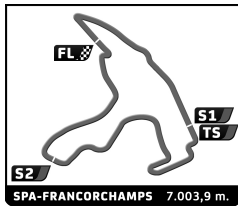


### HERITAGE TOURING CUP 1 SPA CLASSIC QUALIFYING

#### Sector Analysis

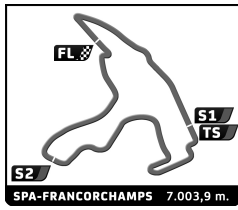
| Lap under Red Flag  |   |                   |               |                 |               |        | Invalidated Lap |     | Personal Best |                       | Session Best  |                 | B Crossing the pit lane |           |           |
|---|---|-------------------|---------------|-----------------|---------------|--------|-----------------|-----|---------------|-----------------------|---------------|-----------------|-------------------------|-----------|-----------|
| Lap   | D | Time              | Sector 1      | Sector 2        | Sector 3      | T. Spd | Elapsed         | Lap | D             | Time                  | Sector 1      | Sector 2        | Sector 3                | T. Spd    | Elapsed   |
| <b>1</b> Ford Capri RS 3100 1975<br>1. Maxime GUENAT TC2                                    |   |                   |               |                 |               |        | 1               | 1   | 5:33.391      | 3:17.223              | 1:28.062      | 48.106          | 114.5                   | 5:33.391  |           |
| 1   | 1 | 3:06.793          | 1:01.894      | 1:21.547        | 43.352        | 158.3  | 3:06.793        | 2   | 1             | 3:03.696              | 51.510        | 1:24.449        | 47.737                  | 167.3     | 8:37.087  |
| 2   | 1 | 2:36.875          | 44.131        | 1:12.198        | 40.546        | 223.2  | 5:43.668        | 3   | 1             | 3:03.983              | 52.199        | 1:24.057        | 47.727                  | 174.8     | 11:41.070 |
| 3   | 1 | 2:36.290          | 43.739        | 1:12.493        | 40.058        | 220.3  | 8:19.958        | 4   | 1             | <del>3:16.921</del> B | 51.600        | 1:23.924        | 1:01.397                | 171.0     | 14:57.991 |
| 4   | 1 | <b>2:34.967</b>   | 43.510        | <b>1:11.588</b> | <b>39.869</b> | 220.8  | 10:54.925       | 5   | 1             | <b>6:30.485</b> B     | 3:44.471      | 1:25.404        | 1:20.610                | 148.4     | 21:28.476 |
| 5   | 1 | 2:51.851 B        | <b>43.405</b> | 1:14.954        | 53.492        | 227.2  | 13:46.776       | 6   | 1             | 19:43.012             | ...           | 1:24.747        | 47.288                  | 143.4     | 41:11.488 |
| 6   | 1 | 5:45.478          | 3:45.110      | 1:16.326        | 44.042        | 208.7  | 19:32.254       | 7   | 1             | 2:59.012              | 50.679        | 1:22.294        | 46.039                  | 176.9     | 44:10.500 |
| 7   | 1 | <b>3:50.697</b> B | 54.231        | 1:39.369        | 1:17.097      | 123.2  | 23:22.951       | 8   | 1             | <b>2:57.833</b>       | <b>50.115</b> | <b>1:21.778</b> | <b>45.940</b>           | 182.2     | 47:08.333 |
|   |   |                   |               |                 |               |        | 9               | 1   | 2:59.276      | 50.929                | 1:22.301      | 46.046          | 181.9                   | 50:07.609 |           |
| <b>3</b> Ford Capri RS 3100 Cologne 1974<br>1. Maurizio BIANCO TC2<br>2. Michael KAMMERMANN |   |                   |               |                 |               |        | 1               | 1   | 4:02.649      | 1:31.653              | 1:35.112      | 55.884          | 133.1                   | 4:02.649  |           |
| 1   | 1 | 3:23.842          | 57.074        | 1:34.170        | 52.598        | 140.1  | 3:23.842        | 2   | 1             | 3:09.123              | 54.371        | 1:25.893        | 48.859                  | 167.6     | 7:11.772  |
| 2   | 1 | 2:46.197          | 46.874        | 1:16.451        | 42.872        | 186.2  | 6:10.039        | 3   | 1             | 3:09.842              | 53.772        | 1:28.038        | 48.032                  | 173.9     | 10:21.614 |
| 3   | 1 | 2:42.698          | 46.179        | 1:14.651        | 41.868        | 188.3  | 8:52.737        | 4   | 1             | 3:04.761              | 53.034        | 1:23.757        | 47.970                  | 171.5     | 13:26.375 |
| 4   | 1 | 2:45.069          | 46.276        | 1:14.820        | 43.973        | 195.5  | 11:37.806       | 5   | 1             | 3:16.279 B            | 51.833        | 1:24.123        | 1:00.323                | 175.1     | 16:42.654 |
| 5   | 1 | 3:04.427 B        | 45.523        | 1:14.715        | 1:04.189      | 190.7  | 14:42.233       | 6   | 2             | 24:03.170             | ...           | 1:19.867        | <b>46.572</b>           | 167.9     | 40:45.824 |
| 6   | 2 | 4:58.477          | 2:59.871      | 1:17.040        | 41.566        | 185.6  | 19:40.710       | 7   | 2             | <b>2:57.747</b>       | <b>51.605</b> | <b>1:18.914</b> | 47.228                  | 178.1     | 43:43.571 |
| 7   | 2 | <b>4:04.368</b> B | 59.835        | 1:50.111        | 1:14.422      | 111.5  | 23:45.078       |     |               |                       |               |                 |                         |           |           |
| 8   | 2 | 16:51.720         | ...           | 1:16.882        | 41.521        | 190.7  | 40:36.798       |     |               |                       |               |                 |                         |           |           |
| 9   | 2 | 2:40.121          | <b>44.946</b> | 1:14.390        | 40.785        | 195.1  | 43:16.919       |     |               |                       |               |                 |                         |           |           |
| 10  | 2 | <b>2:39.380</b>   | 44.990        | <b>1:13.911</b> | <b>40.479</b> | 200.9  | 45:56.299       |     |               |                       |               |                 |                         |           |           |
| 11  | 2 | 3:30.727 B        | 51.143        | 1:30.951        | 1:08.633      | 160.3  | 49:27.026       |     |               |                       |               |                 |                         |           |           |
| <b>9</b> Ford Capri RS 2600 1973<br>1. Thomas STUDER TC2                                    |   |                   |               |                 |               |        | 1               | 2   | 3:01.915      | 55.297                | 1:23.086      | 43.532          | 170.7                   | 3:01.915  |           |
