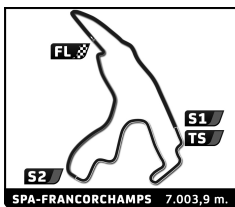


NK GT&TC and Triumph Competition & Bri SPA SUMMER CLASSIC Qualifying

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		
1	1.Jan-Willem OOSTERHAGE FORD Escort RS2000 GTTC							8	1.Albert VAN DER WAL MG B HTGT								
	1	1	3:38.730	1:17.212	1:29.293	52.225	129.3		3:38.730	1	1	4:00.559	1:42.172	1:26.419	51.968	154.5	4:00.559
	2	1	3:03.652	54.758	1:20.051	48.843	189.8		6:42.382	2	1	3:08.622	56.205	1:22.856	49.561	179.7	7:09.181
	3	1	3:03.990	53.200	1:20.425	50.365	188.8		9:46.372	3	1	3:10.798	56.270	1:23.983	50.545	176.5	10:19.979
	4	1	3:19.749	58.589	1:26.490	54.670	139.9		13:06.121	4	1	3:09.390	55.794	1:23.340	50.256	179.7	13:29.369
	5	1	3:03.119	54.169	1:20.328	48.622	186.2		16:09.240	5	1	3:10.201	55.795	1:23.576	50.830	178.2	16:39.570
	6	1	3:03.082	54.272	1:19.692	49.118	183.4		19:12.322	6	1	3:10.216	56.391	1:23.183	50.642	173.9	19:49.786
	7	1	3:01.769	53.167	1:20.287	48.315	185.2		22:14.091	7	1	3:13.559	56.288	1:26.788	50.483	169.8	23:03.345
	8	1	3:04.195	53.965	1:20.898	49.332	187.2		25:18.286	8	1	3:09.189	55.258	1:23.046	50.885	182.4	26:12.534
3	1.Melle VAN DER WAL MG B HTGT							11	1.Timo SPAN 2.Klaas SPAN JAGUAR XJS GTTC								
	1	1	4:21.759	1:52.724	1:34.447	54.588	119.6		4:21.759	1	1	4:13.839	1:42.126	1:37.034	54.679	116.1	4:13.839
	2	1	4:02.394 B	1:10.601	1:36.842	1:14.951	109.1		8:24.153	2	1	3:19.383	57.105	1:29.622	52.656	165.6	7:33.222
3	1	17:44.580	...	1:42.011	1:12.063	128.7	26:08.733										
4	1.Onno VLAANDEREN DAVRIAN Mk5 GTTC							13	1.Guenter STEPHAN MG B HTGT								
	1	1	3:22.342	58.329	1:29.203	54.810	148.6		3:22.342	1	1	4:37.110	1:59.965	1:37.156	59.989	110.0	4:37.110
	2	1	3:20.371	59.327	1:25.626	55.418	159.8		6:42.713	2	1	3:42.800	1:23.553	1:26.931	52.316	155.8	8:19.910
	3	1	3:22.726	1:02.022	1:26.873	53.831	152.5		10:05.439	3	1	3:15.866	57.986	1:26.008	51.872	172.8	11:35.776
	4	1	3:23.345	1:00.932	1:27.568	54.845	152.5		13:28.784	4	1	3:15.954	58.557	1:25.870	51.527	175.0	14:51.730
	5	1	3:26.259	1:02.477	1:27.306	56.476	147.7		16:55.043	5	1	3:30.804	1:07.317	1:31.362	52.125	154.9	18:22.534
	6	1	3:24.708	1:02.738	1:27.330	54.640	148.6		20:19.751	6	1	3:31.651 B	1:02.196	1:26.025	1:03.430	168.5	21:54.185
