

# Colmore - Youngtimer Touring Car Challenge

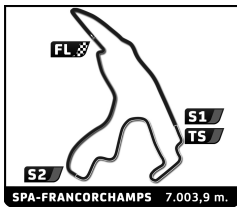
## SPA SUMMER CLASSIC

### Qualifying

### Sector Analysis

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

Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed
<b>3</b>	<b>Anita RENES</b> NLD												
LOTUS Sunbeam													
1	4:31.542	2:08.218	1:33.782	49.542	114.5	4:31.542	3	2:58.361					10:26.315
2	3:06.750	52.711	1:25.565	48.474	161.2	7:38.292	4	<b>2:50.385</b>					13:16.700
3	3:04.158	51.810	1:21.724	50.624	179.7	10:42.450	5	2:50.521					16:07.221
4	3:03.248	52.256	1:23.053	47.939	172.0	13:45.698	6	2:51.544					18:58.765
5	3:02.644	52.403	1:22.341	47.900	177.0	16:48.342	7	5:41.245					24:40.010
6	3:01.950	52.206	1:21.945	47.799	179.1	19:50.292							
7	3:01.569	51.814	1:21.884	47.871	175.0	22:51.861							
8	<b>3:00.101</b>	52.087	1:21.248	<b>46.766</b>	187.5	25:51.962							
9	3:14.354 B	<b>51.599</b>	<b>1:20.238</b>	1:02.517	184.3	29:06.316							
<b>4</b>	<b>Vienne RENES</b> NLD												
LOTUS Sunbeam													
1	4:40.339	2:03.975	1:39.166	57.198	110.0	4:40.339							
2	2:58.385	51.570	1:19.876	46.939	184.6	7:38.724							
3	2:56.728	<b>49.702</b>	1:18.943	48.083	183.4	10:35.452							
4	<b>2:56.570</b>	50.835	1:19.551	46.184	183.4	13:32.022							
5	<b>2:55.319</b>	50.635	1:18.566	<b>46.118</b>	180.9	16:27.341							
6	2:55.502	50.877	<b>1:18.312</b>	46.313	185.2	19:22.843							
7	3:02.522	57.262	1:19.020	46.240	183.4	22:25.365							
8	2:58.122	51.400	1:20.177	46.545	184.3	25:23.487							
9	2:57.380	50.191	1:20.193	46.996	182.1	28:20.867							
10	4:09.422 B	1:09.628	1:42.226	1:17.568	117.8	32:30.289							
<b>7</b>	<b>Adrian GRENZ</b> DEU												
Porsche 911 RSR Jägermeister													
1	5:51.783	3:20.997	1:36.865	53.921	142.1	5:51.783							
2	3:14.432	58.617	1:27.206	48.609	158.4	9:06.215							
3	3:04.964	52.821	1:24.147	47.996	160.5	12:11.179							
4	2:59.934	51.733	1:21.344	46.857	182.1	15:11.113							
5	<b>2:58.681</b>	50.831	1:20.098	47.752	193.2	18:09.794							
6	3:00.479	52.646	1:19.966	47.867	195.3	21:10.273							
7	2:57.460	51.315	1:19.849	<b>46.296</b>	203.4	24:07.733							
8	<b>2:56.520</b>	50.733	<b>1:18.879</b>	46.908	195.3	27:04.253							
9	3:52.550 B	<b>50.169</b>	1:28.102	1:34.279	209.3	30:56.803							
<b>8</b>	<b>Roger BOLLIGER</b> CHE												
PONTIAC Trans AM SCCA													
1	3:07.006	56.258	1:26.210	44.538	167.7	3:07.006							
2	<b>2:43.833</b>	45.414	<b>1:15.287</b>	<b>43.132</b>	199.6	5:50.839							
3	2:50.272 B	<b>44.077</b>	1:15.775	50.420	222.7	8:41.111							
<b>10</b>	<b>Ties MEEUWISSEN</b> NLD												
FORD Mustang													
1	5:54.829					5:54.829							
2	<b>3:02.062</b>					8:56.891							
3	9:06.238					18:03.129							
4	3:06.936					21:10.065							
5	3:06.025					24:16.090							
6	3:23.537					27:39.627							
<b>11</b>	<b>Francisco FREITAS</b> PRT												
BMW M3 E30													
1	4:28.298					4:28.298							
2	2:59.656					7:27.954							
<b>12</b>	<b>Kenneth GREGERS</b> DNK												
DATSUN 240Z													
1	4:46.226	2:18.615	1:33.559	54.052	122.9	4:46.226							
2	3:05.897	53.428	1:24.125	48.344	164.4	7:52.123							
3	3:08.376	51.672	1:24.386	52.318	163.9	11:00.499							
4	2:59.900	50.621	1:21.865	47.414	182.4	14:00.399							
5	<b>2:59.196</b>	51.795	1:20.721	<b>46.680</b>	189.1	16:59.595							
6	3:21.465 B	50.886	<b>1:20.575</b>	1:10.004	181.8	20:21.060							
7	6:18.965	4:09.154	1:21.206	48.605	171.2	26:40.025							
8	3:51.947 B	<b>50.282</b>	1:23.641	1:38.024	191.2	30:31.972							
<b>15</b>	<b>Markus KEY</b> DEU												
Oldsmobile													
1	3:42.386	1:18.301	1:34.130	49.955	119.6	3:42.386							
2	2:59.252	52.480	1:22.835	43.937	168.7	6:41.638							
3	<b>2:49.793</b>	<b>47.405</b>	<b>1:18.535</b>	<b>43.853</b>	172.8	9:31.431							
<b>16</b>	<b>Rodney FROST</b> GBR												
JAGUAR XJS HE													
1	3:25.460	1:05.553	1:27.241	52.666	139.9	3:25.460							
2	3:04.426	51.312	1:23.795	49.319	187.2	6:29.886							
3	3:05.890	51.502	1:23.099	51.289	190.1	9:35.776							
4	3:02.462	51.621	1:22.451	<b>48.390</b>	184.6	12:38.238							
5	<b>3:02.114</b>	51.537	<b>1:22.185</b>	48.392	190.1	15:40.352							
6	3:03.465	51.255	1:23.497	48.713	179.7	18:43.817							
7	3:09.355	52.439	1:24.871	52.045	175.0	21:53.172							
8	3:07.371	<b>50.881</b>	1:23.827	52.663	183.7	25:00.543							
9	3:17.269	53.528	1:32.258	51.483	150.0	28:17.812							
10	4:18.126 B	1:16.295	1:39.970	1:21.861	108.4	32:35.938							
<b>17</b>	<b>Tjarco JILESEN</b> NLD												
Porsche 964 RS													
1	3:23.699	1:10.350	1:23.610	49.739	172.0	3:23.699							
2	2:59.364	52.400	1:20.078	46.886	201.5	6:23.063							
3	2:57.012	50.790	1:19.870	46.352	212.2	9:20.075							
4	2:57.621	51.316	1:20.316	45.989	187.8	12:17.696							
5	2:56.430	50.107	1:20.845	<b>45.478</b>	218.2	15:14.126							
6	<b>2:54.961</b>	<b>49.562</b>	1:19.270	46.129	214.3	18:09.087							
7	3:06.545 B	49.763	<b>1:18.871</b>	57.911	222.2	21:15.632							
8	4:56.736	2:38.488	1:27.338	50.910	210.1	26:12.368							
9	3:20.138 B	51.064	1:20.549	1:08.525	209.3	29:32.506							
<b>18</b>	<b>Tijn JILESEN</b> NLD												
Porsche 964 RS													
1	3:31.550	1:26.557	1:20.223	44.770	167.4	3:31.550							
2	2:44.194	47.428	1:13.756	43.010	225.0	6:15.744							
3	<b>2:43.564</b>	<b>46.850</b>	1:13.508	43.206	227.4	8:59.308							
4	2:44.605	47.219		225.9	11:43.913								
5	<b>2:52.072 B</b>	47.303	1:13.413	51.361	222.7	14:35.990							
6	5:53.141	3:50.084	1:18.893	44.164	193.9	20:29.131							
7	2:44.302	48.150	<b>1:13.294</b>	<b>42.858</b>	221.3	23:13.433							