| 1   | 1 | 3:46.272          | 1:16.309      | 1:36.363        | 53.600        | 133.1  | 3:46.272        | 2   | 2             | <b>2:37.912</b>       | <b>44.535</b> | <b>1:12.785</b> | <b>40.592</b>           | 215.2     | 5:39.827  |
| 2   | 1 | 3:00.631          | 52.868        | 1:22.207        | 45.556        | 170.7  | 6:46.903        | 3   | 2             | 2:56.433 B            | 45.849        | 1:16.296        | 54.288                  | 181.3     | 8:36.260  |
| 3   | 1 | 2:59.777          | <b>49.936</b> | 1:24.039        | 45.802        | 189.3  | 9:46.680        | 4   | 1             | 5:41.296              | 3:34.509      | 1:22.102        | 44.685                  | 184.2     | 14:17.556 |
| 4   | 1 | 2:56.650          | 50.182        | 1:20.646        | 45.822        | 182.9  | 12:43.330       | 5   | 1             | 2:42.895              | 46.319        | 1:14.893        | 41.683                  | 211.7     | 17:00.451 |
| 5   | 1 | 2:56.566          | 50.409        | 1:20.275        | 45.882        | 185.2  | 15:39.896       | 6   | 1             | 2:42.496              | 46.120        | 1:14.681        | 41.695                  | 206.5     | 19:42.947 |
| 6   | 1 | 3:00.590          | 50.629        | 1:22.890        | 47.071        | 188.3  | 18:40.486       | 7   | 1             | <b>4:02.392</b>       | 1:15.308      | 1:48.185        | 58.899                  | 117.2     | 23:45.339 |
| 7   | 1 | <b>3:51.949</b> B | 50.707        | 1:43.741        | 1:17.501      | 186.9  | 22:32.435       | 8   | 1             | 17:18.119             | ...           | 1:18.276        | 43.119                  | 171.0     | 41:03.458 |
| 8   | 1 | 18:32.856         | ...           | 1:23.151        | 46.527        | 159.7  | 41:05.291       | 9   | 1             | 2:42.034              | 45.450        | 1:15.261        | 41.323                  | 207.0     | 43:45.492 |
| 9   | 1 | 2:56.004          | 50.297        | 1:19.841        | 45.866        | 192.2  | 44:01.295       | 10  | 1             | 2:41.014              | 45.185        | 1:14.279        | 41.550                  | 210.4     | 46:26.506 |
| 10  | 1 | 2:57.740          | 50.697        | 1:21.409        | 45.634        | 201.7  | 46:59.035       |     |               |                       |               |                 |                         |           |           |
| 11  | 1 | <b>2:54.988</b>   | 50.520        | <b>1:19.261</b> | <b>45.207</b> | 185.2  | 49:54.023       |     |               |                       |               |                 |                         |           |           |
| <b>10</b> Ford Escort RS 1600 1974<br>1. Peter VÖGELE TC2                                   |   |                   |               |                 |               |        | 1               | 1   | 3:28.407      | 1:00.378              | 1:33.039      | 54.990          | 141.6                   | 3:28.407  |           |
| 1   | 1 | 3:32.125          | 1:12.896      | 1:29.327        | 49.902        | 138.0  | 3:32.125        | 2   | 1             | 3:10.309              | 55.819        | 1:25.639        | 48.851                  | 178.1     | 6:38.716  |
| 2   | 1 | 3:04.803          | 52.377        | 1:24.640        | 47.786        | 180.3  | 6:36.928        | 3   | 1             | 3:17.486              | 55.705        | 1:30.836        | 50.945                  | 170.4     | 9:56.202  |
| 3   | 1 | 3:02.567          | 52.577        | 1:23.044        | 46.946        | 178.1  | 9:39.495        | 4   | 1             | 3:08.855              | 55.866        | 1:24.313        | 48.676                  | 169.0     | 13:05.057 |
| 4   | 1 | 3:02.068          | <b>52.279</b> | 1:23.044        | <b>46.745</b> | 173.0  | 12:41.563       | 5   | 1             | 3:06.075              | 54.962        | 1:22.782        | 48.331                  | 178.7     | 16:11.132 |
| 5   | 1 | 3:14.137 B        | 52.874        | 1:24.910        | 56.353        | 170.7  | 15:55.700       | 6   | 1             | <b>3:05.195</b>       | <b>54.688</b> | <b>1:22.287</b> | <b>48.220</b>           | 180.3     | 19:16.327 |
| 6   | 1 | <b>6:41.023</b> B | 3:42.742      | 1:44.668        | 1:13.613      | 163.8  | 22:36.723       | 7   | 1             | <b>4:00.645</b> B     | 57.072        | 1:48.245        | 1:15.328                | 125.4     | 23:16.972 |
| 7   | 1 | 18:42.974         | ...           | 1:24.094        | 48.327        | 162.5  | 41:19.697       | 8   | 1             | 18:34.502             | ...           | 1:26.578        | 51.577                  | 159.3     | 41:51.474 |
| 8   | 1 | <b>3:01.745</b>   | 52.411        | <b>1:22.074</b> | 47.260        | 181.0  | 44:21.442       | 9   | 1             | 3:14.842              | 54.868        | 1:27.717        | 52.257                  | 178.7     | 45:06.316 |
| 9   | 1 | 3:12.655 B        | 52.710        | 1:23.163        | 56.782        | 180.0  | 47:34.097       | 10  | 1             | 3:07.018              | 54.696        | 1:23.019        | 49.303                  | 178.1     | 48:13.334 |
| <b>16</b> Ford Capri RS 2600 LW 1975<br>1. Jean-François BESSON TC2                         |   |                   |               |                 |               |        | 1               | 1   | 4:00.183      | 1:36.759              | 1:32.881      | 50.543          | 121.6                   | 4:00.183  |           |
| 1   | 1 | 3:32.125          | 1:12.896      | 1:29.327        | 49.902        | 138.0  | 3:32.125        | 2   | 1             | 2:59.062              | 51.485        | 1:21.094        | 46.483                  | 180.6     | 6:59.245  |
| 2   | 1 | 3:04.803          | 52.377        | 1:24.640        | 47.786        | 180.3  | 6:36.928        | 3   | 1             | 2:57.877              | 51.246        | 1:21.043        | 45.588                  | 189.0     | 9:57.122  |
| 3   | 1 | 3:02.567          | 52.577        | 1:23.044        | 46.946        | 178.1  | 9:39.495        | 4   | 1             | 2:56.574              | 50.800        | 1:20.466        | 45.308                  | 191.1     | 12:53.696 |
| 4   | 1 | 3:02.068          | <b>52.279</b> | 1:23.044        | <b>46.745</b> | 173.0  | 12:41.563       | 5   | 1             | 2:54.303              | 50.164        | 1:19.075        | 45.064                  | 192.5     | 15:47.999 |
| 5   | 1 | 3:14.137 B        | 52.874        | 1:24.910        | 56.353        | 170.7  | 15:55.700       |     |               |                       |               |                 |                         |           |           |
