

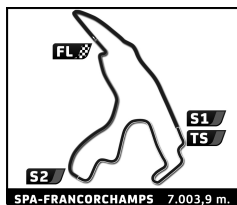
NK GT&TC and Triumph & British HTGT SPA SUMMER CLASSIC

Race 1

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								
12	1	3:18.076	59.054	1:27.711	51.311	157.9	43:22.336	1	1	3:38.296	1:13.447	1:30.603	54.246		3:38.296								
<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold; font-size: 24px;">18</div> <div style="margin-left: 10px;">1.Freddy VAN SPRUNDEL FORD Escort GTTC</div>								2	1	4:03.823	1:16.516	1:39.730	1:07.577	112.5	7:42.119								
								3	1	3:48.482	1:20.131	1:35.534	52.817	84.6	11:30.601								
								4	1	3:14.885	57.010	1:26.459	51.416	175.9	14:45.486								
								5	1	3:13.804	57.105	1:25.780	50.919	175.0	17:59.290								
								6	1	3:12.802	56.918	1:24.718	51.166	169.0	21:12.092								
								7	1	3:13.237	57.229	1:25.089	50.919	173.4	24:25.329								
								8	1	3:11.315	56.178	1:24.279	50.858	177.0	27:36.644								
								9	1	3:15.011	56.100	1:26.048	52.863	173.4	30:51.655								
								10	1	3:14.399	56.981	1:26.041	51.377	176.8	34:06.054								
								11	1	3:15.437	57.430	1:25.815	52.192	171.7	37:21.491								
								12	1	3:16.998	57.429	1:26.474	53.095	173.9	40:38.489								
								13	1	3:17.373	56.872	1:27.949	52.552	172.5	43:55.862								
								<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold; font-size: 24px;">31</div> <div style="margin-left: 10px;">1.Jack POPPELAARS FORD Escort Mk1 GTTC</div>								1	1	3:28.011	1:08.114	1:27.094	52.803		3:28.011
																2	1	4:02.673	1:16.072	1:36.375	1:10.226	106.7	7:30.684
3	1	3:50.201	1:23.426	1:35.031	51.744	96.1	11:20.885																
4	1	3:36.943 B	57.487	1:31.078	1:08.378	158.6	14:57.828																
<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold; font-size: 24px;">20</div> <div style="margin-left: 10px;">1.Marnix DIERICK FORD Escort MK2 GTTC</div>								1	1	3:23.079	1:04.583	1:24.258	54.238		3:23.079								
								2	1	4:03.887	1:16.638	1:36.502	1:10.747	105.1	7:26.966								
								3	1	3:47.506	1:23.623	1:34.230	49.653	98.6	11:14.472								
								4	1	3:08.283	55.027	1:22.237	51.019	183.4	14:22.755								
								5	1	3:07.884	56.160	1:22.557	49.167	176.5	17:30.639								
								6	1	3:05.065	54.947	1:21.449	48.669	182.1	20:35.704								
								7	1	3:06.630	55.311	1:21.852	49.467	175.3	23:42.334								
								8	1	3:06.295	55.095	1:21.276	49.924	179.7	26:48.629								
								9	1	3:08.516	54.851	1:20.895	52.770	180.9	29:57.145								
								10	1	3:08.827	55.092	1:21.946	51.789	177.9	33:05.972								
								11	1	3:13.019	55.518	1:22.275	55.226	177.9	36:18.991								
								12	1	3:14.946	56.786	1:22.622	55.538	175.6	39:33.937								
								13	1	3:13.433	55.706	1:22.271	55.456	177.0	42:47.370								
<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold; font-size: 24px;">22</div> <div style="margin-left: 10px;">1.Harry SIELJES BMW 2002 Tii GTTC</div>								1	1	3:37.720	1:11.605	1:30.441	55.674		3:37.720								