**Colmore - Youngtimer Touring Car Challer**  
**SPA SUMMER CLASSIC**  
Qualifying

Sector Analysis

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

Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed
8	2:44.263	47.050	1:14.253	42.960	225.9	25:57.696
9	<b>3:23.386B</b>	49.069	1:20.385	1:13.932	168.5	29:21.082

19 Leo VAN DER BEEK NLD						
PORSCHE 911 Carrera						
1	3:59.745	1:33.473	1:33.426	52.846	120.1	3:59.745
2	3:14.504	57.296	1:26.109	51.099	161.0	7:14.249
3	3:18.973	<b>54.987</b>	1:29.639	54.347	187.2	10:33.222
4	3:17.800	56.567	1:30.401	50.832	180.3	13:51.022
5	3:16.249	56.558	1:28.751	50.940	176.2	17:07.271
6	3:15.877	56.977	1:27.426	51.474	170.9	20:23.148
7	3:13.879	55.851	1:26.454	51.574	187.5	23:37.027
8	<b>3:12.448</b>	55.629	<b>1:26.108</b>	<b>50.711</b>	178.5	26:49.475
9	4:03.188B	55.819	1:34.605	1:32.764	162.2	30:52.663

20 Harrie WILLEMS NLD						
PORSCHE 944						
1	4:21.446	1:47.563	1:37.848	56.035	92.9	4:21.446
2	3:16.803	56.664	1:30.592	49.547	152.8	7:38.249
3	3:08.089	54.193	1:22.172	51.724	182.1	10:46.338
4	3:04.668	54.145	1:20.909	49.614	185.2	13:51.006
5	3:04.779	54.295	1:21.056	49.428	183.7	16:55.785
6	<b>3:01.905</b>	53.718	<b>1:19.935</b>	<b>48.252</b>	184.0	19:57.690
7	3:06.958	<b>53.644</b>	1:22.507	50.807	184.3	23:04.648
8	3:02.894	53.648	1:20.440	48.806	186.9	26:07.542
9	3:22.023B	53.752	1:20.439	1:07.832	180.3	29:29.565

22 Martin GLENNIE GBR						
TVR Tuscan Challenge						
1	3:14.959	59.499	1:26.453	49.007	144.2	3:14.959
2	2:53.942	50.312	1:17.616	46.014	189.1	6:08.901
3	2:53.688	48.628	1:18.329	46.731	194.6	9:02.589
4	3:00.412	48.652	1:20.259	51.501	198.9	12:03.001
5	<b>2:51.211</b>	48.244	1:18.099	<b>44.868</b>	199.3	14:54.212
6	2:52.188	48.141	1:19.016	45.031	210.5	17:46.400
7	2:52.985	48.695	<b>1:17.509</b>	46.781	194.2	20:39.385
8	2:58.299	50.609	1:21.267	46.423	183.4	23:37.684
9	2:51.912	49.012	1:18.031	44.869	190.8	26:29.596
10	3:27.735B	<b>48.093</b>	1:19.551	1:20.091	206.9	29:57.331