| 6   | 1 | <b>6:41.023</b> B | 3:42.742      | 1:44.668        | 1:13.613      | 163.8  | 22:36.723       |     |               |                       |               |                 |                         |           |           |
| 7   | 1 | 18:42.974         | ...           | 1:24.094        | 48.327        | 162.5  | 41:19.697       |     |               |                       |               |                 |                         |           |           |
| 8   | 1 | <b>3:01.745</b>   | 52.411        | <b>1:22.074</b> | 47.260        | 181.0  | 44:21.442       |     |               |                       |               |                 |                         |           |           |
| 9   | 1 | 3:12.655 B        | 52.710        | 1:23.163        | 56.782        | 180.0  | 47:34.097       |     |               |                       |               |                 |                         |           |           |
| <b>20</b> Ford Capri RS 2600 1972<br>1. Jean-Marc DEMIERRE TC2<br>2. Benjamin MONNAY        |   |                   |               |                 |               |        | 1               | 1   | 3:01.915      | 55.297                | 1:23.086      | 43.532          | 170.7                   | 3:01.915  |           |
| 1   | 1 | 4:02.649          | 1:31.653      | 1:35.112        | 55.884        | 133.1  | 4:02.649        | 2   | 2             | <b>2:37.912</b>       | <b>44.535</b> | <b>1:12.785</b> | <b>40.592</b>           | 215.2     | 5:39.827  |
| 2   | 1 | 3:09.123          | 54.371        | 1:25.893        | 48.859        | 167.6  | 7:11.772        | 3   | 2             | 2:56.433 B            | 45.849        | 1:16.296        | 54.288                  | 181.3     | 8:36.260  |
| 3   | 1 | 3:09.842          | 53.772        | 1:28.038        | 48.032        | 173.9  | 10:21.614       | 4   | 1             | 5:41.296              | 3:34.509      | 1:22.102        | 44.685                  | 184.2     | 14:17.556 |
| 4   | 1 | 3:04.761          | 53.034        | 1:23.757        | 47.970        | 171.5  | 13:26.375       | 5   | 1             | 2:42.895              | 46.319        | 1:14.893        | 41.683                  | 211.7     | 17:00.451 |
| 5   | 1 | 3:16.279 B        | 51.833        | 1:24.123        | 1:00.323      | 175.1  | 16:42.654       | 6   | 1             | 2:42.496              | 46.120        | 1:14.681        | 41.695                  | 206.5     | 19:42.947 |
| 6   | 2 | 24:03.170         | ...           | 1:19.867        | <b>46.572</b> | 167.9  | 40:45.824       | 7   | 1             | <b>4:02.392</b>       | 1:15.308      | 1:48.185        | 58.899                  | 117.2     | 23:45.339 |
| 7   | 2 | <b>2:57.747</b>   | <b>51.605</b> | <b>1:18.914</b> | 47.228        | 178.1  | 43:43.571       | 8   | 1             | 17:18.119             | ...           | 1:18.276        | 43.119                  | 171.0     | 41:03.458 |
| <b>22</b> BMW 3.0 CSL 1975<br>1. Olivier BREITMAYER TC2<br>2. Emile BREITMAYER              |   |                   |               |                 |               |        | 1               | 2   | 3:01.915      | 55.297                | 1:23.086      | 43.532          | 170.7                   | 3:01.915  |           |
| 1   | 2 | 3:01.915          | 55.297        | 1:23.086        | 43.532        | 170.7  | 3:01.915        | 2   | 2             | <b>2:37.912</b>       | <b>44.535</b> | <b>1:12.785</b> | <b>40.592</b>           | 215.2     | 5:39.827  |
| 2   | 2 | <b>2:37.912</b>   | <b>44.535</b> | <b>1:12.785</b> | <b>40.592</b> | 215.2  | 5:39.827        | 3   | 2             | 2:56.433 B            | 45.849        | 1:16.296        | 54.288                  | 181.3     | 8:36.260  |
| 3   | 2 | 2:56.433 B        | 45.849        | 1:16.296        | 54.288        | 181.3  | 8:36.260        | 4   | 1             | 5:41.296              | 3:34.509      | 1:22.102        | 44.685                  | 184.2     | 14:17.556 |
| 4   | 1 | 5:41.296          | 3:34.509      | 1:22.102        | 44.685        | 184.2  | 14:17.556       | 5   | 1             | 2:42.895              | 46.319        | 1:14.893        | 41.683                  | 211.7     | 17:00.451 |
| 5   | 1 | 2:42.895          | 46.319        | 1:14.893        | 41.683        | 211.7  | 17:00.451       | 6   | 1             | 2:42.496              | 46.120        | 1:14.681        | 41.695                  | 206.5     | 19:42.947 |
| 6   | 1 | 2:42.496          | 46.120        | 1:14.681        | 41.695        | 206.5  | 19:42.947       | 7   | 1             | <b>4:02.392</b>       | 1:15.308      | 1:48.185        | 58.899                  |           |           |



### HERITAGE TOURING CUP 1 SPA CLASSIC QUALIFYING

#### Sector Analysis

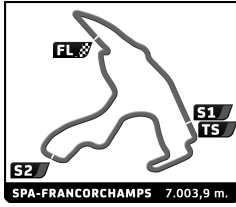
| Lap under Red Flag   |   |                     |               |                 |               |        |           |     |   |      | Invalidated Lap | Personal Best | Session Best | B Crossing the pit lane |         |
|--|---|---------------------|---------------|-----------------|---------------|--------|-----------|-----|---|------|-----------------|---------------|--------------|-------------------------|---------|
| Lap  | D | Time                | Sector 1      | Sector 2        | Sector 3      | T. Spd | Elapsed   | Lap | D | Time | Sector 1        | Sector 2      | Sector 3     | T. Spd                  | Elapsed |
| <b>37</b> Ford Escort RS 1600 1972<br>1. Raphaël de BORMAN TC2                       |   |                     |               |                 |               |        |           |     |   |      |                 |               |              |                         |         |
| 1  | 1 | 3:08.218            | 1:02.472      | 1:21.531        | 44.215        | 154.7  | 3:08.218  |     |   |      |                 |               |              |                         |         |
| 2  | 1 | 3:17.694 B          | 56.743        | 1:21.995        | 58.956        | 150.8  | 6:25.912  |     |   |      |                 |               |              |                         |         |
| 3  | 1 | 10:08.396           | 8:07.261      | 1:17.060        | 44.075        | 169.3  | 16:34.308 |     |   |      |                 |               |              |                         |         |