								2	1	4:03.265	1:16.491	1:39.685	1:07.089	111.7	7:40.985								
								3	1	3:48.839	1:19.952	1:36.205	52.682	87.2	11:29.824								
								4	1	3:17.925	56.950	1:28.499	52.476	168.7	14:47.749								
								5	1	3:15.029	56.674	1:26.602	51.753	173.9	18:02.778								
								6	1	3:14.997	55.638	1:26.381	52.978	177.0	21:17.775								
								7	1	3:17.665	57.679	1:26.828	53.158	175.6	24:35.440								
								8	1	3:14.102	57.308	1:26.158	50.636	173.1	27:49.542								
								9	1	3:12.264	55.828	1:25.724	50.712	161.7	31:01.806								
								10	1	3:13.246	56.220	1:25.700	51.326	173.9	34:15.052								
								11	1	3:12.696	56.409	1:25.453	50.834	169.5	37:27.748								
								12	1	3:13.458	55.907	1:25.780	51.771	173.1	40:41.206								
								13	1	3:15.261	56.208	1:26.504	52.549	171.4	43:56.467								
<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold; font-size: 24px;">29</div> <div style="margin-left: 10px;">1.Raymond KLOMPSTRA TVR Vixen S4 HTGT</div>								1	1	3:21.757	1:04.875	1:25.853	51.029		3:21.757								
								2	1	4:03.457	1:16.864	1:36.136	1:10.457	105.6	7:25.214								
								3	1	3:50.186	1:24.046	1:35.963	50.177	97.0	11:15.400								
								4	1	3:11.807	55.948	1:25.285	50.574	163.6	14:27.207								
								5	1	3:09.661	55.535			183.4	17:36.868								
								6	1	3:09.597	55.006	1:24.767	49.824	188.5	20:46.465								
								7	1	3:09.617	55.387	1:24.270	49.960	185.9	23:56.082								
								8	1	3:09.378	55.036			188.5	27:05.460								
								9	1	3:10.475	54.688	1:25.035	50.752	189.5	30:15.935								
								10	1	3:10.777	55.272			186.9	33:26.712								
								11	1	3:31.324	55.181	1:26.769	1:09.374	184.9	36:58.036								
								12	1	3:14.205	57.803	1:25.155	51.247	183.4	40:12.241								
								13	1	3:12.968	55.405	1:27.398	50.165	176.8	43:25.209								
<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold; font-size: 24px;">34</div> <div style="margin-left: 10px;">1.Florian LÜBBERT TRIUMPH TR 4 HTGT</div>								1	1	3:21.757	1:04.875	1:25.853	51.029		3:21.757								
								2	1	4:03.457	1:16.864	1:36.136	1:10.457	105.6	7:25.214								
								3	1	3:50.186	1:24.046	1:35.963	50.177	97.0	11:15.400								
								4	1	3:11.807	55.948	1:25.285	50.574	163.6	14:27.207								
<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold; font-size: 24px;">36</div> <div style="margin-left: 10px;">1.Claes ANDERSSON OPEL Kadett GT/E GTTC</div>								5	1	3:09.661	55.535			183.4	17:36.868								
								6	1	3:09.597	55.006	1:24.767	49.824	188.5	20:46.465								
								7	1	3:09.617	55.387	1:24.270	49.960	185.9	23:56.082								
								8	1	3:09.378	55.036			188.5	27:05.460								
								9	1	3:10.475	54.688	1:25.035	50.752	189.5	30:15.935								
								10	1	3:10.777	55.272			186.9	33:26.712								
								11	1	3:31.324	55.181	1:26.769	1:09.374	184.9	36:58.036								
								12	1	3:14.205	57.803	1:25.155	51.247	183.4	40:12.241								
								13	1	3:12.968	55.405	1:27.398	50.165	176.8	43:25.209								