24 Kenneth SUNDFORS SWE						
PORSCHE 944						
1	4:21.644	1:48.659	1:37.559	55.426	83.9	4:21.644
2	3:07.886	54.009	1:26.537	47.340	162.2	7:29.530
3	3:04.518	48.367	1:25.655	50.496	216.4	10:34.048
4	3:01.160	49.719	1:23.743	47.698	184.3	13:35.208
5	2:46.251	46.934	1:16.072	<b>43.245</b>	200.7	16:21.459
6	2:45.101	47.197	1:14.017	43.887	210.5	19:06.560
7	<b>2:44.435</b>	<b>46.430</b>	<b>1:13.726</b>	44.279	208.9	21:50.995
8	2:55.697	48.602	1:18.864	48.231	202.6	24:46.692
9	3:37.348B	52.646	1:31.516	1:13.186	145.6	28:24.040

27 Martin REYNOLDS GBR						
FORD Anglia BDA						
1	4:06.991	1:45.577	1:33.102	48.312	96.0	4:06.991
2	2:58.476	49.727	1:22.078	46.671	180.0	7:05.467
3	2:57.236	50.701	1:19.658	46.877	171.2	10:02.703

Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed
4	2:58.741	50.470	1:20.030	48.241	165.6	13:01.444
5	<b>2:55.193</b>	<b>49.580</b>	<b>1:19.195</b>	<b>46.418</b>	173.1	15:56.637
6	2:57.066	49.720	1:20.881	46.465	172.5	18:53.703
7	2:56.845	49.954	1:20.377	46.514	175.9	21:50.548
8	2:58.261	49.932	1:21.268	47.061	177.0	24:48.809
9	3:00.327	49.803	1:21.408	49.116	164.6	27:49.136
10	4:33.748B	51.694	1:42.274	1:59.780	161.4	32:22.884

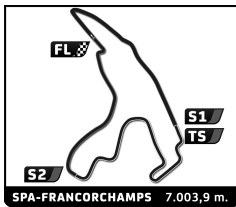
30 Geert CROONENBROEK NLD						
BMW E30						
1	3:58.582	1:32.085	1:33.428	53.069	116.8	3:58.582
2	3:14.422	55.913	1:26.759	51.750	180.9	7:13.004
3	3:28.932	56.923	1:34.529	57.480	174.5	10:41.936
4	3:15.995	56.607	1:27.840	51.548	179.1	13:57.931
5	<b>3:12.144</b>	55.579	1:26.439	<b>50.126</b>	175.0	17:10.075
6	3:13.766	<b>54.964</b>	1:26.969	51.833	166.2	20:23.841
7	3:14.496	55.752	<b>1:26.218</b>	52.526	175.3	23:38.337
8	3:39.803B	55.510	1:32.392	1:11.901	192.2	27:18.140

31 Jan DE HEK NLD						
ALFA ROMEO Giulia GT						
1	4:57.215	2:21.228	1:33.154	1:02.833	117.1	4:57.215
2	3:05.263	53.252	1:22.579	49.432	192.9	8:02.478
3	3:07.237	53.720	1:24.794	48.723	187.2	11:09.715
4	3:12.867	54.830	1:27.229	50.808	183.4	14:22.582
5	<b>3:01.403</b>	<b>52.178</b>	<b>1:20.530</b>	48.695	194.9	17:23.985
6	3:03.209	52.396	1:22.826	<b>47.987</b>	189.5	20:27.194
7	3:17.939	1:06.890	1:22.679	48.370	177.3	23:45.133
8	3:12.227	58.851	1:23.338	50.038	169.5	26:57.360
9	4:03.659B	53.709	1:36.129	1:33.821	167.4	31:01.019

34 Gerd TEKAAT DEU						
CHEVROLET Camaro						
1	4:51.301	2:25.894	1:31.141	54.266	138.1	4:51.301
2	3:03.315	53.546	1:24.040	<b>45.729</b>	197.4	7:54.616
3	2:55.984	48.220	1:21.785	45.979	182.7	10:50.600
4	3:52.370	59.164	1:47.550	1:05.656	145.7	14:42.970
5	2:57.979	49.164	1:22.498	46.317	187.2	17:40.949
6	3:25.395	57.398	1:34.836	53.161	143.8	21:06.344
7	<b>2:53.914</b>	<b>47.877</b>	<b>1:20.217</b>	45.820	210.5	24:00.258
8	3:18.506	59.184	1:29.495	49.827	130.3	27:18.764
9	4:26.293B	1:06.337	1:39.157	1:40.799	144.0	31:45.057

35 Mike MANNING GBR						
FORD Sierra RS500						
1	3:02.946	51.032	1:25.731	46.183	157.4	3:02.946
2	2:53.187	49.414	1:18.006	45.767	164.6	5:56.133
3	2:50.198	46.908	1:18.158	45.132	187.8	8:46.331
4	2:50.457	<b>46.565</b>	1:18.968	44.924	197.1	11:36.788
5	<b>2:49.546</b>	47.033	<b>1:17.697</b>	<b>44.816</b>	197.8	14:26.334
6	3:36.000B	56.031	1:30.673	1:09.296	141.0	18:02.334

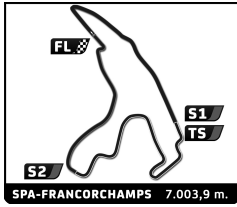
38 Philipp ZUMSTEIN CHE						
TVR Griffith 200						
1	4:39.801	2:10.506	1:36.365	52.930	122.0	4:39.801
2	3:09.512	53.093	1:25.445	50.974	167.7	7:49.313
3	3:14.563	51.719	1:26.785	56.059	174.5	11:03.876