| 4  | 1 | <del>2:53.441</del> | 50.865        | 1:17.604        | 44.972        | 186.9  | 19:27.749 |     |   |      |                 |               |              |                         |         |
| 5  | 1 | <b>3:51.976 B</b>   | 52.995        | 1:41.935        | 1:17.046      | 151.5  | 23:19.725 |     |   |      |                 |               |              |                         |         |
| 6  | 1 | 18:22.641           | ...           | 1:19.485        | 59.446        | 147.1  | 41:42.366 |     |   |      |                 |               |              |                         |         |
| 7  | 1 | 2:49.203            | 49.193        | 1:16.229        | 43.781        | 190.7  | 44:31.569 |     |   |      |                 |               |              |                         |         |
| 8  | 1 | <b>2:48.143</b>     | <b>48.900</b> | <b>1:15.979</b> | <b>43.264</b> | 192.2  | 47:19.712 |     |   |      |                 |               |              |                         |         |
| 9  | 1 | 3:09.699 B          | 52.843        | 1:19.838        | 57.018        | 160.8  | 50:29.411 |     |   |      |                 |               |              |                         |         |
| <b>44</b> BMW 2002 TI 1970<br>1. Katrin JACOB TC2                                    |   |                     |               |                 |               |        |           |     |   |      |                 |               |              |                         |         |
| 1  | 1 | 3:59.399            | 1:27.010      | 1:38.509        | 53.880        | 114.6  | 3:59.399  |     |   |      |                 |               |              |                         |         |
| 2  | 1 | 3:17.729            | 57.185        | 1:29.772        | 50.772        | 166.2  | 7:17.128  |     |   |      |                 |               |              |                         |         |
| 3  | 1 | 3:27.917 B          | 54.700        | 1:27.952        | 1:05.265      | 175.7  | 10:45.045 |     |   |      |                 |               |              |                         |         |
| 4  | 1 | 5:06.876            | 2:47.016      | 1:29.555        | 50.305        | 163.1  | 15:51.921 |     |   |      |                 |               |              |                         |         |
| 5  | 1 | 3:11.666            | 55.770        | 1:26.534        | 49.362        | 172.1  | 19:03.587 |     |   |      |                 |               |              |                         |         |
| 6  | 1 | <b>4:10.189 B</b>   | 55.139        | 2:01.173        | 1:13.877      | 157.3  | 23:13.776 |     |   |      |                 |               |              |                         |         |
| 7  | 1 | 18:06.978           | ...           | 1:28.578        | 50.807        | 155.9  | 41:20.754 |     |   |      |                 |               |              |                         |         |
| 8  | 1 | 3:10.022            | 55.414        | 1:24.910        | 49.698        | 173.3  | 44:30.776 |     |   |      |                 |               |              |                         |         |
| 9  | 1 | 3:06.330            | 54.364        | 1:23.431        | 48.535        | 178.4  | 47:37.106 |     |   |      |                 |               |              |                         |         |
| 10   | 1 | <b>3:05.194</b>     | <b>54.164</b> | <b>1:23.259</b> | <b>47.771</b> | 176.3  | 50:42.300 |     |   |      |                 |               |              |                         |         |
| <b>47</b> Ford Escort RS 1600 1972<br>1. Guy Fabrice MESTROT TC2<br>2. Eric SECHAUD  |   |                     |               |                 |               |        |           |     |   |      |                 |               |              |                         |         |
| 1  | 1 | 3:27.171            | 1:08.541      | 1:29.564        | 49.066        | 156.8  | 3:27.171  |     |   |      |                 |               |              |                         |         |
| 2  | 1 | 2:59.824            | 52.202        | 1:20.533        | 47.089        | 180.6  | 6:26.995  |     |   |      |                 |               |              |                         |         |
| 3  | 1 | 2:59.582            | 51.244        | 1:20.599        | 47.739        | 197.8  | 9:26.577  |     |   |      |                 |               |              |                         |         |
| 4  | 1 | 3:11.345 B          | 50.687        | 1:19.913        | 1:00.745      | 201.7  | 12:37.922 |     |   |      |                 |               |              |                         |         |
| 5  | 2 | <b>8:22.260 B</b>   | 5:40.982      | 1:31.197        | 1:10.081      | 117.0  | 21:00.182 |     |   |      |                 |               |              |                         |         |
| 6  | 2 | 20:00.109           | ...           | 1:20.834        | 43.171        | 163.1  | 41:00.291 |     |   |      |                 |               |              |                         |         |
| 7  | 2 | <b>2:47.032</b>     | <b>47.678</b> | 1:16.655        | <b>42.699</b> | 204.9  | 43:47.323 |     |   |      |                 |               |              |                         |         |
| 8  | 2 | 2:56.322 B          | 48.380        | <b>1:16.005</b> | 51.937        | 200.9  | 46:43.645 |     |   |      |                 |               |              |                         |         |
| <b>52</b> Ford Capri RS 3100 Cologne 1973<br>1. Yves SCEMAMA TC2                     |   |                     |               |                 |               |        |           |     |   |      |                 |               |              |                         |         |
| 1  | 1 | 3:11.833            | 1:04.999      | 1:23.401        | 43.433        | 149.9  | 3:11.833  |     |   |      |                 |               |              |                         |         |
| 2  | 1 | 2:44.098            | 47.562        | 1:15.612        | 40.924        | 198.5  | 5:55.931  |     |   |      |                 |               |              |                         |         |
| 3  | 1 | 2:42.143            | 46.569        | 1:14.422        | 41.152        | 209.1  | 8:38.074  |     |   |      |                 |               |              |                         |         |
| 4  | 1 | 2:41.515            | 45.983        | 1:15.026        | <b>40.506</b> | 208.7  | 11:19.589 |     |   |      |                 |               |              |                         |         |