	7	1	3:22.438	1:01.633	1:26.791	54.014	151.7		23:42.189	7	1	5:08.733	2:52.146	1:24.852	51.735	160.7	27:02.918
	8	1	3:22.239	1:01.413	1:25.941	54.885	150.4		27:04.428								
6	1.Marcel FRIJLINK FORD Escort RS GTTC							15	1.Roger EBDON AUSTIN COOPER S GTTC								
	1	1	3:41.817	1:21.013	1:30.537	50.267	117.0		3:41.817	1	1	3:51.037	1:12.439	1:40.314	58.284	112.6	3:51.037
	2	1	3:01.443	53.037	1:21.082	47.324	166.4		6:43.260	2	1	3:26.662	1:00.237	1:31.439	54.986	159.3	7:17.699
	3	1	2:58.213	50.571	1:20.374	47.268	185.6		9:41.473	3	1	3:47.640 B	58.930	1:32.408	1:16.302	159.8	11:05.339
	4	1	3:01.970	53.396	1:20.761	47.813	176.8		12:43.443								
	5	1	2:58.377	51.094	1:20.042	47.241	174.2		15:41.820								
	6	1	2:56.806	50.137	1:19.475	47.194	180.9		18:38.626								
	7	1	3:33.566 B	56.034	1:26.766	1:10.766	157.0		22:12.192								
	8	1															
7	1.Robin ROZEMA MG A HTGT							18	1.Freddy VAN SPRUNDEL FORD Escort GTTC								
	1	1	4:15.446	1:49.409	1:30.493	55.544	130.6		4:15.446	1	1	3:18.347	1:03.486	1:24.871	49.990	162.7	3:18.347
	2	1	3:12.929	58.728	1:23.586	50.615	159.3		7:28.375	2	1	3:04.391	53.827	1:21.099	49.465	177.3	6:22.738
	3	1	3:09.556	56.374	1:22.723	50.459	174.8		10:37.931	3	1	3:00.754	51.911	1:20.353	48.490	182.7	9:23.492
	4	1	3:10.063	56.897	1:22.835	50.331	174.5		13:47.994	4	1	3:16.801	51.107	1:31.608	54.086	178.5	12:40.293
	5	1	3:09.482	56.530	1:22.561	50.391	174.2		16:57.476	5	1	3:01.865	51.206	1:21.403	49.256	197.8	15:42.158
	6	1	3:28.847	1:04.633	1:32.577	51.637	138.5		20:26.323	6	1	3:00.378	50.649	1:20.613	49.116	187.5	18:42.536
	7	1	2:59.371	51.506	1:20.105	47.760	194.2		21:41.907	7	1	2:59.371	51.506	1:20.105	47.760	194.2	21:41.907
	8	1	3:02.498	51.265	1:20.622	50.611	179.1		24:44.405	8	1	3:02.498	51.265	1:20.622	50.611	179.1	24:44.405
9	1	3:15.024	52.733	1:26.883	55.408	163.9	27:59.429	9	1	3:15.024	52.733	1:26.883	55.408	163.9	27:59.429		
20	1.Marnix DIERICK FORD Escort MK2 GTTC																
	1	1	3:37.374	1:08.883	1:32.469	56.022	130.4		3:37.374	1	1	3:37.374	1:08.883	1:32.469	56.022	130.4	3:37.374
	2	1	3:12.851	58.763	1:23.733	50.355	163.4		6:50.225	2	1	3:12.851	58.763	1:23.733	50.355	163.4	6:50.225
3	1	3:10.177	55.806	1:22.540	51.831	175.9	10:00.402	3	1	3:10.177	55.806	1:22.540	51.831	175.9	10:00.402		