Colmore - Youngtimer Touring Car Challer  
SPA SUMMER CLASSIC  
Qualifying

Sector Analysis

_ Invalidated Lap							■ Personal Best ■ Session Best ■ Crossing the pit lane								
Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed		
4	3:12.832	51.329	1:29.061	52.442	169.8	14:16.708	5	3:15.274 B	50.952	1:22.276	1:02.046	180.6	16:53.174		
5	<b>3:06.646</b>	<b>50.894</b>	<b>1:25.316</b>	<b>50.436</b>	177.3	17:23.354	6	4:23.554	2:14.423	1:22.200	<b>46.931</b>	189.8	21:16.728		
6	3:09.763	51.865	1:26.523	51.375	165.1	20:33.117	7	2:59.867	49.431	<b>1:20.857</b>	49.579	182.7	24:16.595		
7	3:10.352	51.225	1:27.680	51.447	179.4	23:43.469	8	<b>2:59.421</b>	<b>49.373</b>	1:21.200	48.848	194.2	27:16.016		
8	3:13.012	52.063	1:29.167	51.782	169.8	26:56.481	9	3:59.301 B	55.726	1:36.120	1:27.455	168.0	31:15.317		
9	3:58.175 B	52.346	1:32.517	1:33.312	168.5	30:54.656									
<b>42</b>	<b>Christian MARX</b>						DEU	<b>49</b>	<b>Thomas DÄTWYLER</b>						CHE
														OPEL Kadett C	
														Triumph TR8 IMSA	
1	3:51.935	1:28.601	1:34.361	48.973	107.8	3:51.935	1	4:46.412	2:14.932	1:35.615	55.865	123.7	4:46.412		
2	2:54.736	50.044	1:19.356	45.336	175.0	6:46.671	2	3:12.352	56.087	1:25.250	51.015	171.7	7:58.764		
3	2:52.004	48.164	1:17.754	46.086	193.9	9:38.675	3	3:30.408 B	54.336	1:28.861	1:07.211	173.4	11:29.172		
4	3:12.063	52.112	1:28.987	50.964	165.6	12:50.738	4	4:47.528	2:33.942	1:23.777	49.809	168.7	16:16.700		
5	2:54.316	50.501	1:19.059	44.756	183.7	15:45.054	5	3:06.513	54.443	1:21.652	50.418	183.7	19:23.213		
6	<b>2:49.852</b>	47.835	1:17.713	<b>44.304</b>	192.9	18:34.906	6	3:03.909	53.151	1:21.140	<b>49.618</b>	192.2	22:27.122		
7	2:49.974	47.675	<b>1:17.608</b>	44.691	190.8	21:24.880	7	<b>3:03.721</b>	53.015	<b>1:20.725</b>	49.981	186.2	25:30.843		
8	3:09.037	54.283	1:26.561	48.193	183.4	24:33.917	8	3:08.062	<b>52.734</b>	1:23.975	51.353	186.5	28:38.905		
9	2:51.200	<b>47.509</b>	1:18.851	44.840	194.9	27:25.117									
10	4:17.441 B	58.195	1:37.513	1:41.733	159.8	31:42.558	<b>54</b>	<b>David BENGSSON</b>						SWE	
														PORSCHE 944 Turbo	
							1	5:02.400	2:32.496	1:32.659	57.245	140.3	5:02.400		
							2	3:31.307	1:00.239	1:35.298	55.770	145.6	8:33.707		
							3	3:29.887	1:00.777	1:33.447	55.663	146.3	12:03.594		
							4	3:45.242 B	1:00.512	1:33.653	1:11.077	145.4	15:48.836		
							5	5:59.981	3:48.859	1:22.907	<b>48.215</b>	175.3	21:48.817		
							6	3:01.340	52.862	1:19.863	48.615	181.8	24:50.157		
							7	<b>2:58.405</b>	<b>51.062</b>	<b>1:18.980</b>	48.363	199.3	27:48.562		
							8	4:14.013 B	1:00.160	1:43.667	1:30.186	124.7	32:02.575		
<b>44</b>	<b>Michael WATSON</b>						GBR	<b>55</b>	<b>Armand ADRIAANS</b>						NLD
														PORSCHE 964RSR	
														FORD RS Cosworth	
1	3:17.428	53.218	1:32.665	<b>51.545</b>	143.6	3:17.428	1	5:53.699	3:27.565	1:36.014	50.120	104.4	5:53.699		
2	3:01.003	<b>50.226</b>			184.0	6:18.431	2	2:58.795	50.891	1:21.105	46.799	183.1	8:52.494		
3	3:02.865	51.454			190.5	9:21.296	3	2:56.967	50.111	1:20.004	46.852	211.4	11:49.461		
4	3:02.544	51.598			183.4	12:23.840	4	<b>2:56.035</b>	49.936	1:20.375	<b>45.724</b>	190.5	14:45.496		
5	3:04.031	51.611			201.5	15:27.871	5	2:59.550	50.186	1:22.587	46.777	183.7	17:45.046		
6	<b>3:00.843</b>	52.000			186.5	18:28.714	6	2:58.201	50.206	<b>1:19.968</b>	48.027	179.4	20:43.247		
7	3:01.159	53.392			186.9	21:29.873	7	2:59.012	51.839	1:20.250	46.923	185.2	23:42.259		
8	3:17.483 B	51.421	<b>1:21.562</b>	1:04.500	189.1	24:47.356	8	3:00.222	50.725	1:21.800	47.697	193.9	26:42.481		
							9	3:51.427 B	<b>49.736</b>	1:23.619	1:38.072	178.8	30:33.908		
<b>45</b>	<b>Bruno KNÜSLI</b>						CHE	<b>57</b>	<b>Tony PAXMAN</b>						GBR
														FORD Escort MK1	
														SUNBEAM Tiger	
1	4:45.109	2:01.255	1:47.098	56.756	103.2	4:45.109	1	3:08.707	52.020	1:27.237	49.450	133.0	3:08.707		
2	3:16.417	55.560	1:30.769	<b>50.088</b>	153.8	8:01.526	2	2:59.873	52.336	1:20.194	47.343	185.6	6:08.580		
3	3:12.841	52.758	1:28.303	51.780	154.1	11:14.367	3	2:59.247	51.598	1:20.443	47.206	193.9	9:07.827		
4	3:28.488 B	53.450	1:29.750	1:05.288	170.9	14:42.855	4	2:59.065	51.002	1:20.482	47.581	195.3	12:06.892		
5	4:26.955	2:03.146	1:30.971	52.838	159.8	19:09.810	5	3:00.300	53.426	<b>1:19.820</b>	<b>47.054</b>	184.3	15:07.192		
6	<b>3:08.301</b>	<b>52.140</b>	<b>1:25.650</b>	50.511	169.0	22:18.111	6	2:58.438	51.344	1:19.961	47.133	189.5	18:05.630		
7	3:08.756	52.736	1:25.721	50.299	165.9	25:26.867	7	<b>2:58.094</b>	<b>50.509</b>	1:19.987	47.598	185.2	21:03.724		
8	3:10.098	52.812	1:26.609	50.677	177.6	28:36.965	8	2:59.459	50.934	1:20.323	48.202	205.7	24:03.183		
							9	3:00.826	51.529	1:21.225	48.072	182.7	27:04.009		
							10	3:55.217 B	50.897	1:30.079	1:34.241	197.8	30:59.226		
<b>46</b>	<b>Robert DUBLER</b>						CHE	<b>64</b>	<b>Frank DE HEK</b>						NLD
														ALFA ROMEO Guilia	
														CHEVROLET Corvette C1	
1	4:48.356	2:15.734	1:35.835	56.787	121.8	4:48.356	1	4:29.589	1:58.571	1:38.296	52.722	88.7	4:29.589		
2	3:14.414	54.974	1:28.827	50.613	163.6	8:02.770	2	3:06.633	54.677	1:22.185	49.771	173.1	7:36.222		
3	3:06.086	<b>51.214</b>	1:25.480	49.392	169.3	11:08.856									
4	3:05.426	51.864	1:24.537	<b>49.025</b>	178.5	14:14.282									
5	<b>3:05.211</b>	52.187	<b>1:23.861</b>	49.163	179.7	17:19.493									
6	3:54.296 B	58.487	1:36.463	1:19.346	140.4	21:13.789									
<b>48</b>	<b>Amanda HENNESSY</b>						CHE								
														CHEVROLET Corvette C3	
1	4:26.668	2:02.843	1:32.604	51.221	121.3	4:26.668									
2	3:06.514	52.647	1:26.161	47.706	161.7	7:33.182									
3	3:03.212	49.727	1:23.279	50.206	180.3	10:36.394									
4	3:01.506	51.008	1:22.175	48.323	170.9	13:37.900									

