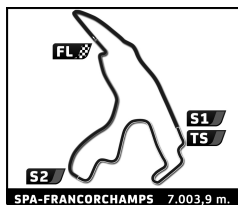


Spa 3 Hours  
SPA SUMMER CLASSIC  
Qualifying

Sector Analysis

— 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	
<b>2</b>		GINETTA G4R H-1965														
1. Palle PEDERSEN																
2. Nicolai KJAERGAARD																
1	1	3:25.490	1:07.525	1:28.692	49.273	165.1	3:25.490	7	1	3:18.379	57.834	1:29.286	51.259	160.7	26:21.949	
2	1	2:59.220	49.182	1:21.504	48.534	193.2	6:24.710	8	1	3:17.372	57.850	1:25.645	53.877	165.6	29:39.321	
3	1	3:03.331	50.327	1:23.301	49.703	192.5	9:28.041	9	1	3:11.399	56.037	1:24.782	50.580	174.8	32:50.720	
4	1	3:08.306	52.086	1:25.270	50.950	188.2	12:36.347	10	1	3:09.974	55.395	1:23.564	51.015	178.5	36:00.694	
5	1	3:24.462	50.816	1:26.537	1:07.109	174.8	16:00.809	11	1	3:12.264	55.367	1:25.889	51.008	182.7	39:12.958	
6	1	6:28.611	4:22.682	1:19.426	46.503	171.4	22:29.420	12	1	3:12.481	55.444	1:24.815	52.222	182.4	42:25.439	
7	1	2:49.538	47.430	1:17.771	44.337	204.2	25:18.958	13	1	4:40.158	1:09.349	1:47.198	1:43.611	121.3	47:05.597	
8	1	2:49.678	46.864	1:16.753	46.061	205.7	28:08.636									
9	1	2:48.469	47.005	1:17.504	43.960	193.2	30:57.105									
10	1	2:47.399	46.844	1:16.795	43.760	203.8	33:44.504									
11	1	3:06.790	47.114	1:20.045	59.631	178.8	36:51.294									
12	1	5:14.029	3:07.011	1:22.376	44.642	173.1	42:05.323									
13	1	4:18.358	59.598	1:46.870	1:31.890	122.9	46:23.681									
<b>3</b>		PORSCHE 911 3.0 RS H-1976														
1. Matteo DENTI		3. Paolo MARZATICO														
2. Filippo DENTI																
1	1	4:49.268	2:32.638	1:27.218	49.412	135.5	4:49.268									
2	1	3:04.184	53.431	1:21.523	49.230	171.7	7:53.452									
3	1	3:00.547	52.660			183.1	10:53.999									
4	1	3:23.891	53.151	1:22.741	1:07.999	177.0	14:17.890									
5	1	5:32.955	3:10.209	1:29.498	53.248	170.1	19:50.845									
6	1	3:18.172	55.640	1:29.085	53.447	176.2	23:09.017									
7	1	3:50.983	54.642	1:29.265	1:27.076	165.9	27:00.000									
8	1	4:41.453	2:25.144			174.5	31:41.453									
9	1	3:07.820	52.995	1:23.544	51.281	197.8	34:49.273									
10	1	3:02.437	51.438	1:22.756	48.243	184.0	37:51.710									
11	1	3:02.250	52.352	1:22.313	47.585	178.8	40:53.960									
12	1	4:37.061	51.432	1:36.653	2:08.976	192.9	45:31.021									
<b>4</b>		AUSTIN HEALEY Sebring Sprinte H-1965														
1. Marcus FELLOWS																
2. Alisdair BOWIE																
1	1	5:41.575	2:46.329	1:52.754	1:02.492	112.9	5:41.575									
2	1	3:57.500	1:08.267	1:41.444	1:07.789	156.7	9:39.075									
3	1	3:51.533	1:03.564	1:42.376	1:05.593	150.2	13:30.608									
4	1	3:52.915	1:02.761	1:43.555	1:06.599	155.6	17:23.523									
5	1	5:48.629	1:03.665	1:44.262	3:00.702	146.5	23:12.152									
6	1	4:36.617	2:00.038	1:39.009	57.570	158.4	27:48.769									
7	1	3:30.331	59.576	1:35.281	55.474	166.2	31:19.100									
8	1	3:47.770	58.469	1:51.309	57.992	172.8	35:06.870									
9	1	3:28.672	59.103	1:33.522	56.047	163.4	38:35.542									
10	1	3:24.574	58.743	1:31.279	54.552	175.0	42:00.116									
<b>5</b>		FORD Escort RS2000 H-1976														
1. Bruno LIMA		3. Diogo FERRÃO														
2. José PARADELA																
1	1	3:45.551	1:00.997	1:45.058	59.496	128.1	3:45.551									
2	1	3:26.894	59.354	1:31.889	55.651	173.1	7:12.445									
3	1	3:22.360	57.386	1:31.758	53.216	176.5	10:34.805									
4	1	3:40.930	1:02.585	1:31.991	1:06.354	169.0	14:15.735									
5	1	5:29.028	3:02.006	1:33.247	53.775	147.9	19:44.763									
6	1	3:18.807	57.597	1:28.436	52.774	155.6	23:03.570									
<b>6</b>		TURNER Sports H-1965														
1. Luke WOS																
2. Andy YOOL																
1	1	4:16.217	1:42.204	1:38.147	55.866	128.4	4:16.217									
2	1	3:18.068	56.586	1:27.985	53.497	165.4	7:34.285									
3	1	3:32.295	57.197	1:26.497	1:08.601	163.4	11:06.580									
4	1	6:14.421	3:57.501	1:25.581	51.339	172.8	17:21.001									
5	1	3:08.543	54.611	1:23.902	50.030	175.6	20:29.544									
6	1	13:44.564	1:07.417	1:46.828	...	123.6	34:14.108									
7	1	4:01.615	1:42.726	1:28.275	50.614	159.5	38:15.723									
8	1	3:10.223	55.136	1:24.888	50.199	181.5	41:25.946									
<b>7</b>		FORD Escort RS 1600 H-1971														
1. Bo WARMENIUS		3. Bjarne NYGREN														
2. Henry SANDBLOM																
1	1	3:01.972	46.343	1:23.836	51.793	158.4	3:01.972									
2	1	3:08.994	55.408	1:23.762	49.824	184.9	6:10.966									
3	1	3:10.644	56.141	1:24.456	50.047	187.2	9:21.610									
4	1	3:12.927	55.427	1:25.351	52.149	173.4	12:34.537									
5	1	3:15.001	55.090	1:28.104	51.807	163.1	15:49.538									
6	1	3:10.813	53.934	1:25.394	51.485	192.5	19:00.351									
7	1	3:09.482	56.242	1:23.365	49.875	186.9	22:09.833									
8	1	3:06.986	53.799	1:22.789	50.398	192.2	25:16.819									
9	1	3:06.481	54.129	1:22.946	49.406	190.8	28:23.300									
10	1	3:32.547	58.986	1:24.208	1:09.353	167.4	31:55.847									
11	1	5:02.404	2:41.374	1:28.200	52.830	167.4	36:58.251									
12	1	3:12.921	55.578	1:25.549	51.794	171.4	40:11.172									
13	1	3:50.205	55.418	1:29.438	1:25.349	177.6	44:01.377									
<b>8</b>		FORD Capri 2600 RS H-1976														
1. Wim KUIJL		3. Dirk KUIJL														
2. Tim KUIJL																
1	1	12:52.748	...	1:24.386	46.630	112.0	12:52.748									
2	1	2:54.598	50.004	1:18.527	46.067	183.1	15:47.346									
3	1	2:53.840	49.605	1:18.160	46.075	208.5	18:41.186									
4	1	3:12.715	50.931	1:21.150	1:00.634	160.2	21:53.901									
5	1	7:24.737	5:05.883	1:27.571	51.283	179.4	29:18.638									
6	1	3:03.726	52.979	1:22.649	48.098	195.3	32:22.364									
<b>9</b>		FORD Falcon H-1965														
1. Christiaan VAN LANSCHC																
2. Karsten LE BLANC																
1	1	3:11.700	49.384	1:30.597	51.719	134.5	3:11.700									
2	1	3:08.173	53.862	1:26.098	48.213	160.0	6:19.873									
3	1	3:10.400	53.185	1:24.870	52.345	178.5	9:30.273									
4	1	3:07.049	51.517	1:26.445	49.087	172.2	12:37.322									
5	1	3:26.057	51.380	1:27.722	1:06.955	167.4	16:03.379									
6	1	5:54.149	3:35.794	1:29.144	49.211	150.6	21:57.528									
7	1	3:05.131	51.514	1:25.384	48.233	178.5	25:02.659									



Spa 3 Hours  
SPA SUMMER CLASSIC  
Qualifying

Sector Analysis

— Invalidated Lap    ■ Personal Best    ■ Session Best    B Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed
8	1	3:06.749	51.573	1:25.485	49.691	176.2	28:09.408	7	1	3:20.607	58.823	1:28.862	52.922	159.5	28:11.591
9	1	<b>3:03.973</b>	<b>50.818</b>	<b>1:24.832</b>	48.323	185.2	31:13.381	8	1	3:26.304	58.333	1:34.177	53.794	157.2	31:37.895
10	1	3:26.550 <b>B</b>	54.996	1:29.313	1:02.241	153.2	34:39.931	9	1	3:18.513	<b>57.582</b>	1:27.799	53.132	166.4	34:56.408