NK GT&TC and Triumph Competition & Bri 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
4	1	3:10.833	55.612	1:22.223	52.998	176.8	13:11.235	5	1	3:16.237					17:02.734
5	1	3:11.621	54.609	1:21.182	55.830	185.6	16:22.856	6	1	3:10.178					20:12.912
6	1	3:12.187	56.023	1:21.032	55.132	176.2	19:35.043	7	1	3:25.446					23:38.358
7	1	3:16.315	56.872	1:21.510	57.933	180.0	22:51.358	8	1	3:10.503					26:48.861
8	1	3:16.995	57.982	1:22.974	56.039	170.1	26:08.353								

22 1. Harry SIELJES BMW 2002 Tii GTTC

1	1	3:57.536	1:26.339	1:35.700	55.497	119.1	3:57.536
2	1	3:25.593	59.767	1:30.150	55.676	161.2	7:23.129
3	1	3:19.602	58.179	1:28.053	53.370	166.7	10:42.731
4	1	3:16.624	57.952	1:26.507	52.165	160.2	13:59.355
5	1	3:16.030	56.487	1:26.661	52.882	173.1	17:15.385
6	1	3:14.602	56.889	1:25.225	52.488	177.6	20:29.987
7	1	3:40.970	1:03.988	1:39.221	57.761	135.5	24:10.957
8	1	4:05.607 B	1:11.714	1:41.525	1:12.368	109.9	28:16.564

29 1. Raymond KLOMPSTRA TVR Vixen S4 HTGT

1	1	4:20.290	1:31.990	1:43.983	1:04.317	124.0	4:20.290
2	1	3:40.904	1:07.469	1:34.231	59.204	145.7	8:01.194
3	1	3:28.328	1:00.627	1:30.841	56.860	165.9	11:29.522
4	1	3:32.417	1:05.434	1:30.970	56.013	166.2	15:01.939
5	1	3:24.303	59.828	1:30.522	53.953	168.7	18:26.242
6	1	3:28.303	1:03.289	1:29.962	55.052	164.4	21:54.545
7	1	3:21.213	1:00.596	1:28.159	52.458	172.0	25:15.758

31 1. Jack POPPELAARS FORD Escort Mk1 GTTC

1	1	4:46.677	2:14.462	1:35.628	56.587	119.9	4:46.677
2	1	3:20.580	59.561	1:27.939	53.080	157.7	8:07.257
3	1	3:21.272	56.914	1:29.477	54.881	168.7	11:28.529
4	1	3:38.766 B	57.760	1:28.361	1:12.645	149.6	15:07.295

33 1. Gerd RIJPER PORSCHE 911 RSR GTTC

1	1	3:08.830	47.592	1:30.134	51.104	141.5	3:08.830
2	1	3:03.778	52.606	1:22.561	48.611	177.9	6:12.608
3	1	3:00.512	51.589	1:21.467	47.456	183.1	9:13.120
4	1	3:00.398	51.146	1:21.697	47.555	184.9	12:13.518
5	1	2:58.908	51.988	1:19.644	47.276	187.8	15:12.426
6	1	3:02.722	52.151	1:21.860	48.711	180.6	18:15.148
7	1	3:03.573	52.874	1:21.836	48.863	165.9	21:18.721
8	1	2:58.352	52.185	1:19.132	47.035	186.9	24:17.073
9	1	3:13.493	54.729	1:25.104	53.660	183.1	27:30.566

34 1. Florian LÜBBERT TRIUMPH TR 4 HTGT

1	1	4:02.612					4:02.612
2	1	3:17.350					7:19.962
3	1	3:11.388					10:31.350
4	1	3:15.147					13:46.497

36 1. Claes ANDERSSON OPEL Kadett GT/E GTTC

1	1	4:23.831	2:01.274	1:31.481	51.076	121.8	4:23.831
2	1	3:15.415	54.551	1:28.387	52.477	166.7	7:39.246
3	1	3:04.818	51.829	1:23.090	49.899	179.1	10:44.064
4	1	3:06.114	51.380	1:24.171	50.563	179.4	13:50.178
5	1	3:00.213	51.503	1:20.062	48.648	190.8	16:50.391
6	1	2:59.740	50.933	1:20.689	48.118	200.0	19:50.131
7	1	3:19.344	50.882	1:20.552	48.397	190.5	22:49.962
8	1	3:19.208	1:00.345	1:26.641	52.222	147.1	26:09.170

37 1. Carst SPAN 2. Klaas SPAN MORRIS Mini Cooper S GTTC

1	1	3:30.708	1:04.975	1:32.275	53.458	124.3	3:30.708
2	1	3:15.071	57.430	1:25.846	51.795	166.4	6:45.779
3	1	3:15.846	57.253	1:26.428	52.165	159.8	10:01.625
4	1	3:20.336	57.188	1:29.660	53.488	161.0	13:21.961
5	1	3:19.344	58.228	1:27.673	53.443	166.4	16:41.305
6	1	3:37.918 B	59.988	1:30.303	1:07.627	162.2	20:19.223