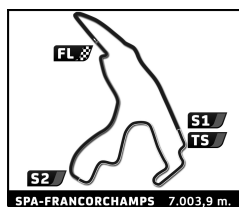


Colmore - Youngtimer Touring Car Challenger SPA SUMMER CLASSIC Qualifying

Sector Analysis

Invalidated Lap Personal Best Session Best Crossing the pit lane

Main table with columns: Lap, Time, Sector 1, Sector 2, Sector 3, T.Spd, Elapsed. Rows include drivers like Lars ROSENFELDT, Kim CHRISTENSEN, Daniel BROWN, and others, with their respective lap times and sector data.



# Colmore - Youngtimer Touring Car Challenge

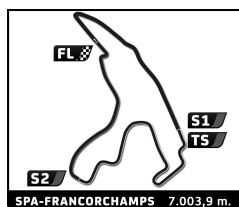
## SPA SUMMER CLASSIC

### Qualifying

### Sector Analysis

— Invalidated Lap    █ Personal Best    █ Session Best    █ Crossing the pit lane

Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed
7	4:09.908	1:53.445	1:25.852	50.611	175.3	25:28.641	8	3:03.361	53.483	1:21.919	47.959	172.5	26:47.918
8	3:09.122	52.821	1:25.536	50.765	190.8	28:37.763							
<b>114</b> Ruben DE BRUIN <span style="float: right;">NLD</span>							<b>139</b> Christian NOWAK <span style="float: right;">DEU</span>						
OPEL Kadett B							CN-Cobra						
1	4:53.268	2:28.493	1:32.572	52.203	130.1	4:53.268	1	4:03.358	1:50.369	1:27.563	45.426	122.2	4:03.358
2	3:10.483	56.249	1:23.073	51.161	180.3	8:03.751	2	2:42.237	45.874	1:14.398	41.965	204.9	6:45.595
3	3:12.085	55.384	1:24.350	52.351	180.3	11:15.836	3	2:38.230	43.327	1:13.317	41.586	208.5	9:23.825
4	3:09.195	55.002	1:24.328	49.865	173.6	14:25.031							
5	3:05.946	54.742	1:21.885	49.319	179.7	17:30.977							
6	3:22.925 B	54.222	1:25.995	1:02.708	183.7	20:53.902							
7	5:26.920	3:13.878	1:23.123	49.919	170.1	26:20.822							
8	3:42.795 B	54.432	1:24.310	1:24.053	172.8	30:03.617							
<b>122</b> Ed VAN HEUSDEN <span style="float: right;">NLD</span>							<b>147</b> Piers James MASARATI <span style="float: right;">GBR</span>						
PORSCHE 944							PORSCHE Turbo						
1	4:22.859	1:52.498	1:34.824	55.537	106.9	4:22.859	1	3:05.847	57.345	1:23.549	44.953	172.8	3:05.847
2	2:56.349	50.164	1:20.937	45.248	158.4	7:19.208	2	2:44.520	45.588	1:14.867	44.065	222.7	5:50.367
3	2:56.693	50.952	1:21.691	44.050	177.0	10:15.901	3	2:53.277	50.250	1:17.687	45.340	183.1	8:43.644
4	2:46.991	46.702	1:16.897	43.392	203.0	13:02.892	4	2:44.023	45.388	1:15.088	43.547	213.9	11:27.667
5	2:48.556	47.847	1:16.998	43.711	195.3	15:51.448	5	3:28.185 B	57.834	1:27.593	1:02.758	153.8	14:55.852
6	2:44.924	46.233	1:15.267	43.424	203.4	18:36.372							
7	3:18.175 B	52.036	1:23.910	1:02.229	184.0	21:54.547							
8	5:15.199 B	2:50.023	1:20.375	1:04.801	160.0	27:09.746							
<b>124</b> Marcel VAN RIJSWICK <span style="float: right;">NLD</span>							<b>161</b> Dimitri GALANIDIS <span style="float: right;">NLD</span>						
PORSCHE 964							PORSCHE 964RS						
1	3:43.963	1:20.127	1:33.083	50.753	133.0	3:43.963	1	4:38.145	2:09.484	1:35.182	53.479	104.1	4:38.145
2	2:57.047	51.340	1:20.490	45.217	182.7	6:41.010	2	3:04.676	52.399	1:22.724	49.553	190.8	7:42.821
3	2:53.482	49.321	1:18.426	45.735	213.9	9:34.492	3	2:58.863	51.196	1:18.852	48.815	186.2	10:41.684
4	2:52.534	48.894	1:18.392	45.248	224.1	12:27.026	4	2:56.286	49.905	1:18.222	48.159	183.7	13:37.970
5	2:52.361	48.592	1:18.374	45.395	222.2	15:19.387	5	2:52.319	50.185	1:16.858	45.276	205.3	16:30.289
