.6  | 19:57.391 |     |   |      |          |          |          |        |         |
| 7                                                                                             | 1 | 2:58.953                      | 50.753   | 1:22.018 | 46.182   | 184.5  | 22:56.344 |     |   |      |          |          |          |        |         |
| 8                                                                                             | 1 | 3:03.086                      | 48.794   | 1:27.912 | 46.380   | 182.6  | 25:59.430 |     |   |      |          |          |          |        |         |
| 9                                                                                             | 1 | 2:57.043                      | 48.564   | 1:22.843 | 45.636   | 171.0  | 28:56.473 |     |   |      |          |          |          |        |         |
| 10                                                                                            | 1 | 2:55.784                      | 48.469   | 1:21.296 | 46.019   | 182.2  | 31:52.257 |     |   |      |          |          |          |        |         |
| 11                                                                                            | 1 | 2:54.739                      | 48.537   | 1:20.404 | 45.798   | 181.9  | 34:46.996 |     |   |      |          |          |          |        |         |
| 12                                                                                            | 1 | 3:00.601                      | 48.866   | 1:23.630 | 48.105   | 172.4  | 37:47.597 |     |   |      |          |          |          |        |         |
| 13                                                                                            | 1 | 2:54.729                      | 48.338   | 1:20.772 | 45.619   | 189.3  | 40:42.326 |     |   |      |          |          |          |        |         |
|                                                                                               |   |                               |          |          |          |        |           |     |   |      |          |          |          |        |         |
| 187                                                                                           |   | Lotus Elan S1 1965            |          |          |          |        |           |     |   | GT2  |          |          |          |        |         |
|                                                                                               |   | 1.Philippe VERMAST            |          |          |          |        |           |     |   |      |          |          |          |        |         |
|                                                                                               |   | 2.Michel WELTER               |          |          |          |        |           |     |   |      |          |          |          |        |         |
| 1                                                                                             | 1 | 3:55.465                      | 1:40.531 | 1:27.799 | 47.135   | 134.9  | 3:55.465  |     |   |      |          |          |          |        |         |
| 2                                                                                             | 1 | 2:59.995                      | 51.219   | 1:23.614 | 45.162   | 193.6  | 6:55.460  |     |   |      |          |          |          |        |         |
| 3                                                                                             | 1 | 2:57.749                      | 50.231   | 1:21.509 | 46.009   | 195.9  | 9:53.209  |     |   |      |          |          |          |        |         |
| 4                                                                                             | 1 | 2:57.277                      | 50.030   | 1:21.953 | 45.294   | 184.9  | 12:50.486 |     |   |      |          |          |          |        |         |
| 5                                                                                             | 1 | 3:07.367 B                    | 50.500   | 1:21.893 | 54.974   | 175.1  | 15:57.853 |     |   |      |          |          |          |        |         |
| 6                                                                                             | 2 | 5:45.016                      | 3:24.370 | 1:31.015 | 49.631   | 166.8  | 21:42.869 |     |   |      |          |          |          |        |         |
| 7                                                                                             | 2 | 3:05.823                      | 52.442   | 1:25.510 | 47.871   | 194.7  | 24:48.692 |     |   |      |          |          |          |        |         |
| 8                                                                                             | 2 | 3:12.157                      | 54.702   | 1:29.258 | 48.197   | 129.9  | 28:00.849 |     |   |      |          |          |          |        |         |
| 9                                                                                             | 2 | 3:04.547                      | 51.895   | 1:24.776 | 47.876   | 179.4  | 31:05.396 |     |   |      |          |          |          |        |         |
| 10                                                                                            | 2 | 3:10.768                      | 54.162   | 1:27.859 | 48.747   | 170.4  | 34:16.164 |     |   |      |          |          |          |        |         |
| 11                                                                                            | 2 | 3:06.523                      | 51.211   | 1:26.750 | 48.562   | 186.2  | 37:22.687 |     |   |      |          |          |          |        |         |
| 12                                                                                            | 2 | 3:06.275                      | 51.370   | 1:26.417 | 48.488   | 175.4  | 40:28.962 |     |   |      |          |          |          |        |         |