| 5  | 1 | <b>2:40.684</b>     | 45.497        | <b>1:14.228</b> | 40.959        | 213.9  | 14:00.273 |     |   |      |                 |               |              |                         |         |
| 6  | 1 | 3:05.928 B          | 49.869        | 1:23.750        | 52.309        | 165.7  | 17:06.201 |     |   |      |                 |               |              |                         |         |
| 7  | 1 | <del>2:35.142</del> | ...           | 1:15.766        | 41.535        | 186.6  | 42:41.343 |     |   |      |                 |               |              |                         |         |
| 8  | 1 | 2:41.505            | 45.936        | 1:14.594        | 40.975        | 214.3  | 45:22.848 |     |   |      |                 |               |              |                         |         |
| 9  | 1 | 2:41.104            | <b>45.360</b> | 1:14.522        | 41.222        | 213.4  | 48:03.952 |     |   |      |                 |               |              |                         |         |
| <b>55</b> Alfa Romeo Giulia Sprint GTA 1969<br>1. Daniel HAGER TC2<br>2. Malte HAGER |   |                     |               |                 |               |        |           |     |   |      |                 |               |              |                         |         |
| 1  | 1 | 3:37.072            | 57.604        | 1:43.688        | 55.780        | 111.4  | 3:37.072  |     |   |      |                 |               |              |                         |         |
| 2  | 1 | 3:26.842            | 1:00.616      | 1:32.756        | 53.470        | 156.6  | 7:03.914  |     |   |      |                 |               |              |                         |         |
| 3  | 1 | 3:36.504 B          | 59.727        | 1:35.372        | 1:01.405      | 160.5  | 10:40.418 |     |   |      |                 |               |              |                         |         |
| 4  | 2 | 6:16.860            | 3:51.302      | 1:34.045        | 51.513        | 143.4  | 16:57.278 |     |   |      |                 |               |              |                         |         |
| 5  | 2 | <b>3:26.768 B</b>   | 57.688        | 1:27.318        | 1:01.762      | 167.1  | 20:24.046 |     |   |      |                 |               |              |                         |         |
| 6  | 2 | 20:59.189           | ...           | 1:30.715        | 50.411        | 152.6  | 41:23.235 |     |   |      |                 |               |              |                         |         |
| 7  | 2 | 3:11.512            | <b>55.469</b> | 1:25.752        | 50.291        | 169.8  | 44:34.747 |     |   |      |                 |               |              |                         |         |
| 8  | 2 | <b>3:10.211</b>     | 55.612        | <b>1:25.435</b> | <b>49.164</b> | 158.3  | 47:44.958 |     |   |      |                 |               |              |                         |         |
| 9  | 2 | 3:11.816            | 55.918        | 1:25.836        | 50.062        | 159.7  | 50:56.774 |     |   |      |                 |               |              |                         |         |
| <b>56</b> Toyota Celica 1972<br>1. Dominique HOLVOET TC2                             |   |                     |               |                 |               |        |           |     |   |      |                 |               |              |                         |         |
| 1  | 1 | 3:59.123            | 1:26.592      | 1:36.894        | 55.637        | 114.0  | 3:59.123  |     |   |      |                 |               |              |                         |         |
| 2  | 1 | 3:19.139            | 58.162        | 1:30.087        | 50.890        | 157.1  | 7:18.262  |     |   |      |                 |               |              |                         |         |
| 3  | 1 | 3:15.158            | 56.813        | 1:26.929        | 51.416        | 171.8  | 10:33.420 |     |   |      |                 |               |              |                         |         |
| 4  | 1 | 3:13.226            | 57.126        | 1:26.047        | 50.053        | 168.2  | 13:46.646 |     |   |      |                 |               |              |                         |         |
| 5  | 1 | 3:11.987            | 56.023        | 1:26.272        | 49.692        | 168.4  | 16:58.633 |     |   |      |                 |               |              |                         |         |
| 6  | 1 | <b>3:12.244</b>     | 55.532        | 1:25.426        | 51.286        | 174.8  | 20:10.877 |     |   |      |                 |               |              |                         |         |
| 7  | 1 | 21:42.499           | ...           | 1:28.252        | 50.706        | 134.0  | 41:53.376 |     |   |      |                 |               |              |                         |         |
| 8  | 1 | <b>3:06.028</b>     | 54.906        | 1:23.869        | <b>47.253</b> | 178.1  | 44:59.404 |     |   |      |                 |               |              |                         |         |
| 9  | 1 | <del>3:06.325</del> | <b>54.506</b> | <b>1:23.611</b> | 48.208        | 176.6  | 48:05.729 |     |   |      |                 |               |              |                         |         |
| <b>60</b> Ford Capri RS 3100 Cologne 1974<br>1. Armand MILLE TC2                     |   |                     |               |                 |               |        |           |     |   |      |                 |               |              |                         |         |
| 1  | 1 | 8:49.808            | 6:49.322      | 1:19.156        | 41.330        | 162.8  | 8:49.808  |     |   |      |                 |               |              |                         |         |
| 2  | 1 | 2:38.810            | 45.599        | 1:13.039        | 40.172        | 199.7  | 11:28.618 |     |   |      |                 |               |              |                         |         |
| 3  | 1 | 2:37.721            | 44.808        | 1:12.570        | 40.343        | 197.4  | 14:06.339 |     |   |      |                 |               |              |                         |         |
| 4  | 1 | 2:53.039 B          | 45.676        | 1:15.958        | 51.405        | 177.8  | 16:59.378 |     |   |      |                 |               |              |                         |         |
