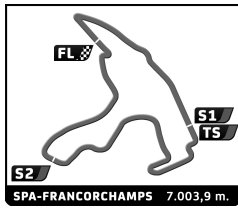


HERITAGE TOURING CUP 1 SPA CLASSIC PRIVATE PRACTICE

Sector Analysis

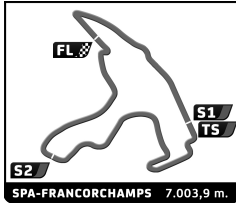
| Lap under Red Flag | | | | | | | Invalidated Lap | | Personal Best | | Session Best | | B Crossing the pit lane | | |
|--------------------|---|---------------------------------|---------------|---|---------------|--------|-----------------|-----|---------------|---------------------|-------------------|---------------------|-------------------------|--------|-----------|
| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed |
| 1 | | Ford Capri RS 3100 1975 | | 1. Maxime GUENAT | | TC2 | | 1 | 1 | 3:40.303 | 1:10.550 | 1:36.587 | 53.166 | 123.2 | 3:40.303 |
| 2 | 1 | 2:44.888 | 46.943 | 1:16.393 | 41.552 | 171.5 | 6:31.407 | 3 | 1 | 3:21.476 | 53.543 | 1:31.079 | 56.854 | 151.9 | 7:01.779 |
| 3 | 1 | 4:13.766 | 1:26.658 | 2:03.051 | 44.057 | 80.3 | 10:45.173 | 4 | 1 | 4:31.928 | 1:42.150 | 1:57.806 | 51.972 | 82.8 | 11:33.707 |
| 4 | 1 | 3:17.980 B | 44.530 | 1:16.002 | 1:17.448 | 217.1 | 14:03.153 | 5 | 1 | 4:03.768 B | 55.134 | 1:47.011 | 1:21.623 | 156.3 | 15:37.475 |
| 5 | 1 | 10:19.230 | 8:19.494 | 1:16.070 | 43.666 | 185.2 | 24:22.383 | 6 | 1 | 9:15.159 | 6:47.227 | 1:32.731 | 55.201 | 154.0 | 24:52.634 |
| 6 | 1 | 2:46.583 | 44.727 | 1:17.310 | 44.546 | 207.8 | 27:08.966 | 7 | 1 | 3:18.844 | 56.020 | 1:30.484 | 52.340 | 150.4 | 28:11.478 |
| 7 | 1 | 2:46.206 | 46.127 | 1:18.775 | 41.304 | 210.8 | 29:55.172 | 8 | 1 | 3:14.006 | 55.365 | 1:28.005 | 50.636 | 174.5 | 31:25.484 |
| 8 | 1 | 2:39.009 | 44.778 | 1:13.665 | 40.566 | 219.4 | 32:34.181 | | | | | | | | |
| 3 | | Ford Capri RS 3100 Cologne 1974 | | 1. Maurizio BIANCO 2. Michael KAMMERMANN | | TC2 | | 1 | 2 | 3:14.179 | 1:02.079 | 1:26.485 | 45.615 | 135.6 | 3:14.179 |
| 2 | 2 | 2:43.606 | 45.924 | 1:16.223 | 41.459 | 191.8 | 5:57.785 | 3 | 2 | 4:13.791 | 1:26.029 | 2:03.932 | 43.830 | 72.7 | 10:44.307 |
| 3 | 2 | 4:15.771 B | 46.323 | 1:51.899 | 1:37.549 | 190.4 | 10:13.556 | 4 | 2 | 3:17.454 B | 44.646 | 1:16.007 | 1:16.801 | 220.3 | 14:01.761 |
| 4 | 1 | 13:06.794 | ... | 1:23.024 | 45.181 | 146.3 | 23:20.350 | 5 | 2 | 12:16.465 | ... | 1:22.995 | 45.036 | 157.8 | 26:18.226 |