**10** 1.Lando GRAF VON WEDEL 3.Christian GRAF VON WEDI  
2.Alexis GRAF VON WEDEL  
LOTUS Elon S1 H-1965

1	1	3:26.507	1:13.527	1:24.632	48.348	154.5	3:26.507
2	1	<b>2:57.622</b>	<b>50.382</b>	<b>1:19.738</b>	47.502	203.4	6:24.129
3	1	3:09.862 <b>B</b>	51.966	1:21.202	56.694	190.1	9:33.991
4	1	6:27.222	3:56.800	1:37.128	53.294	130.0	16:01.213
5	1	3:09.250 <b>B</b>	50.542	1:21.524	57.184	203.4	19:10.463
6	1	12:16.996	...	1:26.642	47.595	190.8	31:27.459
7	1	2:58.159	50.603	1:20.749	<b>46.807</b>	196.4	34:25.618
8	1	3:34.220 <b>B</b>	50.672	1:44.619	58.929	191.5	37:59.838
9	1	5:25.563 <b>B</b>					43:25.401

**11** 1.Bas JANSEN 3.Job VAN UITERT  
2.Jac MEEUWISSEN  
SHELBY Cobra H-1965

1	1	3:38.710	1:21.187	1:29.279	48.244	153.2	3:38.710
2	1	2:57.506	50.154	1:20.135	47.217	183.4	6:36.216
3	1	2:57.927	49.673	1:19.557	48.697	193.9	9:34.143
4	1	2:57.475	48.627	1:22.114	46.734	187.2	12:31.618
5	1	2:54.750	49.352	1:20.493	<b>44.905</b>	195.7	15:26.368
6	1	<b>2:53.456</b>	<b>48.560</b>	<b>1:18.990</b>	45.906	198.2	18:19.824
7	1	3:12.236 <b>B</b>	49.511	1:20.236	1:02.489	189.1	21:32.060
8	1	6:46.711	4:18.784	1:36.497	51.430	161.2	28:18.771
9	1	3:14.361	51.890	1:31.250	51.221	163.1	31:33.132
10	1	3:25.995 <b>B</b>	51.254	1:32.595	1:02.146	185.2	34:59.127
11	1	5:21.852	3:13.068	1:22.665	46.119	179.1	40:20.979
12	1	3:42.311 <b>B</b>	50.009	1:26.674	1:25.628	187.8	44:03.290

**12** 1.Grégory DESCAMPS 3.Raphael HINDERYCKX  
2.Grégory HOUTMANS  
MG B H-1965

1	1	4:04.310	1:23.884	1:40.503	59.923	148.4	4:04.310
2	1	3:28.935	1:01.141	1:32.923	54.871	160.2	7:33.245
3	1	3:23.099	59.362	1:29.621	54.116	160.7	10:56.344
4	1	3:35.299 <b>B</b>	1:00.312	1:29.295	1:05.692	163.6	14:31.643
5	1	6:05.846	3:36.021	1:34.299	55.526	152.3	20:37.489
6	1	3:25.248	1:00.297	1:30.880	54.071	140.8	24:02.737
7	1	3:36.443 <b>B</b>	59.649	1:29.994	1:06.800	165.6	27:39.180
8	1	5:15.904	2:47.503	1:31.638	56.763	157.0	32:55.084
9	1	3:22.685	59.359	1:29.469	<b>53.857</b>	166.4	36:17.769
10	1	<b>3:21.077</b>	<b>58.152</b>	1:28.959	53.966	173.4	39:38.846
11	1	4:01.898 <b>B</b>	59.527	<b>1:28.746</b>	1:33.625	172.8	43:40.744

**13** 1.Guenter STEPHAN  
2.Thomas KAISER  
MG B H-1976

1	1	4:22.286	1:42.821	1:40.277	59.188	132.0	4:22.286
2	1	3:31.581	1:02.167	1:34.677	54.737	150.8	7:53.867
3	1	3:27.822	59.362	1:32.164	56.296	172.8	11:21.689
4	1	3:28.343 <b>B</b>	58.797	1:29.708	59.838	156.1	14:50.032
5	1	5:10.294 <b>B</b>	2:37.021	1:28.797	1:04.476	167.7	20:00.326
6	1	4:50.658	2:26.030	1:31.245	53.383	154.7	24:50.984

**15** 1.Emiel DE WEERDT 3.Bjorn KABERGS  
2.Luc BRANCKAERTS  
FORD Mustang Boss 302 H-1971

1	1	5:30.592	2:48.846	1:41.746	1:00.000	112.1	5:30.592
2	1	3:25.667	59.074	1:32.309	54.284	137.8	8:56.259
3	1	5:06.227 <b>B</b>	58.240	1:33.431	2:34.556	141.9	14:02.486
4	1	3:58.774	1:42.391	1:27.120	49.263	165.9	18:01.260
5	1	<b>3:06.466</b>	51.657	1:24.422	50.387	171.7	21:07.726
6	1	3:09.016	52.533	1:25.540	50.943	173.4	24:16.742
7	1	5:12.559 <b>B</b>	52.883	1:31.922	2:47.754	170.3	29:29.301
8	1	4:01.828	1:45.708	1:26.917	49.203	167.2	33:31.129
9	1	<b>3:04.864</b>	<b>51.592</b>	<b>1:24.290</b>	48.982	171.4	36:35.993
10	1	3:05.793	51.783	1:25.406	<b>48.604</b>	175.6	39:41.786

**16** 1.Regis DEVIS 3.Marc DEVIS  
2.Mathias DEVIS  
FORD Shelby Mustang 350 GT H-1965

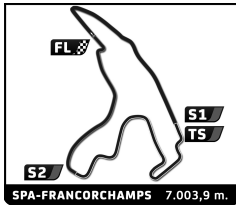
1	1	4:16.258	1:51.379	1:32.082	52.797	144.0	4:16.258
2	1	3:05.494	52.059	1:24.816	48.619	181.2	7:21.752
3	1	3:01.905	50.575	1:23.477	47.853	174.5	10:23.657
4	1	<b>2:58.784</b>	49.904	<b>1:21.954</b>	<b>46.926</b>	180.6	13:22.441
5	1	3:42.823 <b>B</b>	1:00.470	1:35.913	1:06.440	153.4	17:05.264
6	1	5:39.998	3:26.116	1:25.878	48.004	188.2	22:45.262
7	1	3:00.494	49.700	1:23.446	47.348	193.5	25:45.756
8	1	3:00.692	<b>49.129</b>	1:24.166	47.397	197.1	28:46.448
9	1	3:13.914 <b>B</b>	49.224	1:22.284	1:02.406	190.5	32:00.362
10	1	5:47.283	3:27.822	1:30.366	49.095	143.8	37:47.645
11	1	3:01.954	51.030	1:22.304	48.620	180.0	40:49.599
12	1	4:29.361 <b>B</b>	53.330	1:33.401	2:02.630	177.9	45:18.960

**17** 1.Mark SMITH 3.Arran MOULTON-SMITH  
2.Chris BOARDMAN  
MG B H-1965

1	1	12:24.537	9:52.361	1:36.785	55.391	149.8	12:24.537
2	1	3:28.606	1:00.799	1:33.417	54.390	155.6	15:53.143
3	1	3:34.242 <b>B</b>	58.834	1:30.292	1:05.116	163.4	19:27.385
4	1	5:16.996	2:55.295	1:28.827	52.874	169.5	24:44.381
5	1	<b>3:14.718</b>	56.066	<b>1:26.275</b>	<b>52.377</b>	181.8	27:59.099
6	1	3:27.322 <b>B</b>	<b>55.775</b>	1:27.991	1:03.556	180.3	31:26.421
7	1	5:29.946	3:04.325	1:30.885	54.736	155.6	36:56.367
8	1	3:19.617	58.204	1:28.042	53.371	162.9	40:15.984
9	1	4:10.302 <b>B</b>	57.906	1:34.642	1:37.754	176.8	44:26.286

**18** 1.Harry BARTON  
2.Oliver REUBEN  
TVR Griffith 200 H-1965

1	1	4:38.184	2:27.963	1:19.866	50.355	161.9	4:38.184
2	1	2:51.942	46.453	1:18.239	47.250	190.8	7:30.126
3	1	2:54.003	48.873	1:19.160	45.970	205.3	10:24.129
4	1	<b>2:49.204</b>	47.006	<b>1:17.722</b>	<b>44.476</b>	197.1	13:13.333
5	1	2:49.231	46.126	1:18.393	44.712	193.9	16:02.564



## Spa 3 Hours SPA SUMMER CLASSIC Qualifying

### Sector Analysis

— 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
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6	1	3:19.863	B	51.986	1:29.338	58.539	173.9	19:22.427							
7	1	5:10.067		3:02.718	1:21.285	46.064	174.5	24:32.494							
8	1	2:58.544		48.046	1:21.783	48.715	185.6	27:31.038							
9	1	2:55.169		49.203	1:19.566	46.400	194.9	30:26.207							
10	1	2:57.074		49.867	1:21.067	46.140	176.5	33:23.281							
11	1	3:05.100	B	48.204	1:21.844	55.052	173.4	36:28.381							
12	1	4:32.071		2:27.361	1:19.527	45.183	177.9	41:00.452							
13	1	4:25.415	B	45.838	1:34.512	2:05.065	197.1	45:25.867							