NK GT&C and Triumph & British HTGT

SPA SUMMER CLASSIC

Race 1

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
10	1	3:11.183	54.319	1:26.132	50.732	170.3	33:50.283	8	1	2:54.169	48.650	1:19.950	45.569	187.8	25:26.007
11	1	3:13.937	54.113	1:27.058	52.766	174.2	37:04.220	9	1	2:54.927	48.376	1:20.259	46.292	194.2	28:20.934
12	1	3:11.460	54.313	1:26.558	50.589	176.8	40:15.680	10	1	2:55.679	47.956	1:20.957	46.766	189.8	31:16.613
13	1	3:12.291	54.386	1:26.218	51.687	171.2	43:27.971	11	1	2:56.711	48.429	1:21.524	46.758	188.5	34:13.324

59 1.Hans DE GRAAF
 PORSCHE 911
 GTTC

1	1	2:52.990	51.423	1:16.338	45.229		2:52.990
2	1	4:11.541	57.302	1:49.517	1:24.722	117.6	7:04.531
3	1	3:49.528	1:20.796	1:42.331	46.401	105.2	10:54.059
4	1	2:48.337	48.727	1:14.873	44.737	193.9	13:42.396
5	1	2:49.176	48.389	1:15.607	45.180	210.9	16:31.572
6	1	2:48.767	48.309	1:15.405	45.053	207.7	19:20.339
7	1	2:49.741	48.612	1:16.197	44.932	186.9	22:10.080
8	1	2:49.950	48.494	1:15.407	46.049	208.9	25:00.030
9	1	2:51.549	48.574	1:15.774	47.201	214.7	27:51.579
10	1	2:50.748	48.989	1:15.844	45.915	199.6	30:42.327
11	1	2:51.526	50.220	1:15.870	45.436	204.9	33:33.853
12	1	2:56.335	50.463	1:18.762	47.110	210.5	36:30.188
13	1	3:01.087	49.706	1:24.538	46.843	204.9	39:31.275
14	1	2:54.461	49.602	1:18.657	46.202	206.9	42:25.736

63 1.Mario NEUMANN
 Triumph TR 250
 HTGT

1	1	3:30.845	1:08.570	1:29.928	52.347		3:30.845
2	1	4:02.308	1:15.759	1:35.632	1:10.917	106.2	7:33.153
3	1	4:20.516	1:22.320	1:36.371	1:21.825	101.6	11:53.669

64 1.Rene GRÜTER
 MG B
 HTGT

1	1	3:20.877	1:03.470	1:25.804	51.603		3:20.877
2	1	4:01.892	1:16.663	1:35.184	1:10.045	103.2	7:22.769
3	1	3:49.494	1:24.458	1:35.522	49.514	113.1	11:12.263
4	1	3:05.486	54.151	1:22.804	48.531	185.9	14:17.749
5	1	3:03.607	54.261	1:20.823	48.523	188.8	17:21.356
6	1	3:04.620	54.602	1:21.797	48.221	187.2	20:25.976
7	1	3:04.902	55.109	1:21.662	48.131	183.1	23:30.878
8	1	3:05.479	54.591	1:21.531	49.357	181.8	26:36.357
9	1	3:04.277	54.469	1:21.915	47.893	186.9	29:40.634
10	1	3:07.582	54.709	1:24.096	48.777	180.6	32:48.216
11	1	3:05.733	54.759	1:21.943	49.031	183.7	35:53.949
12	1	3:08.875	55.618	1:24.102	49.155	178.5	39:02.824
13	1	3:11.149	56.600	1:25.596	48.953	179.4	42:13.973

66 1.Jari KONOLA
 PLYMOUTH Barracuda GT
 GTTC

1	1	2:57.790	51.368	1:20.702	45.720		2:57.790
2	1	4:07.951	56.131	1:47.436	1:24.384	119.9	7:05.741
3	1	3:48.938	1:20.500	1:42.696	45.742	112.9	10:54.679
4	1	2:53.729	48.275	1:19.210	46.244	186.9	13:48.408
5	1	2:54.794	48.302	1:20.202	46.290	177.9	16:43.202
6	1	2:54.336	48.472	1:20.400	45.464	190.8	19:37.538
7	1	2:54.300	48.214	1:20.012	46.074	180.6	22:31.838