| 5 | 1 | 2:47.835 | 47.188 | 1:17.986 | 42.661 | 180.0 | 26:08.185 | 6 | 2 | 2:44.867 | 46.883 | 1:15.537 | 42.447 | 197.8 | 29:03.093 |
| 7 | 2 | 2:45.075 | 46.266 | 1:16.307 | 42.502 | 195.9 | 31:48.168 | | | | | | | | |
| 9 | | Ford Capri RS 2600 1973 | | 1. Thomas STUDER | | TC2 | | 1 | 1 | 3:38.276 | 1:09.567 | 1:35.737 | 52.972 | 116.8 | 3:38.276 |
| 2 | 1 | 3:04.187 | 53.501 | 1:23.705 | 46.981 | 173.6 | 6:42.463 | 3 | 1 | 4:43.529 | 1:39.352 | 2:08.570 | 55.607 | 70.6 | 11:19.972 |
| 3 | 1 | 4:29.857 | 1:37.694 | 2:04.681 | 47.482 | 69.7 | 11:12.320 | 4 | 1 | 4:11.140 B | 56.400 | 1:34.221 | 1:40.519 | 168.4 | 15:31.112 |
| 4 | 1 | 4:05.843 B | 51.179 | 1:42.091 | 1:32.573 | 179.7 | 15:18.163 | 5 | 1 | 8:03.072 | 5:45.150 | 1:26.250 | 51.672 | 159.0 | 23:34.184 |
| 5 | 1 | 8:47.545 | 6:36.257 | 1:24.048 | 47.240 | 160.0 | 24:05.708 | 6 | 1 | 3:10.860 | 56.432 | 1:24.765 | 49.663 | 171.8 | 26:45.044 |
| 6 | 1 | 2:57.372 | 51.127 | 1:20.114 | 46.131 | 190.4 | 27:03.080 | 7 | 1 | 3:21.575 | 58.598 | 1:31.411 | 51.566 | 166.0 | 30:06.619 |
| 7 | 1 | 2:59.187 | 50.925 | 1:21.743 | 46.519 | 191.1 | 30:02.267 | | | | | | | | |
| 10 | | Ford Escort RS 1600 1974 | | 1. Peter VÖGELE | | TC2 | | 1 | 1 | 3:39.443 | 1:16.806 | 1:32.349 | 50.288 | 123.5 | 3:39.443 |
| 2 | 1 | 3:07.874 | 55.799 | 1:23.735 | 48.340 | 164.4 | 6:27.297 | 2 | 1 | 3:03.736 | 52.920 | 1:24.214 | 46.602 | 176.3 | 6:43.179 |
| 3 | 1 | 4:23.659 | 1:27.449 | 2:04.603 | 51.607 | 73.7 | 10:50.956 | 3 | 1 | 4:30.060 | 1:39.084 | 2:03.723 | 47.253 | 65.9 | 11:13.239 |
| 4 | 1 | 3:55.119 B | 52.958 | 1:28.602 | 1:33.559 | 168.4 | 14:46.075 | 4 | 1 | 4:07.768 B | 51.535 | 1:42.403 | 1:33.830 | 187.6 | 15:21.007 |
| 5 | 1 | 8:58.924 | 6:46.052 | 1:24.753 | 48.119 | 151.2 | 23:44.999 | 5 | 1 | 8:26.203 | 6:16.132 | 1:23.412 | 46.659 | 164.4 | 23:47.210 |
| 6 | 1 | 3:02.748 | 52.365 | 1:23.257 | 47.126 | 169.8 | 26:47.747 | 6 | 1 | 2:58.688 | 51.222 | 1:21.408 | 46.058 | 179.7 | 26:45.898 |
| 7 | 1 | 3:01.971 | 52.196 | 1:22.871 | 46.904 | 172.7 | 29:49.718 | 7 | 1 | 2:59.094 | 51.414 | 1:21.674 | 46.006 | 189.3 | 29:44.992 |
| 8 | 1 | 3:02.634 | 52.465 | 1:23.097 | 47.072 | 171.5 | 32:52.352 | 8 | 1 | 3:21.593 B | 51.479 | 1:24.691 | 1:05.423 | 185.6 | 33:06.585 |