19		1.Martin WHITLOCK 2.Ben TINKLER		MG B Roadster H-1965	
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1	1	4:09.167		1:30.222	1:38.263	1:00.682	138.1	4:09.167
2	1	3:29.601		1:01.460	1:31.945	56.196	169.3	7:38.768
3	1	3:32.907		1:00.661	1:34.777	57.469	165.4	11:11.675
4	1	3:34.210		1:01.848	1:35.944	56.418	147.7	14:45.885
5	1	3:29.281		1:00.809	1:31.365	57.107	153.0	18:15.166
6	1	3:44.789	B	1:02.858	1:33.636	1:08.295	158.8	21:59.955
7	1	10:17.645		7:56.295	1:27.788	53.562	156.5	32:17.600
8	1	3:19.128		58.147	1:27.934	53.047	168.2	35:36.728
9	1	3:18.223		58.294	1:26.248	53.681	168.0	38:54.951
10	1	3:21.577		58.016	1:27.562	55.999	170.3	42:16.528
11	1	4:35.984	B	1:13.721	1:48.235	1:34.028	116.6	46:52.512

20		1.Charlie ALLISON 2.Peter THOMPSON		SHELBY American Cobra H-1965	
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1	1	3:56.819		1:34.993	1:29.006	52.820	142.7	3:56.819
2	1	3:00.240		49.914	1:23.451	46.875	181.2	6:57.059
3	1	3:00.504		50.486	1:22.817	47.201	188.8	9:57.563
4	1	2:57.913		48.820	1:22.241	46.852	187.5	12:55.476
5	1	2:59.023		48.519	1:22.626	47.878	187.8	15:54.499
6	1	3:00.951		49.327	1:24.390	47.234	193.5	18:55.450
7	1	2:59.378		48.983	1:22.491	47.904	196.0	21:54.828
8	1	3:19.292	B	51.324	1:27.901	1:00.067	196.0	25:14.120
9	1	4:56.759		2:45.857	1:23.681	47.221	169.3	30:10.879
10	1	2:57.333		48.968	1:21.475	46.890	195.3	33:08.212
11	1	2:59.048		49.063	1:21.819	48.166	190.8	36:07.260
12	1	3:00.784		49.988	1:22.453	48.343	176.8	39:08.044
13	1	3:00.124		49.544	1:23.645	46.935	184.9	42:08.168
14	1	4:18.837	B	1:03.254	1:42.282	1:33.301	123.7	46:27.005

21		1.Jacques CASTELEIN 2.Kurt DUJARDYN		3.Marc DUEZ SHELBY Cobra H-1965	
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1	1	4:00.699		1:14.378	1:42.321	1:04.000	121.5	4:00.699
2	1	3:24.912		1:01.165	1:28.757	54.990	157.0	7:25.611
3	1	3:16.823	B	51.134	1:25.470	1:00.219	177.6	10:42.434
4	1	5:21.648		3:10.495	1:23.719	47.434	180.9	16:04.082
5	1	2:53.963		48.132	1:19.804	46.027	201.9	18:58.045
6	1	3:05.887		55.388	1:24.206	46.293	184.3	22:03.932
7	1	2:54.252		47.714	1:20.577	45.961	204.5	24:58.184
8	1	8:15.503	B	48.715	1:20.306	6:06.482	194.2	33:13.687
9	1	3:58.455		1:35.649	1:28.471	54.335	190.5	37:12.142
10	1	2:54.936		48.198	1:20.524	46.214	200.0	40:07.078
11	1	3:40.482	B	48.358	1:20.984	1:31.140	215.1	43:47.560

22		1.George MILLER 2.Les GOBLE		ASTON MARTIN DB4 H-1965	
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1	1	3:09.240		48.173	1:30.236	50.831	135.5	3:09.240
2	1	3:05.357		51.894	1:24.431	49.032	176.5	6:14.597
3	1	3:09.096		54.492	1:25.267	49.337	168.7	9:23.693
4	1	3:07.297		52.939	1:25.003	49.355	168.2	12:30.990
5	1	3:21.591	B	53.654	1:26.059	1:01.878	170.6	15:52.581
6	1	5:56.813		3:20.894	1:37.641	58.278	137.1	21:49.394
7	1	3:33.903		57.577	1:38.112	58.214	153.6	25:23.297
8	1	3:35.751		59.775	1:39.127	56.849	142.9	28:59.048
9	1	3:30.688		58.328	1:36.370	55.990	158.1	32:29.736
10	1	3:38.160		1:00.635	1:39.353	58.172	138.3	36:07.896
11	1	3:33.933		59.360	1:35.429	59.144	142.1	39:41.829
12	1	4:08.645	B	59.973	1:41.051	1:27.621	149.4	43:50.474

26		1.Raphaël DE BORMAN 2.René BRUGMANS		FORD Escort RS1600 H-1976	
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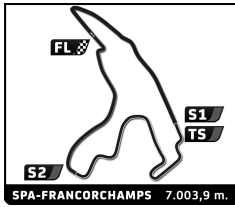
1	1	3:30.333		1:07.715	1:31.213	51.405	145.2	3:30.333
2	1	3:07.379		53.362	1:24.406	49.611	178.2	6:37.712
3	1	3:21.426	B	53.648	1:24.631	1:03.147	176.2	9:59.138
4	1	7:20.780		5:12.245	1:20.001	48.534	191.8	17:19.918
5	1	2:59.206		50.754	1:21.466	46.986	191.2	20:19.124
6	1	3:40.840	B	51.239	1:35.169	1:14.432	180.3	23:59.964
7	1	17:34.692		...	1:20.356	47.414	181.8	41:34.656
8	1	4:33.959	B	52.762	1:40.017	2:01.180	154.1	46:08.615

28		1.Pierre-Etienne BORDET 2.Laurent RICHARD		MARCOS GT1800 H-1965	
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1	1	4:12.956		1:45.586	1:30.083	57.287	155.2	4:12.956
2	1	3:13.686		55.909	1:28.467	49.310	165.1	7:26.642
3	1	3:04.151		52.650	1:23.483	48.018	184.6	10:30.793
4	1	3:04.180		54.991	1:21.833	47.356	187.2	13:34.973
5	1	3:03.400		52.419	1:22.689	48.292	194.2	16:38.373
6	1	3:02.020		52.411	1:21.962	47.647	200.4	19:40.393
7	1	3:20.639	B	56.477	1:23.906	1:00.256	183.7	23:01.032
8	1	5:27.991		3:14.612	1:24.268	49.111	189.1	28:29.023
9	1	3:05.309		52.824	1:23.142	49.343	193.2	31:34.332
10	1	3:06.061		51.559	1:25.619	48.883	193.9	34:40.393
11	1	3:04.937		51.605	1:24.686	48.646	198.2	37:45.330
12	1	3:03.840		52.510	1:22.484	48.846	200.7	40:49.170
13	1	4:30.841	B	54.476	1:36.187	2:00.178	178.5	45:20.011

29		1.Raymond KLOMPSTRA 2.Kees ROZEMA		TVR Grantura MK3 H-1965	
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1	1	5:27.864						5:27.864
2	1	3:38.633						9:06.497
3	1	3:36.010						12:42.507
4	1	3:34.142						16:16.649
5	1	3:42.013	B					19:58.662
6	1	6:03.286						26:01.948
7	1	3:39.720						29:41.668
8	1	3:30.178						33:11.846



Spa 3 Hours  
SPA SUMMER CLASSIC  
Qualifying

Sector Analysis

— Invalidated Lap    ■ Personal Best    ■ Session Best    B Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed
9	1	3:30.942					36:42.788	3	1	6:50.330	4:35.407	1:25.378	49.545	184.6	15:07.120
10	1	<b>3:26.807</b>					40:09.595	4	1	3:05.535	52.421	1:23.773	49.341	179.4	18:12.655
11	1	4:14.574 B					44:24.169	5	1	3:05.671	51.978	1:24.404	<b>49.289</b>	165.6	21:18.326

**30** 1. Emeric BORDET  
2. Eric DECROUMBOURG  
MARCOS GT1800  
H-1965

1	1	3:58.029	1:29.313	1:32.063	56.653	125.1	3:58.029
2	1	3:14.936	57.759	1:27.196	49.981	171.7	7:12.965
3	1	3:14.436	56.977	1:26.678	50.781	184.3	10:27.401
4	1	3:09.729	54.757	1:24.829	50.143	170.6	13:37.130
5	1	3:10.320	54.402	1:25.568	50.350	185.2	16:47.450
6	1	<b>3:09.028</b>	54.863	<b>1:24.594</b>	49.571	185.6	19:56.478
7	1	3:11.319	54.838	1:24.970	51.511	186.5	23:07.797
8	1	3:10.149	<b>54.185</b>	1:26.586	<b>49.378</b>	178.5	26:17.946
9	1	3:21.137 B	55.560	1:25.479	1:00.098	171.7	29:39.083
10	1	5:59.400	3:38.040	1:30.381	50.979	165.4	35:38.483
11	1	3:14.699	55.112	1:25.205	54.382	169.8	38:53.182
12	1	3:17.986	55.913	1:29.109	52.964	164.1	42:11.168
13	1	4:25.923 B	1:02.945	1:41.711	1:41.267	135.5	46:37.091