6	3:02.690 B	48.304	1:16.938	57.448	222.7	18:22.077	6	12:12.438 B	...	1:19.847	47.641	185.9	28:42.727
7	6:06.739	3:58.344	1:22.792	45.603	157.7	24:28.816							
8	2:51.408	47.852	1:18.974	44.582	199.3	27:20.224							
9	3:57.758 B	54.857	1:35.547	1:27.354	221.3	31:17.982							
<b>126</b> Pierre IVERSEN <span style="float: right;">DNK</span>							<b>176</b> Ulrich ANDERSON <span style="float: right;">DNK</span>						
FORD Escort RS2000							FORD Escort MKII						
1	4:43.139	1:59.227	1:45.140	58.772	86.3	4:43.139	1	4:27.398	1:59.890	1:32.941	54.567	115.3	4:27.398
2	3:13.395	54.584	1:27.311	51.500	165.4	7:56.534	2	2:59.899	50.697	1:22.335	46.867	161.0	7:27.297
3	3:17.404	54.854	1:30.083	52.467	172.2	11:13.938	3	3:00.203	49.024	1:22.649	48.530	184.6	10:27.500
4	3:14.600	55.693	1:27.901	51.006	165.9	14:28.538	4	3:16.214 B	49.706	1:19.485	1:07.023	184.0	13:43.714
5	3:11.483	54.520	1:25.737	51.226	153.6	17:40.021	5	5:58.865	3:33.787	1:31.328	53.750	130.3	19:42.579
6	3:24.257 B	55.149	1:25.914	1:03.194	164.1	21:04.278	6	3:02.135	54.449	1:20.467	47.219	174.8	22:44.714
7	5:12.110	2:58.044	1:24.228	49.838	164.9	26:16.388							
8	3:38.161 B	53.834	1:24.297	1:20.030	177.9	29:54.549							
<b>130</b> Ruud POELS <span style="float: right;">NLD</span>							<b>177</b> Tommy GILMARTIN <span style="float: right;">SCO</span>						
PORSCHE 964							MORGAN +8						
1	3:56.086	1:27.402	1:33.449	55.235	105.9	3:56.086	1	4:11.428	1:42.140	1:37.151	52.137	110.5	4:11.428
2	3:01.732	55.356	1:19.902	46.474	192.9	6:57.818	2	3:06.672	52.186	1:24.205	50.281	170.3	7:18.100
3	2:57.446	51.895	1:18.866	46.685	198.2	9:55.264	3	3:08.901	52.575	1:26.152	50.174	157.4	10:27.001
4	3:15.286 B	54.513	1:22.117	58.656	178.8	13:10.550	4	3:19.070 B	50.830	1:21.493	1:06.747	169.3	13:46.071
5	4:23.974	2:09.805	1:25.547	48.622	134.0	17:34.524	5	4:09.868	1:54.366	1:27.220	48.282	214.3	17:55.939
6	3:07.405	53.718	1:24.064	49.623	150.6	20:41.929	6	3:02.730	49.585	1:23.810	49.335	194.6	20:58.669
7	3:02.628	55.373	1:20.916	46.339	175.9	23:44.557	7	2:59.175	49.345	1:22.613	47.217	187.2	23:57.844
							8	3:16.371 B	49.760	1:21.792	1:04.819	186.2	27:14.215
<b>190</b> Peter SCHEEFHALS <span style="float: right;">NLD</span>							<b>190</b> Peter SCHEEFHALS <span style="float: right;">NLD</span>						
MERCEDES BENZ 190E Evo 1							MERCEDES BENZ 190E Evo 1						
1	4:01.666	1:36.626	1:34.802	50.238	112.9	4:01.666	1	4:01.666	1:36.626	1:34.802	50.238	112.9	4:01.666
2	3:07.121	54.158	1:23.908	49.055	195.7	7:08.787	2	3:07.121	54.158	1:23.908	49.055	195.7	7:08.787
3	3:03.652	53.816	1:20.952	48.884	189.8	10:12.439	3	3:03.652	53.816	1:20.952	48.884	189.8	10:12.439
4	3:04.759	54.471	1:20.963	49.325	188.5	13:17.198	4	3:04.759	54.471	1:20.963	49.325	188.5	13:17.198
5	3:03.027	53.641	1:20.926	48.460	196.0	16:20.225	5	3:03.027	53.641	1:20.926	48.460	196.0	16:20.225
6	3:02.345	53.156	1:20.934	48.255	192.9	19:22.570	6	3:02.345	53.156	1:20.934	48.255	192.9	19:22.570
7	3:01.658	53.027	1:20.048	48.583	196.4	22:24.228	7	3:01.658	53.027	1:20.048	48.583	196.4	22:24.228
8	3:21.147 B	56.345	1:22.831	1:01.971	159.1	25:45.375	8	3:21.147 B	56.345	1:22.831	1:01.971	159.1	25:45.375