77 1.Adrian VAN DER KROFT
 MORGAN '1+8
 GTTC

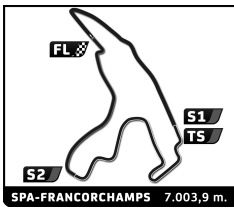
1	1	3:01.976	55.440	1:20.153	46.383		3:01.976
2	1	4:07.416	1:15.164	1:28.353	1:23.899	125.1	7:09.392
3	1	3:48.441	1:22.831	1:38.768	46.842	110.5	10:57.833
4	1	2:55.883	50.081	1:19.197	46.605	197.8	13:53.716
5	1	2:57.875	50.723	1:20.571	46.581	193.2	16:51.591
6	1	2:56.750	50.552	1:19.930	46.268	194.6	19:48.341
7	1	2:58.124	51.336	1:20.164	46.624	181.8	22:46.465
8	1	3:00.115	52.252	1:21.018	46.845	175.0	25:46.580
9	1	2:58.168	51.411	1:20.089	46.668	183.1	28:44.748
10	1	2:58.262	51.026	1:20.362	46.874	189.1	31:43.010
11	1	2:57.467	51.332	1:19.594	46.541	187.8	34:40.477
12	1	2:57.104	51.194	1:19.753	46.157	191.8	37:37.581

84 1.Arvid VIKTORSSON
 OPEL GT
 GTTC

1	1	3:02.596	56.043	1:19.892	46.661		3:02.596
2	1	4:08.259	1:15.293	1:29.454	1:23.512	118.8	7:10.855
3	1	3:47.927	1:22.490	1:37.993	47.444	108.2	10:58.782
4	1	2:56.388	51.181	1:18.544	46.663	195.7	13:55.170
5	1	2:57.737	50.927	1:19.629	47.181	187.5	16:52.907
6	1	2:56.742	51.572	1:19.135	46.035	181.2	19:49.649
7	1	2:57.178	51.129	1:19.323	46.726	185.2	22:46.827
8	1	2:56.701	51.442	1:18.626	46.633	183.4	25:43.528
9	1	2:57.612	52.235	1:18.703	46.674	183.1	28:41.140
10	1	2:59.874	51.461	1:21.078	47.335	174.5	31:41.014
11	1	2:57.555	51.781	1:18.983	46.791	187.5	34:38.569
12	1	2:58.441	52.305	1:19.211	46.925	179.7	37:37.010
13	1	2:58.758	51.411	1:19.391	47.956	186.9	40:35.768
14	1	3:04.220	52.145	1:24.482	47.593	184.3	43:39.988

86 1.Marcus WEIDENBACH
 JAGUAR E Type
 HTGT

1	1	3:17.627	1:00.592	1:26.810	50.225		3:17.627
2	1	3:59.088	1:13.607	1:35.399	1:10.082	119.3	7:16.715
3	1	3:51.973	1:24.154	1:38.259	49.560	115.0	11:08.688
4	1	3:04.617	52.003	1:24.432	48.182	178.8	14:13.305
5	1	3:02.894	52.056	1:23.264	47.574	162.7	17:16.199
6	1	3:02.470	52.369	1:23.150	46.951	171.2	20:18.669
7	1	3:01.715	51.921	1:22.466	47.328	171.2	23:20.384
8	1	3:02.662	51.674	1:23.419	47.569	171.2	26:23.046
9	1	3:01.029	51.532	1:22.536	46.961	167.7	29:24.075
10	1	3:03.151	51.562	1:24.350	47.239	179.1	32:27.226
11	1	3:00.349	51.310	1:22.036	47.003	170.6	35:27.575
12	1	3:02.436	51.625	1:23.002	47.809	169.0	38:30.011