**33** 1. Max SCHMITZ  
2. Christian FRANCK  
3. Claude DICHTER  
FORD Mustang Noltchback  
H-1965

1	1	4:54.748	2:36.447	1:28.224	50.077	143.6	4:54.748
2	1	<b>3:05.357</b>	53.513	<b>1:23.545</b>	<b>48.299</b>	178.2	8:00.105
3	1	3:08.491	<b>52.523</b>	1:26.296	49.672	186.2	11:08.596
4	1	3:32.499 B	55.636	1:29.275	1:07.588	143.4	14:41.095
5	1	6:14.410	3:48.107	1:32.662	53.641	143.8	20:55.505
6	1	3:14.364	56.155	1:27.031	51.178	175.0	24:09.869
7	1	3:16.747	55.198	1:28.852	52.697	167.2	27:26.616
8	1	3:12.450	55.273	1:26.599	50.578	181.2	30:39.066
9	1	3:28.077 B	54.853	1:28.372	1:04.852	178.2	34:07.143
10	1	6:25.426	3:57.783	1:33.129	54.514	143.6	40:32.569
11	1	4:35.185 B	58.433	1:43.891	1:52.861	163.6	45:07.754

**35** 1. Christophe GERMAIN  
2. Antoine DARLEY  
3. Nicolas GOBELIN  
JAGUAR E-Type  
H-1965

1	1	5:48.351	3:29.170	1:27.366	51.815	146.5	5:48.351
2	1	3:12.230	58.873	1:24.648	48.709	173.9	9:00.581
3	1	3:09.996	56.275	1:25.261	48.460	185.2	12:10.577
4	1	<b>3:02.504</b>	51.201	1:23.834	<b>47.469</b>	186.9	15:13.081
5	1	3:03.964	51.956	<b>1:23.336</b>	48.672	192.9	18:17.045
6	1	3:03.245	51.584	1:23.351	48.310	194.9	21:20.290
7	1	3:02.571	<b>50.628</b>	1:23.423	48.520	184.6	24:22.861
8	1	3:05.949	51.074	1:25.064	49.811	180.6	27:28.810
9	1	3:28.582 B	55.766	1:27.430	1:05.386	177.3	30:57.392
10	1	4:48.789	2:32.177	1:26.957	49.655	138.5	35:46.181
11	1	3:09.740	52.812	1:24.943	51.985	187.2	38:55.921
12	1	3:19.942 B	52.906	1:25.950	1:01.086	172.0	42:15.863

**36** 1. Luc DE COCK  
2. Tim JOOSEN  
LOTUS Elan 26R  
H-1965

1	1	4:55.821	2:33.255	1:29.998	52.568	142.5	4:55.821
2	1	3:20.969 B	54.127	1:26.984	59.858	174.5	8:16.790

6	1	<b>3:03.758</b>	51.424	<b>1:22.975</b>	49.359	191.8	24:22.084
7	1	3:19.569 B	53.057	1:28.981	57.531	167.4	27:41.653
8	1	6:35.955	4:15.229			150.8	34:17.608
9	1	3:09.776	54.275			163.9	37:27.384
10	1	3:06.871	52.121	1:25.052	49.698	188.5	40:34.255
11	1	4:17.554 B	52.521	1:33.537	1:51.496	199.3	44:51.809

**38** 1. Philipp ZUMSTEIN  
2. Bernhard BÜHLER  
TVR Griffith 200  
H-1965

1	1	3:05.342	50.940	1:26.438	47.964	132.5	3:05.342
2	1	<b>2:56.091</b>	<b>48.306</b>	<b>1:21.435</b>	<b>46.350</b>	173.9	6:01.433
3	1	3:23.534 B	51.108	1:27.060	1:05.366	167.2	9:24.967
4	1	6:40.023	4:19.481	1:28.772	51.770	145.2	16:04.990
5	1	3:09.638	50.832	1:27.592	51.214	161.7	19:14.628
6	1	3:09.759	51.791	1:26.957	51.011	173.4	22:24.387
7	1	3:13.186	52.835	1:27.216	53.135	165.6	25:37.573
8	1	3:13.543	52.159	1:29.299	52.085	165.9	28:51.116
9	1	3:12.580	51.146	1:27.067	54.367	178.2	32:03.696
10	1	3:09.988	51.254	1:27.239	51.495	170.3	35:13.684
11	1	3:07.329	50.893	1:26.379	50.057	170.9	38:21.013
12	1	3:05.772	51.013	1:25.461	49.298	175.3	41:26.785
13	1	4:34.794 B	50.525	1:42.475	2:01.794	161.0	46:01.579

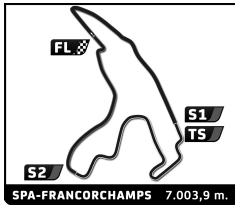
**39** 1. Paul STASSE  
2. Alexis VAN DE POELE  
ALFA ROMEO Giulio GT 1750 Veloce  
H-1971

1	1	4:08.330	1:34.376	1:35.175	58.779	136.0	4:08.330
2	1	3:35.742	1:05.469	1:32.943	57.330	153.4	7:44.072
3	1	3:38.860	1:03.440	1:35.898	59.522	154.5	11:22.932
4	1	3:32.617	1:02.990	1:31.738	57.889	153.8	14:55.549
5	1	<b>3:31.219</b>	<b>1:02.818</b>	<b>1:31.372</b>	<b>57.029</b>	156.1	18:26.768
6	1	3:40.670 B	1:03.215	1:31.855	1:05.600	153.8	22:07.438
7	1	5:27.549	2:47.295	1:37.405	1:02.849	143.4	27:34.987
8	1	3:39.358	1:04.887	1:36.022	58.449	152.3	31:14.345
9	1	3:42.405	1:04.682	1:38.083	59.640	153.4	34:56.750
10	1	3:38.264	1:04.784	1:34.791	58.689	152.8	38:35.014
11	1	3:43.352	1:06.817	1:36.121	1:00.414	150.0	42:18.366
12	1	4:37.638 B	1:13.085	1:48.683	1:35.870	112.9	46:56.004

**41** 1. Manuel FERRÃO  
2. Diogo FERRÃO  
PORSCHE 911 2.3 ST  
H-1971

1	1	4:17.438	1:46.226	1:34.627	56.585	129.3	4:17.438
2	1	3:15.492	56.423	1:27.159	51.910	162.4	7:32.930
3	1	<b>3:08.916</b>	<b>56.071</b>	<b>1:22.723</b>	<b>50.122</b>	183.4	10:41.846
4	1	3:30.687 B	56.168	1:27.405	1:07.114	173.9	14:12.533
5	1	6:20.758	3:43.486	1:38.573	58.699	132.2	20:33.291
6	1	3:32.558	1:01.682	1:35.320	55.556	136.2	24:05.849
7	1	3:25.710	59.372	1:31.900	54.438	155.4	27:31.559
8	1	3:25.935	58.056	1:33.156	54.723	172.5	30:57.494
9	1	3:23.671	57.999	1:32.161	53.511	170.1	34:21.165
10	1	3:23.796	57.848	1:30.614	55.334	163.9	37:44.961
11	1	3:26.939	59.061	1:32.711	55.167	152.1	41:11.900