| 16 | | Ford Capri RS 2600 LW 1975 | | 1. Jean-François BESSON | | TC2 | | 1 | 1 | 3:33.074 | 1:18.867 | 1:26.660 | 47.547 | 131.1 | 3:33.074 |
| 2 | 1 | 3:38.212 | 54.512 | 1:29.138 | 1:14.562 | 137.2 | 7:54.137 | 2 | 1 | 3:32.834 B | 1:01.152 | 1:29.890 | 1:01.792 | 108.0 | 7:05.908 |
| 44 | | BMW 2002 TI 1970 | | 1. Katrin JACOB | | TC2 | | 1 | 1 | 3:43.737 | 1:21.581 | 1:32.156 | 50.000 | 132.1 | 3:43.737 |
| 2 | 1 | 3:16.625 | 55.346 | 1:27.683 | 53.596 | 157.1 | 7:00.362 | 3 | 1 | 4:39.330 B | 1:41.977 | 1:56.046 | 1:01.307 | 78.5 | 11:39.692 |
| 47 | | Ford Escort RS 1600 1972 | | 1. Guy Fabrice MESTROT 2. Eric SECHAUD | | TC2 | | 1 | 2 | 3:16.467 | 1:06.359 | 1:24.984 | 45.124 | 126.4 | 3:16.467 |



HERITAGE TOURING CUP 1 SPA CLASSIC PRIVATE PRACTICE

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 |
| 49 | | BMW 3.0 CSL 1975 1. Dominique GUENAT TC2 2. Guillaume MAHE | | | | | | | | | | | | | |
| 1 | 2 | 3:59.838 | 1:51.554 | 1:22.186 | 46.098 | 151.9 | 3:59.838 | | | | | | | | |
| 2 | 2 | 2:41.201 | 45.786 | 1:14.533 | 40.882 | 183.2 | 6:41.039 | | | | | | | | |
| 3 | 2 | 4:21.655 | 1:35.201 | 2:05.778 | 40.676 | 66.0 | 11:02.694 | | | | | | | | |
| 52 | | Ford Capri RS 3100 Cologne 1973 1. Yves SCEMAMA TC2 | | | | | | | | | | | | | |
| 1 | 1 | 4:08.560 | 1:45.714 | 1:32.095 | 50.751 | 119.4 | 4:08.560 | | | | | | | | |
| 2 | 1 | 2:56.095 | 52.443 | 1:17.878 | 45.774 | 151.2 | 7:04.655 | | | | | | | | |
| 3 | 1 | 4:23.058 B | 1:44.090 | 1:49.432 | 49.536 | 76.6 | 11:27.713 | | | | | | | | |
| 4 | 1 | 12:38.649 | ... | 1:19.604 | 41.404 | 149.9 | 24:06.362 | | | | | | | | |
| 5 | 1 | 2:43.263 | 47.082 | 1:14.854 | 41.327 | 198.9 | 26:49.625 | | | | | | | | |
| 6 | 1 | 2:44.653 | 46.429 | 1:15.886 | 42.338 | 197.4 | 29:34.278 | | | | | | | | |
| 7 | 1 | 2:43.567 | 46.383 | 1:15.480 | 41.704 | 210.4 | 32:17.845 | | | | | | | | |
| 55 | | Alfa Romeo Giulia Sprint GTA 1969 1. Daniel HAGER TC2 2. Malte HAGER | | | | | | | | | | | | | |
| 1 | 2 | 6:25.685 | 2:16.400 | 2:41.276 | 1:28.009 | 52.6 | 6:25.685 | | | | | | | | |
| 2 | 2 | 18:55.291 B | ... | 2:09.691 | 1:19.341 | 68.8 | 25:20.976 | | | | | | | | |