NK GT&TC and Triumph & British HTGT

SPA SUMMER CLASSIC

Race 1

Sector Analysis

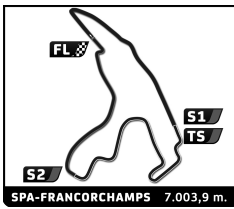
— Invalidated Lap

■ Personal Best

■ Session Best

■ 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																
101 1. Michel VEREKEN FORD Escort MK2 GTTC								124 1. Peter VAN VEEN ALFA ROMEO Giulia GTTC																							
																1	1	3:12.144	52.436	1:30.967	48.741	175.0	41:42.155	1	1	3:27.019	1:08.395	1:27.264	51.360		3:27.019
																2	1	3:06.772	51.837	1:24.943	49.992	185.6	44:48.927	2	1	4:03.008	1:15.434	1:37.366	1:10.208	105.0	7:30.027
																3	1	3:11.922	1:00.011	1:22.920	48.991		3:11.922	3	1	3:50.652	1:23.192	1:35.531	51.929	94.0	11:20.679
																4	1	4:02.522	1:13.006	1:30.683	1:18.833	117.5	7:14.444	4	1	3:15.424	57.057	1:27.468	50.899	165.4	14:36.103
																5	1	3:53.340	1:22.527	1:40.693	50.120	120.3	11:07.784	5	1	3:14.018	56.167	1:27.019	50.832	170.9	17:50.121
																6	1	3:01.943	52.075	1:22.018	47.850	192.2	14:09.727	6	1	3:12.359	55.427	1:26.296	50.636	165.6	21:02.480
																7	1	3:02.058	52.386	1:21.099	48.573	176.8	17:11.785	7	1	3:13.974	55.362	1:27.398	51.214	168.0	24:16.454
																8	1	3:03.663	52.740	1:22.281	48.642	195.3	20:15.448	8	1	3:14.447	55.404	1:26.312	52.731	178.8	27:30.901
																9	1	3:02.739	51.945	1:22.158	48.636	198.2	23:18.187								
																10	1	3:00.951	51.938	1:20.594	48.419	190.5	26:19.138								
																11	1	3:01.667	52.160	1:21.029	48.478	187.8	29:20.805								
																12	1	3:03.236	52.155	1:22.273	48.808	174.5	32:24.041								
																13	1	3:02.185	51.984	1:21.801	48.400	189.8	35:26.226								
																14	1	3:02.464	52.509	1:22.079	48.876	194.6	38:29.690								
15	1	3:11.984	52.389	1:30.957	48.638	196.4	41:41.674																								
16	1	3:05.032	52.380	1:23.256	49.396	191.2	44:46.706																								
105 1. Josef VIKTORSSON OPEL Kadett B 1900 GTTC								129 1. Thomas SCHRÖDER VW Derby GTTC																							
																1	1	2:59.504	54.227	1:19.378	45.899		2:59.504	1	1	3:40.694	1:13.037	1:30.502	57.155		3:40.694
																2	1	4:08.322	58.117	1:45.734	1:24.471	109.3	7:07.826	2	1	4:02.247	1:14.996	1:39.518	1:07.733	110.4	7:42.941
																3	1	3:49.470	1:22.176	1:40.820	46.474	106.9	10:57.296	3	1	3:56.401	1:20.552	1:35.292	1:00.557	81.6	11:39.342
																4	1	2:56.945	50.737	1:19.412	46.796	180.9	13:54.241	4	1	3:20.478	1:02.266	1:26.624	51.588	169.0	14:59.820
																5	1	2:54.657	50.708	1:17.851	46.098	188.5	16:48.898	5	1	3:20.549	59.233	1:27.930	53.386	168.5	18:20.369
																6	1	2:55.353	50.915	1:18.059	46.379	194.9	19:44.251	6	1	3:16.984	58.646	1:26.123	52.215	164.1	21:37.353
																7	1	2:55.232	51.184	1:18.091	45.957	195.7	22:39.483	7	1	3:16.041	58.696	1:25.783	51.562	170.3	24:53.394
																8	1	2:55.283	51.191	1:18.019	46.073	195.7	25:34.766	8	1	3:14.250	58.275	1:25.098	50.877	172.8	28:07.644
																9	1	2:56.347	51.428	1:18.598	46.321	197.1	28:31.113	9	1	3:15.514	58.165	1:25.593	51.756	170.6	31:23.158