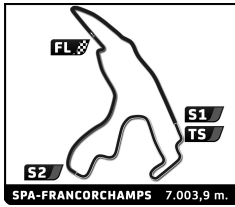


Spa 3 Hours  
SPA SUMMER CLASSIC  
Qualifying

Sector Analysis

— 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>42</b> 1.Nigel ADAMS 2.Lyndon GRIFFIN LOTUS Elan S1 H-1965								8	1	3:06.680	50.390	1:26.103	50.187	190.5	28:51.159
1	1	4:44.948B	59.537	1:46.312	1:59.099	148.6	45:56.848	9	1	3:01.131	49.887	1:22.724	48.520	182.7	31:52.290
2	1	4:10.350	1:35.117	1:39.410	55.823	114.0	4:10.350	10	1	3:15.116B	49.839	1:23.030	1:02.247	195.7	35:07.406
3	1	3:25.820	56.956	1:33.346	55.518	173.6	7:36.170	11	1	7:00.964	4:50.151	1:24.012	46.801	172.8	42:08.370
4	1	3:10.957	54.735	1:26.626	<b>49.596</b>	185.6	10:47.127	12	1	4:25.286B	1:04.102	1:42.184	1:39.000	131.9	46:33.656
5	1	3:10.953	53.367	1:27.280	50.306	177.0	13:58.080	<b>48</b> 1.Eric DOUART 2.Guy CHRIQUI 3.Eric PARSINSKI BMW 2800 CS H-1971							
6	1	<b>3:08.832</b>	<b>52.807</b>	<b>1:25.730</b>	50.295	190.1	17:06.912	1	1	3:56.035	1:18.847	1:38.906	58.282	119.1	3:56.035
7	1	3:48.688B	58.227	1:34.804	1:15.657	164.9	20:55.600	2	1	3:19.237	57.591	1:29.858	51.788	165.6	7:15.272
8	1	6:23.032	3:56.659	1:33.209	53.164	123.7	27:18.632	3	1	3:15.211	55.651	1:28.093	51.467	177.3	10:30.483
9	1	3:17.392	55.487	1:30.019	51.886	165.1	30:36.024	4	1	3:12.760	55.839	1:26.690	50.231	179.4	13:43.243
10	1	3:12.195	54.234	1:27.446	50.515	177.0	33:48.219	5	1	3:12.710	54.610	1:27.144	50.956	178.2	16:55.953
11	1	3:13.507	53.455	1:27.757	52.295	182.4	37:01.726	6	1	3:12.797	55.603	1:26.829	50.365	182.4	20:08.750
12	1	3:14.541	54.905	1:28.391	51.245	165.4	40:16.267	7	1	3:29.062B	55.143	1:27.177	1:06.742	177.6	23:37.812
<b>44</b> 1.Vincent JANSSENS 2.Nathan VANSRINGEL PLYMOUTH Hemi Cuda H-1976								8	1	4:36.932	2:18.498	1:27.548	50.886	166.9	28:14.744
1	1	3:28.249	1:11.752	1:27.913	48.584	142.9	3:28.249	9	1	3:16.750	54.553	1:31.587	50.610	179.7	31:31.494
2	1	2:58.600	49.639	1:22.158	46.803	191.2	6:26.849	10	1	3:12.131	54.859	1:27.524	49.748	154.7	34:43.625
3	1	3:01.915	51.466	1:22.823	47.626	188.5	9:28.764	11	1	3:10.624	54.109	1:26.835	<b>49.680</b>	181.2	37:54.249
4	1	3:04.142	51.975	1:22.703	49.464	182.7	12:32.906	12	1	<b>3:08.898</b>	<b>53.726</b>	<b>1:24.951</b>	50.221	182.7	41:03.147
5	1	3:12.635B	52.205	1:23.686	56.744	175.0	15:45.541	13	1	4:42.145B	53.807	1:39.860	2:08.478	181.5	45:45.292
6	1	17:02.715	...	1:22.292	47.734	174.2	32:48.256	<b>49</b> 1.Michael GRAY 2.Kallum GRAY JAGUAR E Type H-1965							
7	1	2:58.656	49.344	1:23.744	<b>45.568</b>	180.6	35:46.912	1	1	3:53.076	1:22.191	1:36.143	54.742	134.3	3:53.076
8	1	<b>2:55.452</b>	<b>49.056</b>	<b>1:20.774</b>	45.622	170.9	38:42.364	2	1	<b>3:14.418</b>	<b>53.516</b>	<b>1:27.130</b>	53.772	157.7	7:07.494
9	1	4:12.841B	53.457	1:55.879	1:23.505	133.5	42:55.205	3	1	3:32.482B	57.639	1:29.376	1:05.467	143.4	10:39.976
<b>45</b> 1.Jos STEVENS 2.Bob STEVENS LOTUS Elan H-1965								4	1	8:32.193	6:03.813	1:35.386	<b>52.994</b>	112.3	19:12.169
1	1	4:51.915	2:32.172	1:28.703	51.040	132.0	4:51.915	<b>51</b> 1.Jorge SANTOS 2.Alcides PETIZ 3.Jorge PETIZ ALFA ROMEO GTAm H-1971							
2	1	3:04.138	51.949	1:23.152	49.037	184.0	7:56.053	1	1	3:08.827	47.774	1:28.899	52.154	137.6	3:08.827
3	1	3:07.908	52.611	1:25.615	49.682	170.9	11:03.961	2	1	3:15.855	57.491	1:26.913	<b>51.451</b>	146.5	6:24.682
4	1	3:03.574	52.336	1:22.633	48.605	177.6	14:07.535	3	1	<b>3:13.896</b>	<b>56.709</b>	<b>1:25.729</b>	51.458	156.5	9:38.578
5	1	3:09.877	51.200	1:25.381	53.296	187.5	17:17.412	4	1	3:27.822B	57.032	1:27.419	1:03.371	158.4	13:06.400
6	1	3:11.029	52.496	1:28.806	49.727	182.4	20:28.441	5	1	6:00.123	3:31.959	1:33.574	54.590	142.9	19:06.523
7	1	3:02.196	51.097	1:22.591	48.508	197.8	23:30.637	6	1	3:24.217	58.502	1:30.533	55.182	160.0	22:30.740
8	1	3:19.295B	52.205	1:25.909	1:01.181	195.7	26:49.932	7	1	3:35.361B	57.590	1:29.947	1:07.824	156.1	26:06.101
9	1	4:44.542	2:31.685	1:23.998	48.859	181.2	31:34.474	8	1	4:51.812	2:27.591	1:29.254	54.967	159.1	30:57.913
10	1	3:04.275	<b>50.836</b>	1:26.445	46.994	192.5	34:38.749	9	1	3:21.059	58.373	1:29.455	53.231	159.5	34:18.972
11	1	3:03.424	50.896	1:24.114	48.414	175.0	37:42.173	10	1	3:16.106	57.798	1:26.596	51.712	163.6	37:35.078
12	1	<b>2:59.946</b>	51.910	<b>1:21.229</b>	<b>46.807</b>	185.6	40:42.119	11	1	3:16.850	57.555	1:26.563	52.732	171.2	40:51.928
13	1	4:16.240B	51.612	1:30.700	1:53.928	188.2	44:58.359	12	1	4:49.846B	57.356	1:36.442	2:16.048	163.6	45:41.774
<b>47</b> 1.Annette ROLNER 2.Michael HOLDEN PORSCHE 911 3.0 RS H-1976								<b>52</b> 1.Rhea SAUTTER 2.Andrew NEWALL JAGUAR E Type H-1965							
1	1	5:27.087	2:36.198	1:48.414	1:02.475	108.4	5:27.087	1	1	4:00.275	1:34.198	1:31.107	54.970	156.1	4:00.275
2	1	2:51.876	49.376	1:18.076	<b>44.424</b>	219.1	8:18.963	2	1	3:10.397	53.285	1:26.189	50.923	171.7	7:10.672
3	1	2:54.037	47.640	<b>1:17.802</b>	48.595	211.4	11:13.000	3	1	3:08.541	52.846	1:26.210	49.485	168.2	10:19.213
4	1	3:02.827	56.362	1:19.884	46.581	188.2	14:15.827	4	1	3:13.302	52.452	1:26.557	54.293	154.1	13:32.515
5	1	<b>2:50.748</b>	<b>47.206</b>	1:18.342	45.200	218.6	17:06.575	5	1	3:07.667	53.558	1:25.439	48.670	175.3	16:40.182
6	1	3:07.244B	47.580	1:18.849	1:00.815	215.6	20:13.819	6	1	3:08.081	51.373	1:26.254	50.454	171.7	19:48.263
7	1	5:30.660	3:13.203	1:26.653	50.804	168.7	25:44.479	7	1	3:04.624	51.541	1:24.128	48.955	187.5	22:52.887



Spa 3 Hours  
SPA SUMMER CLASSIC  
Qualifying

Sector Analysis

— 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
8	1	3:03.442	51.449	1:23.068	48.925	188.2	25:56.329	1	1	3:35.323	1:12.359	1:32.242	50.722	141.9	3:35.323
9	1	3:16.143 B	51.263	1:24.626	1:00.254	187.8	29:12.472	2	1	3:09.602	54.305	1:25.360	49.937	171.2	6:44.925
10	1	4:16.560	2:11.010	1:20.295	45.255	197.8	33:29.032	3	1	3:08.247	53.981	1:25.075	49.191	200.0	9:53.172
11	1	2:56.272	49.916	1:20.864	45.492	181.8	36:25.304	4	1	3:25.261 B	54.666	1:25.859	1:04.736	180.6	13:18.433
12	1	2:55.126	48.052	1:21.395	45.679	196.0	39:20.430	5	1	5:43.167	3:18.895	1:30.412	53.860	165.1	19:01.600
13	1	2:52.632	47.908	1:19.709	45.015	194.2	42:13.062	6	1	3:14.587	55.621	1:27.598	51.368	161.2	22:16.187
14	1	4:26.637 B	1:07.044	1:43.268	1:36.325	125.9	46:39.699	7	1	3:27.493 B	55.213	1:29.875	1:02.405	174.5	25:43.680

**58** 1. Patrick WILWERT 3. Michel WELTER H-1971  
2. Tom MAILLIET

ALFA ROMEO 1750 GTAM

1	1	4:01.871	1:17.421	1:43.616	1:00.834	118.7	4:01.871
2	1	3:26.801	1:01.639	1:32.218	52.944	158.8	7:28.672
3	1	3:14.924	55.650	1:26.980	52.294	160.0	10:43.596
4	1	3:16.982	56.588	1:28.490	51.904	163.6	14:00.578
5	1	3:26.555 B	55.760	1:25.745	1:05.050	177.6	17:27.133
6	1	5:16.585	2:57.638	1:28.657	50.290	149.8	22:43.718
7	1	3:05.620	54.072	1:22.604	48.944	190.1	25:49.338
8	1	3:05.254	53.351	1:22.649	49.254	195.7	28:54.592
9	1	3:04.710	53.213	1:21.939	49.558	194.9	31:59.302
10	1	3:17.703 B	53.371	1:22.163	1:02.169	194.9	35:17.005
11	1	5:28.047	2:57.234	1:35.994	54.819	131.1	40:45.052
12	1	4:48.557 B	1:00.021	1:37.949	2:10.587	162.2	45:33.609

**61** 1. Lars ROLNER 2. Pierre-Alain THIBAUT H-1976

PORSCHE 911 3.0 RS

1	1	5:24.784	2:34.921	1:48.041	1:01.822	111.8	5:24.784
2	1	2:49.000	47.829	1:16.498	44.673	211.4	8:13.784
3	1	3:28.150 B	47.625	1:26.388	1:14.137	207.3	11:41.934
4	1	8:17.341	6:13.989	1:17.904	45.448	200.0	19:59.275
5	1	2:55.468	49.126	1:20.063	46.279	181.2	22:54.743
6	1	2:55.283	49.000	1:18.209	48.074	210.1	25:50.026
7	1	2:58.477	48.686	1:23.142	46.649	207.3	28:48.503
8	1	2:53.760	48.644	1:18.250	46.866	199.3	31:42.263
9	1	3:19.895 B	50.168	1:28.655	1:01.072	213.9	35:02.158
10	1	8:07.410 B	5:31.747	1:19.857	1:15.806	182.7	43:09.568