40 1. Stefan JACOBS FORD GT40 GTTC

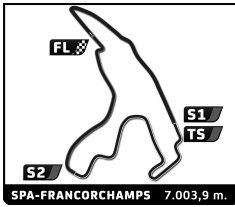
1	1	4:17.587	1:42.716	1:38.675	56.196	114.3	4:17.587
2	1	3:31.621	58.181	1:34.835	58.605	145.2	7:49.208
3	1	3:54.440 B	1:01.877	1:38.863	1:13.700	148.4	11:43.648

43 1. Lenneke OOSTINGH MG B HTGT

1	1	4:31.393	1:57.252	1:37.905	56.236	110.8	4:31.393
2	1	3:25.998	1:01.338	1:29.766	54.894	146.9	7:57.391
3	1	3:22.746	1:00.397	1:28.653	53.696	166.2	11:20.137
4	1	3:23.593	59.444	1:31.321	52.828	169.5	14:43.730
5	1	3:20.910	59.860			167.7	18:04.640
6	1	3:21.103	1:00.671	1:27.134	53.298	164.6	21:25.743
7	1	3:20.476	59.479	1:27.172	53.825	168.7	24:46.219
8	1	3:19.823	59.304			172.0	28:06.042

46 1. Geert BOELS FORD Escort RS 2000 MK1 GTTC

1	1	3:20.508	54.665	1:32.137	53.706	139.9	3:20.508
2	1	3:11.736	56.369	1:24.542	50.825	163.4	6:32.244
3	1	3:15.725	56.170	1:28.201	51.354	154.1	9:47.969
4	1	3:15.776	54.404	1:28.025	53.347	168.7	13:03.745
5	1	3:04.782	54.303	1:21.728	48.751	177.0	16:08.527
6	1	3:05.397	54.637	1:21.439	49.321	177.0	19:13.924
7	1	3:27.820	59.248	1:31.211	57.361	144.4	22:41.744
8	1	3:05.936	55.477	1:21.201	49.258	169.5	25:47.680



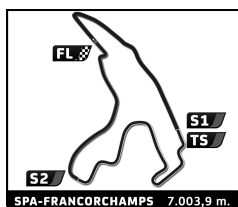
NK GT&TC and Triumph Competition & Bri
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Sector Analysis