																10	1	2:59.820	53.023	1:20.131	46.666	190.5	31:30.933	10	1	3:14.173	57.771	1:25.129	51.273	170.9	34:37.331
																11	1	2:56.292	51.242	1:18.141	46.909	185.6	34:27.225	11	1	3:17.764	58.055	1:27.264	52.445	173.4	37:55.095
																12	1	2:56.440	51.176	1:18.596	46.668	198.2	37:23.665	12	1	3:16.367	58.575	1:26.436	51.356	168.5	41:11.462
																13	1	2:58.090	51.855	1:18.667	47.568	192.5	40:21.755	13	1	3:15.280	58.636	1:25.907	50.737	169.8	44:26.742
																14	1	3:04.806	52.511	1:23.182	49.113	184.6	43:26.561								
112 1. Martijn BIJSTER FORD Escort RS 2000 GTTC								151 1. André KARDOL ALFA ROMEO 1750 gtm GTTC																							
																1	1	3:20.708	1:04.557	1:25.833	50.318		3:20.708	1	1	3:41.890	1:13.234	1:31.827	56.829		3:41.890
																2	1	4:01.262	1:15.938	1:35.429	1:09.895	105.8	7:21.970	2	1	4:02.283	1:14.809	1:40.013	1:07.461	106.1	7:44.173
																3	1	3:52.862	1:23.850	1:37.001	52.011	119.3	11:14.832	3	1	3:50.307	1:20.120	1:36.749	53.438	84.4	11:34.480
																4	1	3:11.650	56.164	1:25.192	50.294	185.2	14:26.482	4	1	3:22.904	59.039	1:30.792	53.073	172.2	14:57.384
																5	1	3:12.870	56.710	1:25.831	50.329	175.9	17:39.352	5	1	3:22.572	1:00.284	1:28.963	53.325	169.8	18:19.956
																6	1	3:10.574	55.919	1:24.683	49.972	185.9	20:49.926	6	1	3:20.313	58.859	1:28.739	52.715	168.7	21:40.269
																7	1	3:11.996	55.982	1:25.602	50.412	180.6	24:01.922	7	1	3:22.856	58.670	1:29.222	54.964	176.2	25:03.125
																8	1	3:11.986	56.256	1:24.857	50.873	182.7	27:13.908	8	1	3:23.196	58.817	1:29.933	54.446	175.0	28:26.321
																9	1	3:11.803	56.476	1:24.752	50.575	182.7	30:25.711	9	1	3:26.034	1:00.470	1:30.896	54.668	160.5	31:52.355
																10	1	3:16.203	57.377	1:26.438	52.388	161.0	33:41.914	10	1	3:22.977	58.830	1:29.914	54.233	175.0	35:15.332
																11	1	3:14.118	56.554	1:26.190	51.374	182.1	36:56.032	11	1	3:23.607	59.263	1:30.031	54.313	173.4	38:38.939
																12	1	3:14.996	57.522	1:25.930	51.544	179.4	40:11.028	12	1	3:27.107	1:00.314	1:32.020	54.773	172.8	42:06.046
																13	1	3:16.468	56.358	1:27.449	52.661	175.6	43:27.496	13	1	3:26.712	59.975	1:31.319	55.418	163.4	45:32.758
																240 1. Pierre Philippe DUMONT DATSUN 240 Z GTTC								240 1. Pierre Philippe DUMONT DATSUN 240 Z GTTC							
1	1	3:42.060	1:13.780	1:31.665	56.615		3:42.060	1	1	3:42.060	1:13.780	1:31.665	56.615		3:42.060																
2	1	4:02.803	1:15.374	1:40.879	1:06.550	109.9	7:44.863	2	1	4:02.803	1:15.374	1:40.879	1:06.550	109.9	7:44.863																
3	1	3:51.186	1:20.053	1:36.507	54.626	84.5	11:36.049	3	1	3:51.186	1:20.053	1:36.507	54.626	84.5	11:36.049																
4	1	3:22.417	56.457	1:32.169	53.791	165.1	14:58.466	4	1	3:22.417	56.457	1:32.169	53.791	165.1	14:58.466																
5	1	3:22.675	1:00.928	1:28.368	53.379	160.7	18:21.141	5	1	3:22.675	1:00.928	1:28.368	53.379	160.7	18:21.141																
6	1	3:20.525	58.007	1:28.750	53.768	165.9	21:41.666	6	1	3:20.525	58.007	1:28.750	53.768	165.9	21:41.666																
7	1	3:20.248	57.204	1:27.665	55.379	178.2	25:01.914	7	1	3:20.248	57.204	1:27.665	55.379	178.2	25:01.914																