| 56 | | Toyota Celica 1972 1. Dominique HOLVOET TC2 | | | | | | | | | | | | | |
| 1 | 1 | 4:08.797 | 1:34.428 | 1:38.300 | 56.069 | 98.3 | 4:08.797 | | | | | | | | |
| 2 | 1 | 4:23.478 B | 1:05.751 | 1:33.137 | 1:44.590 | 128.8 | 8:32.275 | | | | | | | | |
| 3 | 1 | 15:20.647 | ... | 1:28.710 | 53.662 | 138.2 | 23:52.922 | | | | | | | | |
| 4 | 1 | 3:10.023 | 55.927 | 1:25.218 | 48.878 | 164.9 | 27:02.945 | | | | | | | | |
| 5 | 1 | 3:09.158 | 55.385 | 1:24.977 | 48.796 | 164.9 | 30:12.103 | | | | | | | | |
| 60 | | Ford Capri RS 3100 Cologne 1974 1. Armand MILLE TC2 | | | | | | | | | | | | | |
| 1 | 1 | 8:39.260 | 5:41.746 | 1:28.308 | 1:29.206 | 153.7 | 8:39.260 | | | | | | | | |
| 2 | 1 | 3:33.841 | 1:33.003 | 1:18.240 | 42.598 | 143.8 | 12:13.101 | | | | | | | | |
| 3 | 1 | 4:47.683 B | 1:07.193 | 2:01.555 | 1:38.935 | 89.8 | 17:00.784 | | | | | | | | |
| 4 | 1 | 7:52.988 | 5:53.152 | 1:17.141 | 42.695 | 156.1 | 24:53.772 | | | | | | | | |
| 5 | 1 | 2:45.609 | 46.273 | 1:14.048 | 45.288 | 181.3 | 27:39.381 | | | | | | | | |
| 6 | 1 | 2:40.609 | 45.823 | 1:13.500 | 41.286 | 196.6 | 30:19.990 | | | | | | | | |
| 64 | | Ford Escort I RS 1600 1975 1. Hervé ORDIONI TC2 | | | | | | | | | | | | | |
| 1 | 1 | 3:59.532 | 1:43.492 | 1:28.161 | 47.879 | 129.9 | 3:59.532 | | | | | | | | |
| 2 | 1 | 2:59.634 | 51.870 | 1:19.586 | 48.178 | 157.8 | 6:59.166 | | | | | | | | |
| 3 | 1 | 4:20.620 | 1:36.320 | 1:57.466 | 46.834 | 71.5 | 11:19.786 | | | | | | | | |
| 4 | 1 | 4:04.572 B | 50.793 | 1:37.183 | 1:36.596 | 171.8 | 15:24.358 | | | | | | | | |
| 5 | 1 | 9:49.542 | 7:39.612 | 1:20.283 | 49.647 | 164.4 | 25:13.900 | | | | | | | | |
| 6 | 1 | 2:57.731 | 51.203 | 1:19.436 | 47.092 | 174.5 | 28:11.631 | | | | | | | | |
| 71 | | BMW 3.0 CSL 1975 1. Ross HYETT TC2 2. Nick HYETT | | | | | | | | | | | | | |
| 1 | 2 | 2:55.506 | 44.710 | 1:24.541 | 46.255 | 159.7 | 2:55.506 | | | | | | | | |
| 2 | 2 | 2:52.080 | 48.901 | 1:19.790 | 43.389 | 181.6 | 5:47.586 | | | | | | | | |
| 3 | 2 | 4:14.625 | 48.014 | 1:59.405 | 1:27.206 | 179.4 | 10:02.211 | | | | | | | | |
| 4 | 2 | 3:24.443 B | 52.634 | 1:18.733 | 1:13.076 | 179.7 | 13:26.654 | | | | | | | | |
| 5 | 1 | 9:48.987 | 7:43.057 | 1:22.239 | 43.691 | 165.2 | 23:15.641 | | | | | | | | |