| 5  | 1 | <b>6:21.602 B</b>   | 3:27.050      | 1:38.097        | 1:16.455      | 114.9  | 23:20.980 |     |   |      |                 |               |              |                         |         |
| 6  | 1 | 19:39.498           | ...           | 1:13.387        | 40.459        | 178.4  | 43:00.478 |     |   |      |                 |               |              |                         |         |
| 7  | 1 | <b>2:37.064</b>     | 44.763        | <b>1:12.310</b> | <b>39.991</b> | 198.9  | 45:37.542 |     |   |      |                 |               |              |                         |         |
| 8  | 1 | 2:37.510            | <b>44.485</b> | 1:12.843        | 40.182        | 201.7  | 48:15.052 |     |   |      |                 |               |              |                         |         |
| <b>64</b> Ford Escort I RS 1600 1975<br>1. Herve ORDIONI TC2                         |   |                     |               |                 |               |        |           |     |   |      |                 |               |              |                         |         |
| 1  | 1 | 3:28.278            | 1:06.797      | 1:34.188        | 47.293        | 149.5  | 3:28.278  |     |   |      |                 |               |              |                         |         |
| 2  | 1 | 2:54.563            | 50.360        | <b>1:17.920</b> | 46.283        | 181.3  | 6:22.841  |     |   |      |                 |               |              |                         |         |
| 3  | 1 | 2:53.995            | 50.092        | 1:18.926        | 44.977        | 187.9  | 9:16.836  |     |   |      |                 |               |              |                         |         |
| 4  | 1 | 2:57.080            | 51.250        | 1:19.460        | 46.370        | 187.9  | 12:13.916 |     |   |      |                 |               |              |                         |         |
| 5  | 1 | <del>2:53.956</del> | 50.261        | 1:18.423        | 45.272        | 194.4  | 15:07.872 |     |   |      |                 |               |              |                         |         |
| 6  | 1 | 2:55.720            | 51.708        | 1:18.958        | 45.054        | 192.9  | 18:03.592 |     |   |      |                 |               |              |                         |         |
| 7  | 1 | <b>3:27.617 B</b>   | 50.668        | 1:24.406        | 1:12.543      | 182.2  | 21:31.209 |     |   |      |                 |               |              |                         |         |
| 8  | 1 | 19:42.132           | ...           | 1:23.621        | 46.620        | 155.1  | 41:13.341 |     |   |      |                 |               |              |                         |         |
| 9  | 1 | 2:55.845            | <b>49.817</b> | 1:20.327        | 45.701        | 185.2  | 44:09.186 |     |   |      |                 |               |              |                         |         |
| 10   | 1 | <b>2:53.284</b>     | 50.353        | 1:18.048        | <b>44.883</b> | 197.0  | 47:02.470 |     |   |      |                 |               |              |                         |         |
| 11   | 1 | 2:54.629            | 50.209        | 1:19.172        | 45.248        | 196.2  | 49:57.099 |     |   |      |                 |               |              |                         |         |
| <b>71</b> BMW 3.0 CSL 1975<br>1. Ross HYETT TC2<br>2. Nick HYETT                     |   |                     |               |                 |               |        |           |     |   |      |                 |               |              |                         |         |
| 1  | 1 | 3:14.334            | 48.044        | 1:32.956        | 53.334        | 155.1  | 3:14.334  |     |   |      |                 |               |              |                         |         |



### HERITAGE TOURING CUP 1 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 |
| <b>74</b> BMW 3.0 CSL 1975<br>1. LEO G.  |   |            |          |          |          |        | TC2             |     |               |      |              |          |                         |        |         |
| 1  | 1 | 2:51.112   | 52.290   | 1:18.657 | 40.165   | 156.8  | 2:51.112        |     |               |      |              |          |                         |        |         |
| 2  | 1 | 2:34.876   | 44.145   | 1:11.510 | 39.221   | 209.5  | 5:25.988        |     |               |      |              |          |                         |        |         |
| 3  | 1 | 2:34.810   | 43.683   | 1:11.230 | 39.897   | 212.1  | 8:00.798        |     |               |      |              |          |                         |        |         |
| 4  | 1 | 2:53.358 B | 46.518   | 1:14.936 | 51.904   | 187.3  | 10:54.156       |     |               |      |              |          |                         |        |         |
| <b>75</b> BMW 3.0 CSL 1974<br>1. Eric MESTDAGH   |   |            |          |          |          |        | TC2             |     |               |      |              |          |                         |        |         |
| 1  | 1 | 3:30.960   | 1:04.045 | 1:36.664 | 50.251   | 136.3  | 3:30.960        |     |               |      |              |          |                         |        |         |
| 2  | 1 | 2:55.224   | 51.458   | 1:19.155 | 44.611   | 195.5  | 6:26.184        |     |               |      |              |          |                         |        |         |
| 3  | 1 | 2:50.232   | 49.263   | 1:16.670 | 44.299   | 206.1  | 9:16.416        |     |               |      |              |          |                         |        |         |
| 4  | 1 | 3:15.449 B | 50.308   | 1:26.997 | 58.144   | 169.3  | 12:31.865       |     |               |      |              |          |                         |        |         |
| 5  | 1 | 5:42.322   | 3:32.043 | 1:21.021 | 49.258   | 161.8  | 18:14.187       |     |               |      |              |          |                         |        |         |
| 6  | 1 | 3:21.686 B | 49.199   | 1:24.555 | 1:07.932 | 205.7  | 21:35.873       |     |               |      |              |          |                         |        |         |
| <b>83</b> BMW 635 CSI Gr. 2 1981<br>1. Christian TRABER<br>2. Nicolas TRABER                   |   |            |          |          |          |        | TC2             |     |               |      |              |          |                         |        |         |