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Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed				
47	1.Oliver REUBEN 2.Nigel REUBEN							TVR Griffith GTC	59	1.Hans DE GRAAF							Porsche 911 GTC		
	1	1	4:12.866	1:54.615	1:27.066	51.185	161.7			4:12.866	1	1	2:54.432	45.826	1:21.654	46.952		162.7	2:54.432
	2	1	2:58.324	49.129	1:23.323	45.872	164.9			7:11.190	2	1	2:52.517	49.590	1:17.060	45.867		203.4	5:46.949
	3	1	2:50.374	46.545	1:18.338	45.491	180.3			10:01.564	3	1	2:51.152	48.785	1:17.102	45.265		198.5	8:38.101
	4	1	3:10.123 B	46.010	1:24.795	59.318	177.3			13:11.687	4	1	3:08.968 B	49.129	1:21.850	57.989		205.7	11:47.069
	5	1	4:20.918	2:20.100	1:16.739	44.079	191.8			17:32.605	5	1	3:52.258	1:44.646	1:20.131	47.481		178.2	15:39.327
	6	1	2:44.581	43.814	1:16.928	43.839	205.7			20:17.186	6	1	2:57.011	50.318	1:19.628	47.065		199.6	18:36.338
	7	1	2:50.160	47.320	1:19.011	43.829	191.8			23:07.346	7	1	2:54.065	50.288	1:18.232	45.545		203.0	21:30.403
	8	1	3:13.971 B	52.540	1:24.108	57.323	161.9			26:21.317	8	1	2:56.308	52.632	1:17.986	45.690		202.6	24:26.711
51	1.Franz DURRER							Austin Cooper S HTGT	63	1.Mario NEUMANN							Triumph TR 250 HTGT		
	1	1	4:03.090	1:40.177	1:29.471	53.442	136.4			4:03.090	1	1	4:46.325	2:08.094	1:41.751	56.480		118.8	4:46.325
	2	1	3:16.019	58.602	1:26.182	51.235	174.8			7:19.109	2	1	3:20.193	57.647	1:29.620	52.926		153.6	8:06.518
	3	1	3:14.415	57.157	1:26.021	51.237	167.2			10:33.524	3	1	3:21.657	56.722	1:29.941	54.994		167.7	11:28.175
52	1.Eric HOLTHAUSEN							BMW 3.5.CSL GTC	64	1.Rene GRÜTER							MG B HTGT		
	1	1	3:22.239	1:07.144	1:26.250	48.845	154.5			3:22.239	1	1	3:19.940	52.878	1:33.336	53.726		131.1	3:19.940
	2	1	3:04.976	53.268	1:23.760	47.948	166.9			6:27.215	2	1	3:09.820	55.857	1:24.869	49.094		162.9	6:29.760
	3	1	3:03.870	52.221	1:23.440	48.209	176.2			9:31.085	3	1	3:08.839	55.090	1:22.784	50.965		165.6	9:38.599
	4	1	3:05.544	53.565	1:24.316	47.663	179.4			12:36.629	4	1	3:17.412	57.745	1:28.766	50.901		148.1	12:56.011
	5	1	2:58.197	52.063	1:19.369	46.765	192.2			15:34.826	5	1	3:06.500	55.032	1:22.255	49.213		180.6	16:02.511
	6	1	2:57.574	51.550	1:19.672	46.352	192.2			18:32.400	6	1	3:10.657	55.590	1:23.990	51.077		167.2	19:13.168
	7	1	2:56.105	50.677	1:18.903	46.525	189.8			21:28.505	7	1	3:10.803	56.380	1:24.539	49.884		181.8	22:23.971
	8	1	2:55.149	50.753	1:18.452	45.944	189.1			24:23.654	8	1	3:10.932	55.777	1:23.699	51.456		183.4	25:34.903
54	1.Roland BLUM							MG B HTGT	66	1.Jari KONOLA							Plymouth Barracuda GT GTC		
	1	1	4:04.057	1:41.526	1:28.560	53.971	143.4			4:04.057	1	1	4:19.141	1:51.190	1:33.142	54.809		134.5	4:19.141
	2	1	3:16.790	58.067	1:28.298	50.425	160.0			7:20.847	2	1	3:05.869	52.440	1:25.398	48.031		154.1	7:25.010
	3	1	3:11.014	55.899	1:24.748	50.367	169.3			10:31.861	3	1	2:58.276	50.043	1:20.042	48.191		185.9	10:23.286
	4	1	3:09.805	55.664	1:24.995	49.146	172.0			13:41.666	4	1	2:54.445	48.420	1:20.251	45.774		180.9	13:17.731
	5	1	3:10.755	55.881	1:23.529	51.345	175.0			16:52.421	5	1	3:43.459 B	49.082	1:36.655	1:17.722		159.8	17:01.190
	6	1	3:09.066	55.383	1:24.371	49.312	169.8			20:01.487									
	7	1	3:10.559	57.232	1:23.785	49.542	174.2			23:12.046									
	8	1	3:09.599	56.112	1:23.667	49.820	180.9			26:21.645									
57	1.Detlef WALTER							Warwick GT 350 HTGT	77	1.Adrian VAN DER KROFT							Morgan '48 GTC		
	1	1	4:10.725	1:24.793	1:41.967	1:03.965	111.3			4:10.725	1	1	3:59.541	1:39.332	1:27.884	52.325		152.3	3:59.541
	2	1	3:28.402	1:03.063	1:31.454	53.885	135.5			7:39.127	2	1	3:07.406	54.898	1:23.820	48.688		177.0	7:06.947
	3	1	3:16.090	56.498	1:26.867	52.725	160.5			10:55.217	3	1	3:01.962	51.778	1:21.456	48.728		172.5	10:08.909
	4	1	3:12.143	54.878	1:26.400	50.865	171.4			14:07.360	4	1	3:03.838	51.505	1:24.621	47.712		172.8	13:12.747
	5	1	3:12.449	54.271	1:25.718	52.460	171.2			17:19.809	5	1	2:58.195	51.347	1:19.859	46.989		192.9	16:10.942
	6	1	3:09.464	54.061	1:24.785	50.618	166.7			20:29.273	6	1	2:59.046	50.678	1:20.635	47.733		196.0	19:09.988
	7	1	3:09.532	54.775	1:24.701	50.056	174.5			23:38.805	7	1	2:58.519	51.204	1:19.761	47.554		189.5	22:08.507
	8	1	3:08.932	54.546	1:24.598	49.788	175.6			26:47.737	8	1	2:58.730	51.009	1:20.069	47.652		201.5	25:07.237