| 6 | 1 | 2:54.995 | 50.420 | 1:19.561 | 45.014 | 180.6 | 26:10.636 | | | | | | | | |
| 7 | 1 | 2:50.450 | 49.099 | 1:18.010 | 43.341 | 185.6 | 29:01.086 | | | | | | | | |
| 8 | 1 | 2:48.799 | 47.982 | 1:17.643 | 43.174 | 196.6 | 31:49.885 | | | | | | | | |
| 74 | | BMW 3.0 CSL 1975 1. LEO G. TC2 | | | | | | | | | | | | | |
| 1 | 1 | 3:34.913 | 1:18.625 | 1:29.385 | 46.903 | 143.6 | 3:34.913 | | | | | | | | |
| 2 | 1 | 2:43.751 | 47.317 | 1:15.802 | 40.632 | 181.9 | 6:18.664 | | | | | | | | |
| 3 | 1 | 4:19.950 | 1:10.037 | 2:12.157 | 57.756 | 76.2 | 10:38.614 | | | | | | | | |
| 4 | 1 | 3:18.600 B | 45.090 | 1:13.826 | 1:19.684 | 192.9 | 13:57.214 | | | | | | | | |
| 5 | 1 | 9:28.254 | 7:31.370 | 1:14.270 | 42.614 | 169.3 | 23:25.468 | | | | | | | | |
| 6 | 1 | 2:40.893 | 46.412 | 1:14.158 | 40.323 | 188.3 | 26:06.361 | | | | | | | | |
| 7 | 1 | 2:55.018 B | 44.232 | 1:11.773 | 59.013 | 210.4 | 29:01.379 | | | | | | | | |
| 75 | | BMW 3.0 CSL 1974 1. Eric MESTDAGH TC2 | | | | | | | | | | | | | |
| 1 | 1 | 3:59.523 | 1:39.322 | 1:31.210 | 48.991 | 123.3 | 3:59.523 | | | | | | | | |
| 2 | 1 | 3:02.437 | 52.478 | 1:21.370 | 48.589 | 159.3 | 7:01.960 | | | | | | | | |
| 3 | 1 | 4:21.789 | 1:43.811 | 1:51.591 | 46.387 | 78.9 | 11:23.749 | | | | | | | | |
| 4 | 1 | 4:04.803 B | 51.257 | 1:34.489 | 1:39.057 | 180.3 | 15:28.552 | | | | | | | | |
| 5 | 1 | 8:08.035 | 6:00.685 | 1:21.632 | 45.718 | 148.2 | 23:36.587 | | | | | | | | |
| 6 | 1 | 2:55.682 | 52.629 | 1:17.910 | 45.143 | 190.0 | 26:32.269 | | | | | | | | |
| 7 | 1 | 2:52.864 | 49.903 | 1:18.066 | 44.895 | 203.7 | 29:25.133 | | | | | | | | |
| 8 | 1 | 3:18.334 B | 52.176 | 1:25.449 | 1:00.709 | 166.0 | 32:43.467 | | | | | | | | |
| 83 | | BMW 635 CSi Gr. 2 1981 1. Christian TRABER TC2 2. Nicolas TRABER | | | | | | | | | | | | | |
| 1 | 1 | 2:56.961 | 45.557 | 1:24.962 | 46.442 | 138.2 | 2:56.961 | | | | | | | | |
| 2 | 1 | 2:49.389 | 48.648 | 1:17.355 | 43.386 | 186.9 | 5:46.350 | | | | | | | | |
| 3 | 1 | 4:03.551 | 47.393 | 1:49.618 | 1:26.540 | 202.1 | 9:49.901 | | | | | | | | |
| 4 | 2 | 6:13.640 B | 2:47.559 | 1:57.744 | 1:28.337 | 124.4 | 16:03.541 | | | | | | | | |