**66** 1. Eduard VAN DIJK 2. Mike VAN THIEL H-1965

JAGUAR E-Type

1	1	4:20.987	1:39.317	1:43.065	58.605	118.7	4:20.987
2	1	3:28.611	1:01.821	1:34.970	51.820	141.4	7:49.598
3	1	3:30.720	57.173	1:37.925	55.622	149.4	11:20.318
4	1	3:35.004	52.993	1:39.344	1:02.667	153.0	14:55.322
5	1	3:11.217	52.864	1:27.356	50.997	153.2	18:06.539
6	1	3:38.798 B	57.258	1:35.813	1:05.727	151.0	21:45.337
7	1	5:22.857	3:02.098	1:30.454	50.305	152.3	27:08.194
8	1	3:12.307	52.719	1:28.356	51.232	145.4	30:20.501
9	1	3:08.578	53.202	1:26.268	49.108	177.3	33:29.079
10	1	3:15.182	55.647	1:28.215	51.320	162.2	36:44.261
11	1	3:06.024	52.067	1:24.621	49.336	182.7	39:50.285
12	1	4:03.361 B	57.208	1:36.343	1:29.810	148.1	43:53.646

**68** 1. Michael RUSSELL 3. Neil CHILLEYSTONE H-1965  
2. Gordon RUSSELL

AUSTIN HEALEY 3000

**70** 1. Charles ARTON 3. Vance KEARNEY H-1976  
2. Brian EVANS

FORD Capri Perana

1	1	3:59.058	1:32.240	1:32.293	54.525	162.7	3:59.058
2	1	3:09.764	53.849	1:24.823	51.092	172.8	7:08.822
3	1	3:10.007	53.737	1:26.449	49.821	166.9	10:18.829
4	1	3:22.221 B	52.271	1:25.456	1:04.494	164.6	13:41.050
5	1	10:25.220	8:04.448	1:29.767	51.005	145.2	24:06.270
6	1	3:05.702	51.727	1:25.480	48.495	192.9	27:11.972
7	1	3:22.475 B	52.461	1:28.237	1:01.777	181.5	30:34.447
8	1	7:37.834	5:15.751	1:29.735	52.348	155.8	38:12.281
9	1	3:10.677	53.255	1:27.151	50.271	160.0	41:22.958
10	1	4:42.205 B	54.997	1:47.795	1:59.413	144.6	46:05.163

**83** 1. Bruno DUARTE 2. Filipe Silva JESUS H-1976

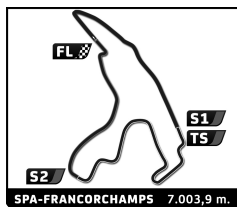
PORSCHE 911 RS 3.0

1	1	3:40.450	1:17.565	1:32.184	50.701	137.1	3:40.450
2	1	3:02.637	52.207	1:21.466	48.964	167.4	6:43.087
3	1	3:02.688	51.970	1:21.394	49.324	177.3	9:45.775
4	1	3:04.091	54.479	1:21.856	47.756	174.2	12:49.866
5	1	3:03.328	51.610	1:21.634	50.084	174.8	15:53.194
6	1	3:04.393	50.696	1:25.484	48.213	177.6	18:57.587
7	1	3:00.378	50.881	1:20.481	49.016	183.1	21:57.965
8	1	3:32.614 B	55.985	1:27.563	1:09.066	170.1	25:30.579
9	1	7:34.962	5:18.833	1:25.846	50.283	173.6	33:05.541
10	1	3:07.313	52.973	1:24.639	49.701	184.9	36:12.854
11	1	3:07.329	52.860	1:25.549	48.920	175.9	39:20.183
12	1	3:25.194 B	52.623	1:23.738	1:08.833	183.7	42:45.377

**85** 1. Stephen BOND 2. Cliff GRAY H-1965

LOTUS Elan 26R

1	1	4:25.034	1:54.352	1:34.531	56.151	150.0	4:25.034
2	1	3:27.688	58.759	1:35.923	53.006	153.8	7:52.722
3	1	3:18.947	55.289	1:30.624	53.034	154.5	11:11.669
4	1	3:16.941	59.348	1:26.477	51.116	168.5	14:28.610
5	1	3:11.661	53.511	1:26.568	51.582	179.1	17:40.271
6	1	3:13.775	53.282	1:28.543	51.950	179.7	20:54.046
7	1	3:27.637 B	55.988	1:27.117	1:04.532	187.2	24:21.683
8	1	5:08.949	2:49.839	1:28.416	50.694	159.8	29:30.632
9	1	3:08.955	54.077	1:25.783	49.095	175.3	32:39.587
10	1	3:06.199	52.549	1:25.189	48.461	174.8	35:45.786
11	1	3:08.011	52.236	1:24.663	51.112	181.2	38:53.797

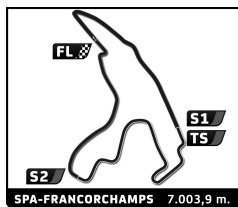


Spa 3 Hours  
SPA SUMMER CLASSIC  
Qualifying

Sector Analysis

— 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>87</b> 1.Philippe VERMAST 2.Charles KAUFFMAN TRIUMPH TR4 H-1965								<b>101</b> 1.Jaap SINKE 2.Bart-Jan DEENIK 3.Martin BIJLEVELD FORD Falcon H-1965							
1	1	7:22.633					7:22.633	1	1	4:14.979	1:52.133	1:31.998	50.848	126.5	4:14.979
2	1	<b>3:12.006</b>					10:34.639	2	1	3:08.219	53.186	1:26.885	48.148	178.8	7:23.198
3	1	3:36.136 B					14:10.775	3	1	3:05.043	51.281	1:24.879	48.883	182.4	10:28.241
4	1	6:08.616					20:19.391	4	1	3:25.096 B	52.639	1:25.377	1:07.080	179.1	13:53.337
5	1	3:13.571					23:32.962	5	1	5:27.785	3:08.262	1:28.796	50.727	160.5	19:21.122
6	1	3:12.033					26:44.995	6	1	3:08.153	53.162	1:25.590	49.401	174.8	22:29.275
7	1	3:12.622					29:57.617	7	1	3:05.219	51.105	1:25.114	49.000	177.0	25:34.494
8	1	3:12.927					33:10.544	8	1	3:03.767	50.677	1:25.370	47.720	173.4	28:38.261
9	1	3:39.069 B					36:49.613	9	1	3:20.653 B	<b>49.722</b>	1:23.042	1:07.889	197.4	31:58.914
								<b>111</b> 1.Arnold HERREMAN 2.Harold HERREMAN MG B H-1965							
1	1	4:57.620	2:33.944	1:30.264	53.412	135.2	4:57.620	1	1	5:17.495	2:39.381			125.0	5:17.495
2	1	2:59.997	51.685	1:21.697	46.615	180.0	7:57.617	2	1	3:38.277	1:07.769			154.3	8:55.772
3	1	3:00.851	52.351	1:22.112	<b>46.388</b>	179.4	10:58.468	3	1	3:30.374	1:02.169			151.5	12:26.146
4	1	<b>2:59.553</b>	51.513	<b>1:20.551</b>	47.489	194.2	13:58.021	4	1	3:28.065	59.898			155.8	15:54.211
5	1	3:15.123 B	<b>50.820</b>	1:25.297	59.006	187.5	17:13.144	5	1	3:26.920	59.377			158.4	19:21.131
6	1	25:20.052	...	1:22.968	52.517	186.9	42:33.196	6	1	3:28.457	1:00.904			164.1	22:49.588
7	1	4:44.413 B	1:15.560	1:48.077	1:40.776	108.1	47:17.609	7	1	3:46.281 B	59.866	<b>1:31.481</b>	1:14.934	161.7	26:35.869
								<b>121</b> 1.John DOE 2.Guillaume TIMONIER FORD Mustang Inv.							
1	1	4:07.864 B	1:30.173	1:31.853	1:05.838	142.1	4:07.864	1	1	3:06.654	43.392	1:30.598	52.664	133.3	3:06.654
2	1	4:33.315	2:17.364	1:24.768	51.183	176.8	8:41.179	2	1	<b>3:11.861</b>	54.867	1:26.758	<b>50.236</b>	169.5	6:18.515
3	1	3:06.193	53.795	1:22.885	49.513	184.6	11:47.372	3	1	3:17.287	55.528	<b>1:26.596</b>	55.163	175.3	9:35.802
4	1	<b>3:05.488</b>	<b>52.580</b>	<b>1:22.333</b>	50.575	173.9	14:52.860	4	1	3:43.889 B	1:01.162	1:34.601	1:08.126	143.0	13:19.691
5	1	3:05.656	53.460	1:22.931	<b>49.265</b>	173.1	17:58.516	5	1	10:06.225	7:42.697	1:27.436	56.092	173.6	23:25.916
6	1	3:23.362 B	53.723	1:24.152	1:05.487	179.4	21:21.878	6	1	3:13.557	<b>54.860</b>	1:27.154	51.543	175.6	26:39.473
7	1	6:51.947	4:30.311	1:29.971	51.665	175.6	28:13.825	7	1	3:44.264 B	1:01.721	1:34.089	1:08.454	134.2	30:23.737
8	1	3:18.168	56.440	1:31.289	50.439	166.4	31:31.993	8	1	5:40.607	3:05.273	1:36.773	58.561	141.0	36:04.344
9	1	3:17.960	55.985	1:29.341	52.634	168.5	34:49.953	9	1	3:28.647	1:00.686	1:33.242	54.719	170.6	39:32.991
10	1	3:11.715	54.741	1:26.173	50.801	175.6	38:01.668	10	1	3:49.888 B	59.250	1:31.629	1:19.009	166.2	43:22.879
11	1	3:13.975	55.379	1:27.188	51.408	172.8	41:15.643								
12	1	5:56.630 B	55.424	1:38.049	3:23.157	165.1	47:12.273								
								<b>123</b> 1.Bruno SANTOS 2.Cláudio VIEIRA Porsche 911 3.0 RS H-1976							
1	1	3:53.886	1:27.802	1:31.065	55.019	135.8	3:53.886	1	1	3:55.493	1:28.381			130.4	3:55.493
2	1	3:15.806	53.549	1:26.930	55.327	166.7	7:09.692	2	1	3:08.931	52.683	1:26.591	49.657	166.7	7:04.424
3	1	3:04.952	53.300	1:23.575	48.077	165.1	10:14.644	3	1	<b>3:08.355</b>	51.358	1:27.923	49.074	160.5	10:12.779
4	1	3:06.834	54.584	1:23.422	48.828	154.5	13:21.478	4	1	3:01.328	51.352			176.8	13:14.107
5	1	3:00.074	51.013	1:21.053	48.008	192.5	16:21.552	5	1	<b>2:58.010</b>	<b>50.239</b>	<b>1:19.325</b>	48.446	215.6	16:12.117
6	1	3:08.338	53.348	1:24.925	50.065	158.6	19:29.890								
7	1	<b>2:58.309</b>	50.923	1:21.249	<b>46.137</b>	186.2	22:28.199								
8	1	2:58.497	50.649	<b>1:20.283</b>	47.565	184.6	25:26.696								
9	1	3:10.840	55.391	1:25.049	50.400	157.7	28:37.536								
10	1	2:58.729	<b>50.286</b>	1:21.058	47.385	187.2	31:36.265								
11	1	3:36.120 B	1:00.340	1:30.196	1:05.584	130.4	35:12.385								