# Colmore - Youngtimer Touring Car Challenge

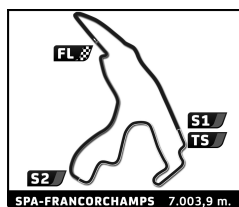
## SPA SUMMER CLASSIC

### Qualifying

### Sector Analysis

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

Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed
<b>199</b> Niklas MARTENSSON SWE PORSCHE 944													
1	3:28.528	1:08.579	1:28.942	51.007	130.8	3:28.528							
2	2:56.232	51.658	1:19.848	44.726	174.8	6:24.760							
3	2:47.677	48.618	1:15.696	43.363	220.4	9:12.437							
4	2:49.104	48.038	1:15.754	45.312	213.4	12:01.541							
5	<b>2:46.551</b>	<b>47.868</b>	1:15.571	<b>43.112</b>	222.2	14:48.092							
6	3:09.093 B	48.244	1:20.075	1:00.774	196.0	17:57.185							
7	5:47.756	3:44.398	1:18.764	44.594	181.2	23:44.941							
8	2:53.864	49.644	1:18.808	45.412	207.7	26:38.805							
9	3:32.417 B	48.334	<b>1:14.381</b>	1:29.702	220.4	30:11.222							
<b>211</b> Dietmar SCHRODER DEU PORSCHE 911													
1	5:56.101	3:32.784	1:32.699	50.618	126.9	5:56.101							
2	2:59.824	54.074	1:19.744	46.006	194.2	8:55.925							
3	<b>2:52.115</b>	<b>49.500</b>	1:17.673	<b>44.942</b>	211.8	11:48.040							
4	2:53.119	50.908	1:16.593	45.618	206.5	14:41.159							
5	2:53.045	50.630	1:17.185	45.230	199.6	17:34.204							
6	2:54.112	49.545	1:18.917	45.650	193.5	20:28.316							
7	3:00.453	51.923	1:18.593	49.937	178.8	23:28.769							
8	<b>2:52.032</b>	50.701	<b>1:16.109</b>	45.222	204.2	26:20.801							
9	3:54.052 B	51.941	1:30.013	1:32.098	169.0	30:14.853							
<b>271</b> Laki CHRISTOFOROU GBR FORD Escort MKII													
1	2:54.652	45.333	1:24.109	45.210	148.4	2:54.652							
2	2:48.642	46.559	1:17.214	44.869	218.2	5:43.294							
3	<b>2:45.889</b>	46.588	1:15.439	<b>43.862</b>	205.3	8:29.183							
4	2:46.609	46.740	<b>1:14.717</b>	45.152	227.8	11:15.792							
5	2:50.922	46.788	1:18.931	45.203	224.1	14:06.714							
6	2:47.145	<b>46.536</b>	1:16.068	44.541	209.7	16:53.859							
7	2:46.843	47.089	1:15.372	44.382	216.0	19:40.702							
8	3:13.601 B	54.408	1:20.017	59.176	177.6	22:54.303							
<b>289</b> Markus STEININGER DEU SUNBEAM Tiger													
1	4:49.620	2:04.667	1:45.045	59.908	100.2	4:49.620							
2	3:32.468	1:01.099	1:36.607	54.762	145.0	8:22.088							
3	3:23.542	57.955	1:31.830	53.757	163.4	11:45.630							
4	3:20.198	56.679	1:30.711	52.808	159.3	15:05.828							
5	3:20.023	56.964	1:30.099	52.960	164.4	18:25.851							
6	3:18.860	56.947	1:29.079	52.834	160.5	21:44.711							
7	<b>3:15.323</b>	<b>55.973</b>	<b>1:26.646</b>	<b>52.704</b>	156.1	25:00.034							
8	3:23.537	57.073	1:33.395	53.069	169.8	28:23.571							
9	4:24.404 B	1:16.539	1:47.887	1:19.978	116.4	32:47.975							
<b>300</b> Patrick ZAHNENBENZ DEU ALFA ROMEO GTam													
1	5:44.198					5:44.198							
2	3:18.888					9:03.086							
3	3:10.313					12:13.399							
4	6:11.702					18:25.101							
5	<b>3:03.297</b>					21:28.398							
6	3:11.547					24:39.945							
7	3:30.055 B					28:10.000							
<b>451</b> Stephen SCOTT-DUNWOODIE GBR FORD Sierra Cosworth													
1	2:53.005	49.233	1:19.530	44.242	164.1	2:53.005							
2	2:45.376	<b>44.565</b>	1:16.596	44.215	201.5	5:38.381							
3	<b>2:45.130</b>	46.200	<b>1:14.973</b>	<b>43.957</b>	202.2	8:23.511							
4	2:50.690	45.665	1:16.238	48.787	215.6	11:14.201							
5	2:55.646	45.732	1:18.929	50.985	207.3	14:09.847							
6	2:46.534	45.706	1:16.190	44.638	191.8	16:56.381							
7	2:46.629	45.606	1:15.773	45.250	198.5	19:43.010							
8	3:00.167	52.967	1:19.985	47.215	179.1	22:43.177							
9	2:45.948	45.508	1:15.414	45.026	207.3	25:29.125							
10	3:25.515 B	49.267	1:25.512	1:10.736	197.8	28:54.640							
<b>481</b> Morten ERIKSEN DNK OPEL Kadett GT/E													
1	3:54.899	1:23.361	1:36.277	55.261	126.3	3:54.899							
2	3:17.019	57.990	1:26.880	52.149	182.4	7:11.918							
3	3:16.441	57.612	1:26.774	52.055	172.5	10:28.359							
4	3:11.462	56.330	1:24.555	50.577	171.7	13:39.821							
5	3:08.440	56.376	1:22.000	50.064	180.0	16:48.261							
6	3:06.943	55.116	1:21.313	50.514	182.1	19:55.204							
7	3:08.794	55.148	1:23.241	50.405	184.6	23:03.998							
8	<b>3:06.323</b>	54.745	1:21.793	<b>49.785</b>	180.6	26:10.321							
9	3:26.526 B	<b>54.124</b>	<b>1:20.402</b>	1:12.000	190.1	29:36.847							
<b>482</b> Robin BENN GBR FORD Capri 3.0 Group 1													
1	4:13.173	1:40.488	1:37.382	<b>55.303</b>	112.9	4:13.173							
2	<b>3:25.138</b>	57.657	1:31.503	55.978	160.2	7:38.311							
3	3:25.680	<b>57.361</b>	1:30.689	57.630	178.8	11:03.991							
4	3:28.226	1:00.459	<b>1:30.506</b>	57.261	161.9	14:32.217							
5	3:58.477 B	59.423	1:38.405	1:20.649	165.4	18:30.694							
<b>507</b> Michael HESS DEU PORSCHE 911 RSR GR5													
1	5:17.912	3:15.258	1:18.105	44.549	195.7	5:17.912							
2	2:46.600	48.171	1:14.819	43.610	213.4	8:04.512							
3	2:51.726	49.387	1:16.140	46.199	204.5	10:56.238							
4	2:49.898	48.989	1:17.583	43.326	208.9	13:46.136							
5	2:45.020	47.683	1:14.592	<b>42.745</b>	218.6	16:31.156							
6	2:58.607 B	49.051	1:16.709	52.847	205.7	19:29.763							
7	5:28.182	3:28.491	<b>1:13.739</b>	45.952	204.2	24:57.945							
8	<b>2:44.383</b>	<b>46.945</b>	1:14.320	43.118	219.1	27:42.328							
9	4:08.759 B	49.132	1:34.589	1:45.038	181.8	31:51.087							
<b>511</b> Hans-Jürgen ERDBRÜGGER DEU PORSCHE 911 RSR													
1	5:07.469 B	2:58.206	1:16.292	52.971	192.9	5:07.469							
2	23:20.481	...	<b>1:15.335</b>	<b>45.031</b>	187.8	28:27.950							
3	4:23.546 B	1:20.438	1:42.925	1:20.183	69.2	32:51.496							
<b>512</b> Wolfgang POHL DEU PORSCHE 911 RSR													
1	3:59.242 B	1:13.031	1:35.105	1:11.106	122.4	3:59.242							
2	3:46.963	1:45.856	1:17.490	43.617	203.0	7:46.205							
3	2:47.343	48.188	1:15.244	43.911	205.7	10:33.548							