| 5 | 2 | 9:11.630 | 6:23.707 | 1:44.406 | 1:03.517 | 101.8 | 25:15.171 | | | | | | | | |
| 6 | 2 | 3:43.420 B | 1:11.078 | 1:26.822 | 1:05.520 | 130.9 | 28:58.591 | | | | | | | | |
| 94 | | Alfa Romeo 1750 GTAm 1971 1. Hans LUGINBÜHL TC2 | | | | | | | | | | | | | |
| 1 | 1 | 3:13.363 | 51.169 | 1:32.763 | 49.431 | 128.4 | 3:13.363 | | | | | | | | |
| 2 | 1 | 3:04.443 | 54.042 | 1:22.814 | 47.587 | 175.7 | 6:17.806 | | | | | | | | |
| 3 | 1 | 4:25.960 | 1:14.791 | 2:09.618 | 1:01.551 | 81.3 | 10:43.766 | | | | | | | | |
| 4 | 1 | 3:56.850 B | 53.982 | 1:30.275 | 1:32.593 | 177.8 | 14:40.616 | | | | | | | | |
| 5 | 1 | 9:31.331 | 7:17.540 | 1:25.872 | 47.919 | 145.2 | 24:11.947 | | | | | | | | |
| 6 | 1 | 3:02.263 | 53.342 | 1:21.913 | 47.008 | 178.4 | 27:14.210 | | | | | | | | |
| 7 | 1 | 3:08.047 | 54.813 | 1:24.222 | 49.012 | 179.7 | 30:22.257 | | | | | | | | |



HERITAGE TOURING CUP 1 SPA CLASSIC PRIVATE PRACTICE

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 |
| 111 | | Chevrolet Camaro Z28 1971 1. Pekka NYSTROM TC2 | | | | | | | | | | | | | |
| 1 | 1 | 4:28.336 | 2:10.557 | 1:31.126 | 46.653 | 116.4 | 4:28.336 | | | | | | | | |
| 2 | 1 | 3:27.037 | 51.638 | 1:21.452 | 1:13.947 | 164.1 | 7:55.373 | | | | | | | | |
| 3 | 1 | 3:57.012 | 1:45.454 | 1:29.933 | 41.625 | 62.4 | 11:52.385 | | | | | | | | |
| 4 | 1 | 4:15.832 B | 46.765 | 2:02.096 | 1:26.971 | 130.4 | 16:08.217 | | | | | | | | |
| 5 | 1 | 7:19.197 | 5:14.032 | 1:23.369 | 41.796 | 145.4 | 23:27.414 | | | | | | | | |
| 6 | 1 | 2:45.061 | 44.562 | 1:18.235 | 42.264 | 193.6 | 26:12.475 | | | | | | | | |
| 7 | 1 | 2:45.503 | 44.446 | 1:17.699 | 43.358 | 209.1 | 28:57.978 | | | | | | | | |
| 8 | 1 | 2:50.843 | 45.268 | 1:19.785 | 45.790 | 168.7 | 31:48.821 | | | | | | | | |
| 127 | | Ford Escort I RS 1600 1975 1. Pantelis CHRISTOFOROU TC2 | | | | | | | | | | | | | |
| 1 | 1 | 25:13.319 | ... | 1:33.776 | 51.767 | 127.0 | 25:13.319 | | | | | | | | |
| 2 | 1 | 2:57.685 | 50.501 | 1:19.642 | 47.542 | 193.6 | 28:11.004 | | | | | | | | |
| 3 | 1 | 2:52.383 | 49.085 | 1:19.009 | 44.289 | 198.9 | 31:03.387 | | | | | | | | |
| 138 | | BMW 3.0 CSL 1975 1. Franz WUNDERLICH TC2 | | | | | | | | | | | | | |
| 1 | 1 | 3:36.080 | 1:14.185 | 1:33.483 | 48.412 | 114.4 | 3:36.080 | | | | | | | | |