| 1  | 2 | 2:51.374   | 46.603   | 1:21.672 | 43.099   | 143.8  | 2:51.374        |     |               |      |              |          |                         |        |         |
| 2  | 2 | 2:42.403   | 46.411   | 1:14.334 | 41.658   | 215.7  | 5:33.777        |     |               |      |              |          |                         |        |         |
| 3  | 2 | 2:43.699   | 46.447   | 1:15.275 | 41.977   | 214.3  | 8:17.476        |     |               |      |              |          |                         |        |         |
| 4  | 2 | 3:42.366 B | 52.858   | 1:38.508 | 1:11.000 | 156.3  | 11:59.842       |     |               |      |              |          |                         |        |         |
| 5  | 1 | 5:30.835   | 3:26.566 | 1:21.019 | 43.250   | 175.4  | 17:30.677       |     |               |      |              |          |                         |        |         |
| 6  | 1 | 2:59.954 B | 47.741   | 1:15.985 | 56.228   | 208.2  | 20:30.631       |     |               |      |              |          |                         |        |         |
| 7  | 1 | 20:17.196  | ...      | 1:17.934 | 44.801   | 185.2  | 40:47.827       |     |               |      |              |          |                         |        |         |
| 8  | 1 | 2:44.548   | 47.471   | 1:14.918 | 42.159   | 210.8  | 43:32.375       |     |               |      |              |          |                         |        |         |
| 9  | 1 | 2:44.764   | 46.863   | 1:15.228 | 42.673   | 191.8  | 46:17.139       |     |               |      |              |          |                         |        |         |
| 10   | 1 | 3:17.568 B | 56.085   | 1:25.357 | 56.126   | 142.6  | 49:34.707       |     |               |      |              |          |                         |        |         |
| <b>94</b> Alfa Romeo 1750 GTAm 1971<br>1. Hans LUGINBÜHL<br>2. Peter PRALLER                   |   |            |          |          |          |        | TC2             |     |               |      |              |          |                         |        |         |
| 1  | 1 | 3:09.426   | 49.957   | 1:29.622 | 49.847   | 162.3  | 3:09.426        |     |               |      |              |          |                         |        |         |
| 2  | 1 | 3:05.072   | 54.585   | 1:22.455 | 48.032   | 182.6  | 6:14.498        |     |               |      |              |          |                         |        |         |
| <b>111</b> Chevrolet Camaro Z28 1971<br>1. Pekka NYSTROM                                       |   |            |          |          |          |        | TC2             |     |               |      |              |          |                         |        |         |
| 1  | 1 | 4:54.627   | 2:31.200 | 1:33.141 | 50.286   | 124.2  | 4:54.627        |     |               |      |              |          |                         |        |         |
| 2  | 1 | 2:41.794   | 43.709   | 1:17.075 | 41.010   | 204.5  | 7:36.421        |     |               |      |              |          |                         |        |         |
| 3  | 1 | 3:09.432   | 56.546   | 1:27.340 | 45.546   | 137.8  | 10:45.853       |     |               |      |              |          |                         |        |         |
| 4  | 1 | 2:42.002   | 43.894   | 1:17.266 | 40.842   | 209.5  | 13:27.855       |     |               |      |              |          |                         |        |         |
| 5  | 1 | 3:56.649 B | 59.692   | 1:46.304 | 1:10.653 | 129.1  | 17:24.504       |     |               |      |              |          |                         |        |         |
| <b>127</b> Ford Escort I RS 1600 1975<br>1. Pantelis CHRISTOFOROU                              |   |            |          |          |          |        | TC2             |     |               |      |              |          |                         |        |         |
| 1  | 1 | 3:53.467   | 1:39.591 | 1:27.112 | 46.764   | 136.9  | 3:53.467        |     |               |      |              |          |                         |        |         |
| 2  | 1 | 2:53.902   | 49.965   | 1:19.283 | 44.654   | 207.0  | 6:47.369        |     |               |      |              |          |                         |        |         |
| 3  | 1 | 2:56.983   | 49.725   | 1:22.992 | 44.266   | 201.3  | 9:44.352        |     |               |      |              |          |                         |        |         |
| 4  | 1 | 2:53.153   | 49.468   | 1:19.639 | 44.046   | 175.4  | 12:37.505       |     |               |      |              |          |                         |        |         |
| 5  | 1 | 2:51.490   | 49.251   | 1:18.022 | 44.217   | 205.7  | 15:28.995       |     |               |      |              |          |                         |        |         |
| 6  | 1 | 3:08.693 B | 49.104   | 1:17.955 | 1:01.634 | 206.1  | 18:37.688       |     |               |      |              |          |                         |        |         |
| <b>138</b> BMW 3.0 CSL 1975<br>1. Franz WUNDERLICH   |   |            |          |          |          |        | TC2             |     |               |      |              |          |                         |        |         |
| 1  | 1 | 3:52.173   | 1:30.378 | 1:34.253 | 47.542   | 127.0  | 3:52.173        |     |               |      |              |          |                         |        |         |
| 2  | 1 | 2:47.677   | 48.101   | 1:17.524 | 42.052   | 181.9  | 6:39.850        |     |               |      |              |          |                         |        |         |
| 3  | 1 | 2:43.335   | 47.492   | 1:14.051 | 41.792   | 211.2  | 9:23.185        |     |               |      |              |          |                         |        |         |
| 4  | 1 | 2:43.175   | 45.749   | 1:14.690 | 42.736   | 195.5  | 12:06.360       |     |               |      |              |          |                         |        |         |
| 5  | 1 | 2:41.146   | 45.916   | 1:13.974 | 41.256   | 206.1  | 14:47.506       |     |               |      |              |          |                         |        |         |
| 6  | 1 | 2:39.685   | 44.908   | 1:13.638 | 41.139   | 214.3  | 17:27.191       |     |               |      |              |          |                         |        |         |
| 7  | 1 | 2:40.849   | 44.871   | 1:13.377 | 42.601   | 211.2  | 20:08.040       |     |               |      |              |          |                         |        |         |