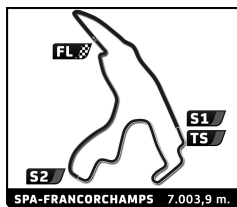


NK GT&TC and Triumph Competition & Bri SPA SUMMER CLASSIC Qualifying

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
84 1.Aavid VIKTORSSON OPEL GT GTTC								6 1 3:13.658 57.103 1:26.444 50.111 175.0 23:19.344							
7 1 3:10.531 56.180 1:24.343 50.008 181.5 26:29.875															
1	1	5:05.454	2:13.286	1:49.371	1:02.797	113.4	5:05.454	1	1	4:25.544	1:57.462	1:32.938	55.144	121.9	4:25.544
2	1	3:08.063	53.993	1:21.364	52.706	177.9	8:13.517	2	1	3:21.826	59.905	1:29.226	52.695	169.5	7:47.370
3	1	3:20.453	51.788	1:35.746	52.919	185.9	11:33.970	3	1	3:16.707	56.614	1:28.259	51.834	149.6	11:04.077
4	1	3:05.163	57.428	1:20.402	47.333	172.5	14:39.133	4	1	3:15.931	56.508	1:27.728	51.695	172.8	14:20.008
5	1	2:58.459	51.598	1:20.092	46.769	185.6	17:37.592	5	1	3:15.667	55.587	1:28.097	51.983	177.0	17:35.675
6	1	2:58.446	52.203	1:19.297	46.946	187.8	20:36.038	6	1	3:16.734	57.622	1:27.447	51.665	174.5	20:52.409
7	1	3:16.100	54.743	1:30.764	50.593	157.9	23:52.138	7	1	3:14.371	55.761	1:27.486	51.124	173.9	24:06.780
8	1	3:22.827	59.422	1:34.795	48.610	129.2	27:14.965	8	1	3:16.130	55.244	1:28.265	52.621	167.4	27:22.910
86 1.Marcus WEIDENBACH JAGUAR E Type HTGT								129 1.Thomas SCHRÖDER VW Derby GTTC							
1	1	3:18.965	51.056	1:34.536	53.373	137.1	3:18.965	1	1	3:59.480	1:27.640	1:35.448	56.392	116.5	3:59.480
2	1	3:15.170	56.000	1:29.307	49.863	161.0	6:34.135	2	1	3:25.645	1:02.274	1:30.188	53.183	156.7	7:25.125
3	1	3:12.314	53.341	1:28.276	50.697	150.4	9:46.449	3	1	3:41.477 B	1:00.644	1:27.987	1:12.846	171.4	11:06.602
4	1	3:11.954	53.646	1:28.076	50.232	155.6	12:58.403	4	1	7:44.522	5:21.542	1:29.996	52.984	160.2	18:51.124
5	1	3:05.277	52.962	1:24.405	47.910	149.6	16:03.680	5	1	3:22.773	1:01.191	1:28.456	53.126	168.2	22:13.897
6	1	3:07.256	53.563	1:23.990	49.703	161.2	19:10.936	6	1	3:20.946	1:00.325	1:27.871	52.750	173.4	25:34.843
7	1	3:06.612	52.863	1:25.742	48.007	164.9	22:17.548								
8	1	3:03.891	52.295	1:24.049	47.547	169.0	25:21.439								
101 1.Michel VEREKEN FORD Escort MK2 GTTC								151 1.André KARDOL ALFA ROMEO 1750 gtram GTTC							
1	1	3:37.552	1:11.867	1:31.062	54.623	138.5	3:37.552	1	1	3:45.939	1:14.234	1:37.176	54.529	134.2	3:45.939