| 2 | 1 | 2:47.055 | 47.636 | 1:17.089 | 42.330 | 189.0 | 6:23.135 | | | | | | | | |
| 3 | 1 | 4:17.908 | 1:10.947 | 2:09.214 | 57.747 | 74.2 | 10:41.043 | | | | | | | | |
| 4 | 1 | 3:18.566 B | 45.877 | 1:16.372 | 1:16.317 | 205.3 | 13:59.609 | | | | | | | | |
| 5 | 1 | 9:13.080 | 7:12.597 | 1:19.200 | 41.283 | 160.8 | 23:12.689 | | | | | | | | |
| 6 | 1 | 2:42.068 | 45.943 | 1:14.969 | 41.156 | 198.1 | 25:54.757 | | | | | | | | |
| 7 | 1 | 2:44.090 | 45.268 | 1:14.570 | 44.252 | 200.9 | 28:38.847 | | | | | | | | |
| 8 | 1 | 2:46.395 | 47.045 | 1:15.997 | 43.353 | 190.4 | 31:25.242 | | | | | | | | |
| 171 | | BMW 3.0 CSL 1977 1. Robin GREENHALGH TC2 2. Eric VAN DE POELE | | | | | | | | | | | | | |
| 1 | 2 | 4:12.329 B | 1:40.893 | 1:33.005 | 58.431 | 120.9 | 4:12.329 | | | | | | | | |
| 2 | 2 | 7:03.635 | 4:17.080 | 1:57.838 | 48.717 | 75.4 | 11:15.964 | | | | | | | | |
| 3 | 2 | 4:10.227 B | 56.570 | 1:36.024 | 1:37.633 | 160.0 | 15:26.191 | | | | | | | | |
| 4 | 2 | 9:01.758 | 6:54.943 | 1:19.788 | 47.027 | 158.3 | 24:27.949 | | | | | | | | |
| 5 | 2 | 2:55.393 | 51.693 | 1:18.775 | 44.925 | 181.9 | 27:23.342 | | | | | | | | |
| 6 | 2 | 3:01.646 B | 50.901 | 1:19.058 | 51.687 | 190.0 | 30:24.988 | | | | | | | | |
| 222 | | Alfa Romeo 1750 GTAm 1971 1. Stefano ROVERSI TC2 | | | | | | | | | | | | | |
| 1 | 1 | 4:13.424 | 1:44.635 | 1:36.128 | 52.661 | 110.3 | 4:13.424 | | | | | | | | |
| 2 | 1 | 3:27.763 | 54.030 | 1:27.838 | 1:05.895 | 148.0 | 7:41.187 | | | | | | | | |
| 3 | 1 | 4:01.547 | 1:31.317 | 1:40.903 | 49.327 | 98.2 | 11:42.734 | | | | | | | | |
| 4 | 1 | 4:00.412 B | 53.687 | 1:48.762 | 1:17.963 | 134.2 | 15:43.146 | | | | | | | | |
| 5 | 1 | 7:41.828 | 5:26.486 | 1:28.176 | 47.166 | 139.5 | 23:24.974 | | | | | | | | |
| 6 | 1 | 3:06.158 | 52.717 | 1:25.168 | 48.273 | 169.0 | 26:31.132 | | | | | | | | |
| 7 | 1 | 3:07.161 | 53.557 | 1:26.246 | 47.358 | 176.9 | 29:38.293 | | | | | | | | |
| 8 | 1 | 3:06.966 | 52.076 | 1:26.851 | 48.039 | 175.4 | 32:45.259 | | | | | | | | |
| 265 | | Ford Escort RS 1600 1970 1. Rey KING TC2 | | | | | | | | | | | | | |
| 1 | 1 | 3:20.563 | 58.239 | 1:29.919 | 52.405 | 133.6 | 3:20.563 | | | | | | | | |