NK GT&TC and Triumph & British HTGT SPA SUMMER CLASSIC

Race 1

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
8	1	3:19.247	56.517	1:28.805	53.925	166.4	28:21.161	4	1	3:07.731	54.870	1:23.006	49.855	184.6	14:17.560
9	1	3:20.658	56.995	1:29.691	53.972	170.9	31:41.819	5	1	3:04.634	54.870	1:21.145	48.619	188.2	17:22.194
10	1	3:20.321	57.987	1:28.692	53.642	176.2	35:02.140	6	1	3:08.046	57.337	1:21.457	49.252	165.9	20:30.240
11	1	3:20.375	57.321	1:29.196	53.858	173.9	38:22.515	7	1	3:05.885	55.470	1:21.084	49.331	170.3	23:36.125
12	1	3:25.842	56.797	1:35.407	53.638	175.6	41:48.357	8	1	3:06.726	55.499	1:21.643	49.584	178.8	26:42.851
13	1	3:23.205	57.194	1:29.882	56.129	169.0	45:11.562	9	1	3:05.766	55.602	1:20.777	49.387	179.4	29:48.617

317	1. Stefan ROZEMA	MG A HTGT
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1	1	3:17.607	1:03.007	1:24.191	50.409		3:17.607
2	1	4:01.587	1:16.866	1:33.480	1:11.241	107.5	7:19.194
3	1	3:50.261	1:24.071	1:36.374	49.816	125.3	11:09.455
4	1	3:06.534	55.475	1:22.219	48.840	181.8	14:15.989
5	1	3:04.347	54.889	1:20.678	48.780	179.7	17:20.336
6	1	3:06.598	55.581	1:22.403	48.614	173.4	20:26.934
7	1	3:05.996	55.332	1:21.517	49.147	177.9	23:32.930
8	1	3:05.483	55.007	1:21.082	49.394	175.6	26:38.413
9	1	3:06.123	55.225	1:21.368	49.530	175.6	29:44.536
10	1	3:07.168	55.177	1:22.380	49.611	163.4	32:51.704
11	1	3:08.162	56.170	1:21.647	50.345	173.6	35:59.866
12	1	3:06.926	55.881	1:21.294	49.751	173.1	39:06.792
13	1	3:08.114	55.489	1:23.085	49.540	176.2	42:14.906

318	1. Teun BLEIJENBERG	MG A HTGT
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1	1	3:32.572	1:09.313	1:29.955	53.304		3:32.572
2	1	4:03.267	1:15.077	1:37.397	1:10.793	100.4	7:35.839
3	1	3:51.613	1:21.433	1:35.238	54.942	100.8	11:27.452
4	1	3:17.057	58.706	1:26.238	52.113	173.4	14:44.509
5	1	3:16.133	58.449	1:26.305	51.379	164.9	18:00.642
6	1	3:16.074	57.361	1:25.857	52.856	170.1	21:16.716
7	1	3:19.215	58.988	1:27.131	53.096	158.6	24:35.931