2	1	3:03.177	53.521	1:21.335	48.321	180.6	6:40.729	2	1	3:21.078	59.092	1:28.761	53.225	162.9	7:07.017
3	1	3:03.376	52.355	1:21.807	49.214	196.7	9:44.105	3	1	3:21.703	58.794	1:28.061	54.848	152.3	10:28.720
4	1	3:10.829	52.326	1:27.634	50.869	170.3	12:54.934	4	1	3:26.831	59.827	1:31.904	55.100	159.3	13:55.551
5	1	3:02.729	52.734	1:21.351	48.644	182.1	15:57.663	5	1	3:26.635	59.445	1:31.711	55.479	166.9	17:22.186
6	1	3:02.594	53.006	1:20.773	48.815	190.8	19:00.257	6	1	3:23.275	59.381	1:29.947	53.947	173.1	20:45.461
7	1	3:37.301	1:01.838	1:34.495	1:00.968	143.6	22:37.558	7	1	3:29.302	1:02.303	1:30.482	56.517	173.1	24:14.763
8	1	3:24.717	1:05.014	1:28.889	50.814	155.4	26:02.275	8	1	3:45.000 B	1:04.109	1:31.785	1:09.106	155.4	27:59.763
105 1.Josef VIKTORSSON OPEL Kadett B 1900 GTTC								240 1.Pierre Philippe DUMONT DATSUN 240 Z GTTC							
1	1	4:33.762	2:04.704	1:37.451	51.607	96.2	4:33.762	1	1	3:40.598	1:04.496	1:36.482	59.620	120.9	3:40.598
2	1	2:57.577	51.274	1:19.319	46.984	200.0	7:31.339	2	1	3:24.212	1:02.507	1:27.286	54.419	153.0	7:04.810
3	1	2:57.965	51.799	1:19.602	46.564	185.2	10:29.304	3	1	3:23.997	59.221	1:28.815	55.961	162.9	10:28.807
4	1	2:58.726	52.310	1:19.676	46.740	196.0	13:28.030	4	1	3:26.727	57.421	1:33.017	56.289	167.4	13:55.534
5	1	2:55.987	50.927	1:18.491	46.569	191.8	16:24.017	5	1	3:22.904	57.355	1:30.381	55.168	163.9	17:18.438
6	1	3:19.117	59.112	1:27.836	52.169	157.4	19:43.134	6	1	3:22.153	58.744	1:28.639	54.770	171.2	20:40.591
7	1	3:26.419	1:02.284	1:33.375	50.760	157.0	23:09.553	7	1	3:21.650	57.849	1:28.829	54.972	170.6	24:02.241
8	1	2:57.250	51.435	1:18.906	46.909	177.0	26:06.803	8	1	3:24.271	57.170	1:29.168	57.933	170.6	27:26.512
112 1.Martijn BIJSTER FORD Escort RS 2000 GTTC								309 1.Ton MEIJER MG A HTGT							
1	1	3:50.027	1:19.486	1:35.826	54.715	130.8	3:50.027	1	1	4:28.167	1:59.728	1:34.344	54.095	129.5	4:28.167
2	1	3:16.475	57.615	1:26.583	52.277	170.1	7:06.502	2	1	3:21.412	1:00.546	1:26.991	53.875	156.7	7:49.579
3	1	3:13.529	56.374	1:25.309	51.846	188.5	10:20.031	3	1	3:16.774	59.382	1:25.333	52.059	157.0	11:06.353
4	1	3:26.992 B	56.658	1:27.187	1:03.147	157.9	13:47.023	4	1	3:16.984	58.696	1:25.066	53.222	166.2	14:23.337
5	1	6:18.663	3:59.883	1:27.651	51.129	167.2	20:05.686	5	1	3:14.578	57.944	1:24.505	52.129	167.4	17:37.915