Spa 3 Hours  
SPA SUMMER CLASSIC  
Qualifying

Sector Analysis

— 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	3:04.622	50.258	1:25.349	49.015	181.8	19:16.739	6	1	3:06.192	54.470	1:22.240	49.482	186.5	21:14.005
7	1	3:23.637 <b>B</b>	50.487	1:26.805	1:06.345	173.4	22:40.376	7	1	<b>3:03.529</b>	<b>53.391</b>	<b>1:21.255</b>	48.883	189.1	24:17.534
8	1	7:27.533	5:09.960	1:26.960	50.613	163.6	30:07.909	8	1	3:38.244 <b>B</b>	56.856	1:31.565	1:09.823	159.5	27:55.778
9	1	3:05.327	53.864	1:23.025	48.438	173.9	33:13.236	9	1	5:40.311	3:24.022	1:26.039	50.250	169.3	33:36.089
10	1	3:00.742	51.414	1:21.626	<b>47.702</b>	190.5	36:13.978	10	1	3:32.692 <b>B</b>	57.340	1:30.129	1:05.223	164.4	37:08.781
11	1	3:03.446	52.833	1:22.675	47.938	168.2	39:17.424								
12	1	3:05.482	52.487	1:21.885	51.110	186.9	42:22.906								
13	1	4:38.098 <b>B</b>	1:10.078	1:47.843	1:40.177	124.3	47:01.004								

**167** 1. Peter DOD  
2. Nathan DOD  
TVR Griffith 200 H-1965

1	1	3:20.575	58.178	1:30.930	51.467	148.8	3:20.575
2	1	3:05.247	50.221	1:24.775	50.251	184.9	6:25.822
3	1	3:07.177	51.560	1:24.900	50.717	183.7	9:32.999
4	1	3:16.391 <b>B</b>	50.101	1:24.402	1:01.888	171.2	12:49.390
5	1	4:33.399	2:22.941	<b>1:22.741</b>	47.717	189.8	17:22.789
6	1	3:01.472	<b>48.398</b>	1:25.669	<b>47.405</b>	187.8	20:24.261
7	1	<b>2:59.856</b>	48.413	1:23.178	48.265	189.8	23:24.117
8	1	3:22.606 <b>B</b>	48.600	1:32.235	1:01.771	186.2	26:46.723
9	1	6:48.602 <b>B</b>	4:23.317	1:24.606	1:00.679	173.9	33:35.325

**168** 1. Christian OLDENDORFF  
2. José CARVALHOSA  
ALFA ROMEO GTAm H-1971

1	1	5:45.630	3:08.219	1:36.714	1:00.697	135.8	5:45.630
2	1	3:18.343	1:00.637	1:26.967	50.739	170.1	9:03.973
3	1	3:13.372	57.167	1:26.144	50.061	180.6	12:17.345
4	1	<b>3:18.672</b> <b>B</b>	54.058	<b>1:21.921</b>	1:02.693	188.5	15:36.017
5	1	6:35.203	4:15.797	1:30.108	<b>49.298</b>	137.8	22:11.220
6	1	3:07.342	54.342	1:22.182	50.818	190.1	25:18.562
7	1	<b>3:05.548</b>	<b>53.718</b>	1:22.491	49.339	184.3	28:24.110
8	1	3:21.309	55.162	1:25.499	1:00.648	169.8	31:45.419
9	1	3:30.081 <b>B</b>	57.301	1:26.804	1:05.976	162.7	35:15.500

**180** 1. Mauro FERNANDES  
2. Paulo VIEIRA  
3. Paulo LIMA  
FORD Escort MKII RS H-1976

1	1	3:37.190	1:04.013	1:37.389	55.788	145.9	3:37.190
2	1	3:16.224	56.685	1:27.122	52.417	167.4	6:53.414
3	1	<b>3:14.780</b>	56.617	<b>1:26.191</b>	51.972	178.5	10:08.194
4	1	<b>3:13.046</b>	<b>55.094</b>	1:26.278	51.674	180.9	13:21.240
5	1	4:03.424 <b>B</b>	1:12.027	1:37.899	1:13.498	134.3	17:24.664
6	1	6:30.797	4:09.517	1:29.115	52.165	158.8	23:55.461
7	1	3:13.948	56.468	1:27.057	<b>50.423</b>	184.0	27:09.409
8	1	3:14.917	55.414	1:28.912	50.591	184.0	30:24.326
9	1	3:29.918 <b>B</b>	56.345	1:30.144	1:03.429	166.9	33:54.244
10	1	5:00.208	2:41.775	1:26.321	52.112	151.0	38:54.452

**239** 1. Volker HICHERT  
2. Björn EBSEN  
ALFA ROMEO GTAm H-1971

1	1	3:43.622	1:16.710	1:33.929	52.983	135.2	3:43.622
2	1	3:10.517	55.602	1:24.452	50.463	176.2	6:54.139
3	1	3:28.651 <b>B</b>	56.902	1:26.324	1:05.425	182.7	10:22.790
4	1	4:37.231	2:25.881	1:22.648	<b>48.702</b>	181.2	15:00.021
5	1	3:07.792	53.881	1:24.652	49.259	184.3	18:07.813

**269** 1. Olivier MUJTJENS  
2. Brice PINEAU  
3. Grégoire AUDI  
SHELBY Cobra Daytona H-1965

1	1	3:45.266	1:19.857	1:32.649	52.760	152.5	3:45.266
2	1	3:05.142	51.913	1:24.512	48.717	186.2	6:50.408
3	1	3:14.127 <b>B</b>	52.496	1:23.633	57.998	187.8	10:04.535
4	1	4:57.567	2:51.421	1:19.685	46.461	183.7	15:02.102
5	1	3:02.216	50.347	1:23.306	48.563	181.5	18:04.318
6	1	3:08.880 <b>B</b>	49.540	1:20.913	58.427	180.0	21:13.198
7	1	4:57.655	2:42.904	1:22.502	52.249	166.4	26:10.853
8	1	2:56.877	49.674	1:20.831	46.372	190.8	29:07.730
9	1	<b>2:51.885</b>	47.938	<b>1:18.256</b>	<b>45.691</b>	200.4	31:59.615
10	1	3:10.449	<b>47.762</b>	1:35.113	47.574	202.2	35:10.064
11	1	2:59.628	48.061	1:22.636	48.931	180.9	38:09.692
12	1	3:20.423 <b>B</b>	49.043	1:26.725	1:04.655	188.8	41:30.115
13	1	4:46.701 <b>B</b>					46:16.816

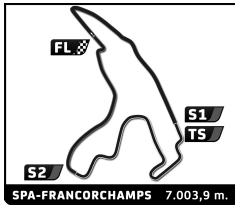
**327** 1. Nuno NUNES  
2. Piero DAL MASO  
3. Guilherme DAL MASO  
PORSCHE 911 SWB H-1965

1	1	4:24.273	1:46.527	1:39.245	58.501	109.1	4:24.273
2	1	3:31.599	1:01.282	1:35.449	54.868	158.8	7:55.872
3	1	3:18.985	58.107	1:28.788	52.090	177.0	11:14.857
4	1	3:16.521	57.842	1:26.948	<b>51.731</b>	173.9	14:31.378
5	1	3:15.546	56.891	<b>1:26.747</b>	51.908	179.7	17:46.924
6	1	3:16.533	<b>56.450</b>	1:27.254	52.829	181.8	21:03.457
7	1	<b>3:15.494</b>	56.459	1:27.293	51.742	183.1	24:18.951
8	1	3:38.803 <b>B</b>	57.970	1:30.171	1:10.662	151.7	27:57.754
9	1	5:41.175	3:13.123	1:33.833	54.219	151.3	33:38.929
10	1	3:22.124	59.193	1:29.869	53.062	172.0	37:01.053
11	1	3:21.768	59.054			173.9	40:22.821
12	1	4:05.507 <b>B</b>	57.864	1:28.641	1:39.002	179.7	44:28.328