320	1. Jean-Pierre FAZI	TRIUMPH TR4 HTGT
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1	1	3:57.341	1:20.106	1:36.877	1:00.358		3:57.341
2	1	3:50.655	1:04.315	1:38.972	1:07.368	138.1	7:47.996
3	1	3:58.206	1:18.895	1:39.901	59.410	86.6	11:46.202
4	1	3:38.866	1:02.014	1:36.918	59.934	149.8	15:25.068
5	1	3:40.512	1:02.592	1:38.103	59.817	145.6	19:05.580
6	1	3:46.311	1:02.356	1:41.870	1:02.085	137.2	22:51.891
7	1	3:45.275	1:04.688	1:40.088	1:00.499	147.1	26:37.166
8	1	3:48.903	1:04.907	1:41.265	1:02.731	158.1	30:26.069
9	1	3:48.328	1:03.531	1:42.606	1:02.191	148.1	34:14.397
10	1	3:49.466	1:04.094	1:42.618	1:02.754	149.4	38:03.863
11	1	3:55.009	1:06.038	1:46.211	1:02.760	141.2	41:58.872
12	1	3:42.907	1:07.261	1:37.302	58.344	135.2	45:41.779

333	1. Kees ROZEMA	MG A HTGT
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1	1	3:17.313	1:02.242	1:24.869	50.202		3:17.313
2	1	4:00.513	1:16.438	1:33.408	1:10.667	114.3	7:17.826
3	1	3:52.003	1:24.216	1:37.426	50.361	111.7	11:09.829

352	1. Jean-Michel FARINE	GINETTA G4 HTGT
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1	1	3:25.964	1:07.734	1:27.054	51.176		3:25.964
2	1	4:02.990	1:15.703	1:37.582	1:09.705	108.5	7:28.954
3	1	3:48.427	1:23.678	1:34.364	50.385	105.6	11:17.381
4	1	3:07.873	53.725	1:24.503	49.645	174.5	14:25.254
5	1	3:08.639	53.372	1:25.262	50.005	172.0	17:33.893
6	1	3:08.778	53.408	1:25.614	49.756	161.9	20:42.671
7	1	3:11.928	53.688	1:27.440	50.800	166.4	23:54.599
8	1	3:09.803	54.135	1:25.237	50.431	162.7	27:04.402
9	1	3:10.577	53.802	1:26.104	50.671	158.6	30:14.979
10	1	3:10.495	53.798	1:26.121	50.576	164.6	33:25.474
11	1	3:50.362 B	54.092	1:45.690	1:10.580	168.5	37:15.836

359	1. Clemens WIEN 2. Peter SCHEURER	TVR 3000M HTGT
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1	1	3:25.055	1:06.532	1:27.707	50.816		3:25.055
2	1	4:02.760	1:15.578	1:37.675	1:09.507	109.4	7:27.815
3	1	3:52.258	1:24.040	1:36.152	52.066	103.4	11:20.073
4	1	3:18.660	57.895	1:27.989	52.776	160.0	14:38.733
5	1	3:12.923	54.128	1:27.287	51.508	160.0	17:51.656
6	1	3:13.018	55.671	1:26.578	50.769	164.6	21:04.674
7	1	3:14.013	54.899	1:27.456	51.658	164.6	24:18.687
8	1	3:12.980	54.777	1:27.792	50.411	171.2	27:31.667
9	1	3:11.734	54.517	1:25.090	52.127	175.3	30:43.401
10	1	3:13.245	54.296	1:27.484	51.465	176.2	33:56.646
11	1	3:15.760	54.081	1:28.547	53.132	170.3	37:12.406
12	1	3:13.350	54.394	1:28.139	50.817	166.9	40:25.756
13	1	3:15.681	55.228	1:27.971	52.482	162.4	43:41.437