NK GT&TC and Triumph Competition & Bri 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	3:16.469	57.982	1:26.120	52.367	159.1	20:54.384								
7	1	3:17.796	58.692	1:25.385	53.719	165.1	24:12.180								
8	1	3:20.413	1:00.552	1:26.354	53.507	168.7	27:32.593								

317		1.Stefan ROZEMA		MG A HTGT			
1	1	4:10.896	1:44.748	1:29.582	56.566	134.7	4:10.896
2	1	3:11.599	56.949	1:24.019	50.631	174.2	7:22.495
3	1	3:10.101	55.869	1:24.197	50.035	179.7	10:32.596
4	1	3:07.335	55.308	1:22.923	49.104	177.9	13:39.931
5	1	3:07.106	55.617	1:21.519	49.970	175.9	16:47.037
6	1	3:06.311	55.488	1:22.034	48.789	177.6	19:53.348
7	1	3:06.447	55.458	1:21.554	49.435	178.8	22:59.795
8	1	3:12.267	55.675	1:22.492	54.100	178.5	26:12.062

318		1.Teun BLEIJENBERG		MG A HTGT			
1	1	4:22.437	1:56.397	1:32.493	53.547	117.4	4:22.437
2	1	3:20.400	59.520	1:27.543	53.337	173.6	7:42.837
3	1	3:13.790	57.338	1:23.954	52.498	170.1	10:56.627
4	1	3:14.385	58.909	1:23.858	51.618	158.1	14:11.012
5	1	3:21.166	58.491	1:23.730	58.945	163.4	17:32.178

320		1.Jean-Pierre FAZI		TRIUMPH TR4 HTGT			
1	1	3:57.712	1:15.142	1:40.927	1:01.643	121.5	3:57.712
2	1	3:47.046	1:06.461	1:38.158	1:02.427	132.5	7:44.758
3	1	3:43.154	1:03.977	1:38.392	1:00.785	133.7	11:27.912
4	1	3:44.804	1:07.444	1:37.737	59.623	126.5	15:12.716
5	1	3:41.034	1:02.885	1:38.650	59.499	135.3	18:53.750
6	1	3:40.914	1:02.370	1:39.239	59.305	140.8	22:34.664
7	1	3:44.094	1:03.465	1:37.735	1:02.894	142.3	26:18.758

333		1.Kees ROZEMA		MG A HTGT			
1	1	4:20.571	1:58.277	1:29.903	52.391	132.0	4:20.571
2	1	3:17.584	57.963	1:27.088	52.533	169.5	7:38.155
3	1	3:10.410	56.697	1:22.868	50.845	178.5	10:48.565
4	1	3:09.386	55.995	1:22.817	50.574	177.9	13:57.951
5	1	3:10.831	56.806	1:23.252	50.773	177.0	17:08.782
6	1	3:09.076	56.283	1:22.766	50.027	170.3	20:17.858
7	1	3:09.871	57.222	1:22.147	50.502	175.9	23:27.729
8	1	3:07.287	55.981	1:21.600	49.706	179.1	26:35.016

352		1.Jean-Michel FARINE		GINETTA G4 HTGT			
1	1	3:16.310	52.020	1:31.129	53.161	136.7	3:16.310
2	1	3:16.517	56.152	1:28.806	51.559	150.6	6:32.827
3	1	3:12.646	54.106	1:26.594	51.946	154.5	9:45.473
4	1	3:13.783	53.782	1:28.380	51.621	141.2	12:59.256
5	1	4:44.162 B	55.102	1:59.944	1:49.116	171.4	17:43.418

359		1.Clemens WIEN 2.Peter SCHEURER		TVR 3000M HTGT			
1	1	4:49.539	2:17.060	1:37.923	54.556	102.8	4:49.539
2	1	3:20.195	57.286	1:29.700	53.209	156.1	8:09.734
3	1	3:35.011 B	56.188	1:30.456	1:08.367	148.6	11:44.745
4	1	6:36.332	4:12.252	1:31.512	52.568	132.8	18:21.077
5	1	3:16.229	57.230	1:27.549	51.450	155.4	21:37.306
6	1	3:13.778	55.500	1:27.059	51.219	159.5	24:51.084
7	1	3:10.455	55.290	1:24.516	50.649	173.9	28:01.539