**337** 1. Piero DAL MASO  
2. Guilherme DAL MASO  
3. José CARVALHOSA  
PORSCHE 911 2.5 ST H-1971

1	1	4:22.038	1:51.257	1:35.702	55.079	135.3	4:22.038
2	1	3:16.582	58.809	1:27.032	50.741	182.7	7:38.620
3	1	3:12.126	54.181	1:27.256	50.689	178.8	10:50.746
4	1	3:12.581	54.090	1:26.413	52.078	192.2	14:03.327
5	1	3:11.736	53.902	1:26.220	51.614	188.2	17:15.063
6	1	3:29.715 <b>B</b>	54.339	1:28.561	1:06.815	184.9	20:44.778
7	1	5:45.946	3:30.323	1:26.413	49.210	165.1	26:30.724
8	1	3:06.386	53.608	1:23.411	49.367	174.5	29:37.110
9	1	3:06.296	52.880	1:24.499	48.917	178.8	32:43.406
10	1	3:06.310	<b>52.694</b>	1:25.790	<b>47.826</b>	175.3	35:49.716
11	1	<b>3:05.091</b>	52.723	<b>1:22.102</b>	50.266	174.2	38:54.807
12	1	3:38.940 <b>B</b>	53.622	1:34.185	1:11.133	167.7	42:33.747





Spa 3 Hours  
SPA SUMMER CLASSIC  
Qualifying

Sector Analysis

— 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>352</b>	1.David KONSBRUCK 2.Laurent PICHONNIER							SHELBY Mustang GT 350 H-1965								
	1	1	3:40.011	1:13.829	1:32.689	53.493	134.3	3:40.011	8	1	3:47.262	1:05.219	1:40.588	1:01.455	134.3	32:57.362
	2	1	3:11.636	54.809	1:27.320	49.507	152.8	6:51.647	9	1	3:40.957	1:03.336	1:38.631	58.990	144.6	36:38.319
	3	1	3:09.418	54.123	1:25.713	49.582	155.4	10:01.065	10	1	3:40.624	1:02.689	1:37.659	1:00.276	151.5	40:18.943
	4	1	3:05.837	52.459	1:24.272	49.106	173.6	13:06.902	11	1	4:36.774 B	1:03.904	1:38.884	1:53.986	143.8	44:55.717
	5	1	3:05.933	51.615	1:24.118	50.200	175.0	16:12.835								
	6	1	3:19.561	51.057	1:30.172	58.332	174.8	19:32.396								
	7	1	3:26.846	52.078	1:34.637	1:00.131	150.8	22:59.242								
	8	1	3:15.026	51.642	1:31.137	52.247	161.7	26:14.268								
	9	1	3:02.573	51.436	1:23.127	48.010	166.4	29:16.841								
	10	1	4:00.033 B	1:00.091	1:39.809	1:20.133	138.1	33:16.874								
<b>501</b>	1.Ricardo PEREIRA 2.Fernando MAYER GASPAR							FORD Escort RS2000 H-1976								
	1	1	4:17.331	1:57.092	1:28.647	51.592	119.5	4:17.331								
	2	1	3:09.986	55.806	1:24.937	49.243	171.2	7:27.317								
	3	1	3:06.078	54.243	1:22.453	49.382	186.5	10:33.395								
	4	1	3:04.290	53.842	1:21.623	48.825	188.2	13:37.685								
	5	1	3:16.247 B	54.346	1:22.050	59.851	191.5	16:53.932								
	6	1	7:00.288	4:39.696	1:28.212	52.380	156.7	23:54.220								
	7	1	3:10.781	56.249	1:24.560	49.972	180.3	27:05.001								
	8	1	3:09.398	55.283	1:24.758	49.357	161.4	30:14.399								
	9	1	3:06.692	54.693	1:22.536	49.463	186.2	33:21.091								
	10	1	3:10.433	54.708	1:23.861	51.864	188.5	36:31.524								
	11	1	3:07.107	54.634	1:22.535	49.938	185.9	39:38.631								
	12	1	3:34.064 B	54.551	1:24.309	1:15.204	182.4	43:12.695								
<b>523</b>	1.Nuno BREDA 2.Rui RIBEIRO							FORD Escort RS2000 H-1976								
	1	1	3:28.189	1:00.136	1:32.373	55.680	144.8	3:28.189								
	2	1	3:20.016	56.820	1:26.507	56.689	154.9	6:48.205								
	3	1	3:15.913	56.391	1:26.352	53.170	168.2	10:04.118								
	4	1	3:24.678 B	56.882	1:27.366	1:00.430	170.6	13:28.796								
	5	1	5:25.105	3:09.522	1:24.718	50.865	169.3	18:53.901								
	6	1	3:09.414	56.028	1:23.578	49.808	185.9	22:03.315								
	7	1	3:09.301	55.241	1:23.529	50.531	184.6	25:12.616								
	8	1	3:08.255	55.808	1:22.945	49.502	184.9	28:20.871								
	9	1	3:21.959 B	55.059	1:26.796	1:00.104	185.2	31:42.830								
	10	1	4:41.951	2:27.427	1:24.841	49.683	173.6	36:24.781								
	11	1	3:08.465	54.893	1:23.093	50.479	186.5	39:33.246								
	12	1	3:24.559 B	55.261	1:22.852	1:06.446	180.6	42:57.805								
<b>545</b>	1.François GUERIN 2.Francisco PINTO ABREU							BMW 1600 ii H-1971								
	1	1	3:57.365	1:10.180	1:44.066	1:03.119	126.0	3:57.365								
	2	1	3:39.673	1:03.069	1:37.312	59.292	161.9	7:37.038								
	3	1	3:33.397	1:01.203	1:35.421	56.773	162.2	11:10.435								
	4	1	3:36.877	1:02.551	1:36.109	58.217	149.4	14:47.312								
	5	1	3:54.076 B	1:02.564	1:36.102	1:15.410	156.1	18:41.388								
	6	1	6:42.265	3:53.834	1:44.127	1:04.304	140.3	25:23.653								
	7	1	3:46.447	1:04.244	1:40.531	1:01.672	138.1	29:10.100								
<b>600</b>	1.John TORDOFF 2.Andrew JORDAN							LOTUS Elan H-1965								
	1	1	4:40.989	2:30.274	1:23.187	47.528	157.4	4:40.989								
	2	1	3:04.967	51.233	1:25.601	48.133	192.9	7:45.956								
	3	1	3:03.758	51.543	1:23.385	48.830	179.7	10:49.714								
	4	1	3:03.127	51.253	1:23.497	48.377	170.1	13:52.841								
	5	1	3:02.963	50.729	1:23.368	48.866	195.3	16:55.804								
	6	1	3:00.508	51.153	1:21.662	47.693	188.2	19:56.312								
	7	1	3:13.402 B	50.935	1:23.946	58.521	175.3	23:09.714								
	8	1	4:57.988	2:48.087	1:22.335	47.566	165.6	28:07.702								
	9	1	2:53.027	49.071	1:18.713	45.243	202.6	31:00.729								
	10	1	2:51.550	49.024	1:17.564	44.962	207.3	33:52.279								
	11	1	3:15.592 B	48.723	1:23.763	1:03.106	213.0	37:07.871								
	12	1	9:05.028 B	5:32.034	1:41.555	1:51.439	160.7	46:12.899								
<b>616</b>	1.Sam ADRIAANS 2.Armand ADRIAANS							FORD Mustang Notchback H-1965								
	1	1	4:07.163	1:34.556	1:36.823	55.784	147.1	4:07.163								
	2	1	33:25.902 B	...	1:32.364	50.666	136.9	37:33.065								
	3	1	3:07.561	52.130	1:25.908	49.523	180.6	40:40.626								
	4	1	4:20.096 B	52.080	1:38.555	1:49.461	176.5	45:00.722								
<b>777</b>	1.Jan-Willem ANDRE DE LA3.Ad VERKUIJLEN 2.Sam DEJONGHE							FORD Shelby Mustang H-1965								
	1	1	5:30.066	2:47.740	1:41.851	1:00.475	124.3	5:30.066								
	2	1	3:29.831	1:01.515	1:33.112	55.204	137.2	8:59.897								
	3	1	3:27.566	1:00.859	1:31.930	54.777	150.2	12:27.463								
	4	1	3:42.504 B	59.044	1:34.887	1:08.573	145.6	16:09.967								
	5	1	6:29.532	4:13.339	1:26.385	49.808	155.4	22:39.499								
	6	1	3:06.481	53.828	1:23.167	49.486	184.0	25:45.980								
	7	1	3:06.312	53.308	1:23.452	49.552	180.6	28:52.292								
	8	1	3:20.073 B	53.170	1:23.957	1:02.946	180.3	32:12.365								
	9	1	5:27.114	3:03.103	1:31.779	52.232	147.7	37:39.479								
	10	1	3:13.995	55.086	1:27.987	50.922	158.6	40:53.474								
	11	1	4:45.185 B	54.649	1:36.629	2:13.907	154.3	45:38.659								