| 8  | 1 | 22:01.491  | ...      | 1:15.375 | 40.980   | 173.0  | 42:09.531       |     |               |      |              |          |                         |        |         |
| 9  | 1 | 2:42.194   | 45.539   | 1:14.873 | 41.782   | 213.0  | 44:51.725       |     |               |      |              |          |                         |        |         |
| 10   | 1 | 2:43.746   | 45.132   | 1:15.090 | 43.524   | 213.9  | 47:35.471       |     |               |      |              |          |                         |        |         |
| 11   | 1 | 2:39.799   | 44.741   | 1:14.052 | 41.006   | 218.5  | 50:15.270       |     |               |      |              |          |                         |        |         |
| <b>140</b> Ford Escort RS 1600 1968<br>1. Thierry de LATRE DU BOSQ<br>2. Alex de LATRE DU BOSQ |   |            |          |          |          |        | TC2             |     |               |      |              |          |                         |        |         |
| 1  | 1 | 3:59.480   | 1:33.458 | 1:34.296 | 51.726   | 119.0  | 3:59.480        |     |               |      |              |          |                         |        |         |
| 2  | 1 | 2:57.411   | 52.038   | 1:20.267 | 45.106   | 185.6  | 6:56.891        |     |               |      |              |          |                         |        |         |
| 3  | 1 | 2:55.054   | 50.082   | 1:19.835 | 45.137   | 194.4  | 9:51.945        |     |               |      |              |          |                         |        |         |
| 4  | 1 | 2:53.239   | 49.016   | 1:19.379 | 44.844   | 190.0  | 12:45.184       |     |               |      |              |          |                         |        |         |
| 5  | 1 | 3:06.328 B | 49.951   | 1:21.481 | 54.896   | 183.2  | 15:51.512       |     |               |      |              |          |                         |        |         |
| 6  | 2 | 9:13.838 B | 3:00.488 | 4:01.537 | 2:11.813 | 158.5  | 25:05.350       |     |               |      |              |          |                         |        |         |
| 7  | 2 | 16:25.025  | ...      | 1:25.906 | 47.973   | 166.8  | 41:30.375       |     |               |      |              |          |                         |        |         |
| 8  | 2 | 2:59.240   | 50.597   | 1:22.319 | 46.324   | 183.9  | 44:29.615       |     |               |      |              |          |                         |        |         |
| 9  | 2 | 2:56.510   | 49.713   | 1:21.537 | 45.260   | 190.0  | 47:26.125       |     |               |      |              |          |                         |        |         |
| 10   | 2 | 2:56.487   | 49.400   | 1:22.355 | 44.732   | 187.3  | 50:22.612       |     |               |      |              |          |                         |        |         |
| <b>171</b> BMW 3.0 CSL 1977<br>1. Robin GREENHALGH<br>2. Eric VAN DE POELE                     |   |            |          |          |          |        | TC2             |     |               |      |              |          |                         |        |         |
| 1  | 1 | 3:04.272   | 45.057   | 1:29.942 | 49.273   | 128.8  | 3:04.272        |     |               |      |              |          |                         |        |         |
| 2  | 1 | 3:03.860   | 53.103   | 1:23.951 | 46.806   | 177.5  | 6:08.132        |     |               |      |              |          |                         |        |         |
| 3  | 1 | 2:59.606   | 52.242   | 1:21.019 | 46.345   | 189.3  | 9:07.738        |     |               |      |              |          |                         |        |         |
| 4  | 1 | 2:55.654   | 51.066   | 1:19.564 | 45.024   | 193.3  | 12:03.392       |     |               |      |              |          |                         |        |         |
| 5  | 1 | 2:53.878   | 50.535   | 1:18.277 | 45.066   | 193.3  | 14:57.270       |     |               |      |              |          |                         |        |         |
| 6  | 1 | 2:55.899   | 50.988   | 1:19.826 | 45.085   | 184.5  | 17:53.169       |     |               |      |              |          |                         |        |         |
| <b>222</b> Alfa Romeo 1750 GTAm 1971<br>1. Stefano ROVERSI                                     |   |            |          |          |          |        | TC2             |     |               |      |              |          |                         |        |         |
| 1  | 1 | 3:31.443   | 1:05.234 | 1:36.296 | 49.913   | 143.8  | 3:31.443        |     |               |      |              |          |                         |        |         |
| 2  | 1 | 3:06.081   | 51.643   | 1:25.687 | 48.751   | 178.4  | 6:37.524        |     |               |      |              |          |                         |        |         |
| 3  | 1 | 3:04.157   | 52.326   | 1:24.481 | 47.350   | 164.9  | 9:41.681        |     |               |      |              |          |                         |        |         |
| 4  | 1 | 3:02.591   | 51.646   | 1:23.905 | 47.040   | 164.9  | 12:44.272       |     |               |      |              |          |                         |        |         |
| 5  | 1 | 3:03.371   | 51.394   | 1:24.920 | 47.057   | 175.1  | 15:47.643       |     |               |      |              |          |                         |        |         |



## HERITAGE TOURING CUP 1 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 |
|-----|---|------------|----------|----------|----------|--------|-----------|-----|---|------|----------|----------|----------|--------|---------|
| 6   | 1 | 3:03.874   | 53.351   | 1:22.999 | 47.521   | 171.5  | 18:51.514 |     |   |      |          |          |          |        |         |
| 7   | 1 | 4:04.859 B | 52.470   | 1:51.108 | 1:21.281 | 155.9  | 22:56.373 |     |   |      |          |          |          |        |         |

|            |                          |          |          |
|------------|--------------------------|----------|----------|
| <b>265</b> | Ford Escort RS 1600 1970 |          | TC2      |
|            | 1.Rey KING               |          |          |
|            | 2.Konstantinos ZANNOS    |          |          |
| 1          | 1                        | 4:01.152 | 4:01.152 |
| 2          | 1                        | 3:09.480 | 7:10.632 |