# Colmore - Youngtimer Touring Car Challer

## SPA SUMMER CLASSIC

### Qualifying

### Sector Analysis

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

Lap	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed	Lap	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed
4	2:46.642	49.239	1:14.242	43.161	187.5	13:20.190							
5	2:45.196	48.929	1:13.612	42.655	213.4	16:05.386							
6	<b>2:42.904</b>	47.445	<b>1:13.027</b>	<b>42.432</b>	217.7	18:48.290							
7	2:43.760	47.411	1:13.440	42.909	224.5	21:32.050							
8	2:44.821	48.162	1:13.339	43.320	219.5	24:16.871							
9	2:42.991	<b>46.900</b>	1:13.509	42.582	215.1	26:59.862							
10	3:41.939 <b>B</b>	48.037	1:21.028	1:32.874	203.8	30:41.801							

**950** Erik DEN DEKKER NLD  
Porsche 944 Turbo

1	3:56.215	1:30.821	1:32.775	52.619	107.4	3:56.215
2	2:59.686	51.521	1:20.913	47.252	183.4	6:55.901
3	2:57.418	50.999	1:19.759	46.660	197.1	9:53.319
4	3:05.461	53.109	1:24.145	48.207	168.0	12:58.780
5	2:54.543	50.063	1:18.451	46.029	203.4	15:53.323
6	2:54.274	50.244	1:18.094	45.936	200.0	18:47.597
7	2:55.073	49.944	1:17.968	47.161	191.5	21:42.670
8	<b>2:53.011</b>	49.539	<b>1:17.708</b>	45.764	202.2	24:35.681
9	2:53.639	<b>49.157</b>	1:19.035	<b>45.447</b>	201.9	27:29.320
10	4:07.567 <b>B</b>	53.551	1:33.682	1:40.334	185.9	31:36.887