

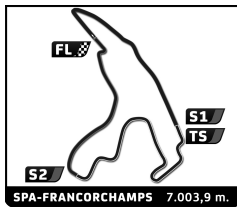
Bimmer Race Car Challenge SPA SUMMER CLASSIC

Qualifying

Sector Analysis

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

Lap	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed	Lap	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed
3	Alex HEYNES GBR												
BMW M3 E36							1	4:10.727	1:43.264	1:34.891	52.572	110.0	4:10.727
1	3:48.237	1:33.148	1:25.445	49.644	139.5	3:48.237	2	3:07.321	53.473	1:25.857	47.991	142.1	7:18.048
2	3:04.897	54.739	1:22.458	47.700	174.2	6:53.134	3	3:04.104	50.997	1:24.444	48.663	173.4	10:22.152
3	2:57.062	50.530	1:20.275	46.257	184.3	9:50.196	4	3:02.399	52.186	1:22.270	47.943	164.4	13:24.551
4	2:53.451	49.732	1:18.409	45.310	200.0	12:43.647	5	3:03.110	50.447	1:23.871	48.792	171.4	16:27.661
5	2:55.136	49.673	1:19.261	46.202	187.8	15:38.783	6	3:00.980	51.662	1:21.963	47.355	168.2	19:28.641
6	2:53.520	49.779	1:18.335	45.406	206.5	18:32.303	7	3:03.139	50.850	1:24.680	47.609	159.1	22:31.780
7	3:07.156B	49.316	1:19.717	58.123	219.1	21:39.459	8	2:58.821	50.077	1:20.196	48.548	174.5	25:30.601
8	3:49.940	1:44.264	1:19.173	46.503	195.3	25:29.399	9	2:56.009	49.920	1:19.511	46.578	171.4	28:26.610
9	2:50.939	49.309	1:16.652	44.978	220.4	28:20.338	10	2:56.557	49.904	1:19.904	46.749	173.4	31:23.167
10	2:49.855	49.752	1:15.753	44.350	219.1	31:10.193							
6	Hans-Jürgen ERDBRÜGGER DEU												
BMW M1 Procar							1	3:03.943	1:01.951	1:17.700	44.292	157.9	3:03.943
1	3:05.247	1:04.207	1:16.825	44.215	167.7	3:05.247	2	2:43.718	47.238	1:13.528	42.952	217.7	5:47.661
2	2:44.485	46.898	1:14.466	43.121	201.9	5:49.732	3	2:58.610B	46.857	1:15.290	56.463	203.8	8:46.271
3	2:44.315	46.781	1:14.375	43.159	225.0	8:34.047	4	6:30.137	4:29.028	1:15.791	45.318	206.5	15:16.408
4	2:44.040	46.898	1:13.697	43.445	218.6	11:18.087	5	2:49.629	46.907	1:18.947	43.775	205.3	18:06.037
5	2:58.513B	47.059	1:16.167	55.287	222.2	14:16.600	6	3:03.561	49.092	1:24.514	49.955	187.5	21:09.598
6	5:08.337	2:44.812	1:30.628	52.897	161.9	19:24.937	7	2:43.794	46.794	1:13.959	43.041	217.7	23:53.392
7	3:15.969	53.969	1:30.059	51.941	161.7	22:40.906	8	2:43.894	46.560	1:13.990	43.344	212.2	26:37.286
8	3:31.030B	54.994	1:32.325	1:03.711	167.2	26:11.936	9	2:43.794	46.580	1:13.789	43.425	222.7	29:21.080
							10	3:39.151	1:02.066	1:32.392	1:04.693	121.1	33:00.231
8	Coen VINK NLD												
BMW 528i Group A							1	3:34.454	1:14.215	1:30.673	49.566	131.2	3:34.454
1	3:07.222	50.335	1:26.501	50.386	147.9	3:07.222	2	2:57.003	51.354	1:20.404	45.245	188.8	6:31.457
2	3:03.026	53.874	1:20.808	48.344	189.8	6:10.248	3	2:51.786	48.461	1:18.600	44.725	197.1	9:23.243
3	3:01.201	53.373	1:19.973	47.855	190.1	9:11.449	4	2:52.776	48.760	1:19.295	44.721	185.9	12:16.019
4	3:01.781	53.244	1:20.516	48.021	194.2	12:13.230	5	2:54.542	48.831	1:19.673	46.038	189.8	15:10.561
5	3:52.270B	1:03.273	1:37.816	1:11.181	128.4	16:05.500	6	2:51.441	49.036	1:17.917	44.488	203.0	18:02.002
							7	2:48.462	48.545	1:15.984	43.933	197.1	20:50.464
							8	2:47.047	48.334	1:15.339	43.374	198.2	23:37.511
							9	2:46.291	47.987	1:14.717	43.587	215.6	26:23.802
							10	2:47.818	48.074	1:16.009	43.735	206.9	29:11.620
							11	3:32.704	1:01.045	1:32.386	59.273	131.7	32:44.324
10	Tim KUIJL NLD												
BMW E46 320 WTCC							1	4:16.479	1:59.093	1:30.281	47.105	114.5	4:16.479
1	4:16.479	1:59.093	1:30.281	47.105	114.5	4:16.479	2	2:52.660	50.565	1:17.214	44.881	194.6	7:09.139
2	2:52.660	50.565	1:17.214	44.881	194.6	7:09.139	3	2:50.249	49.834	1:16.192	44.223	199.6	9:59.388
3	2:50.249	49.834	1:16.192	44.223	199.6	9:59.388	4	2:58.711B	48.353	1:17.428	52.930	188.2	12:58.099
4	2:58.711B	48.353	1:17.428	52.930	188.2	12:58.099	5	4:40.858	2:37.418	1:18.638	44.802	170.9	17:38.957
5	4:40.858	2:37.418	1:18.638	44.802	170.9	17:38.957	6	2:46.352	48.175	1:14.466	43.711	213.9	20:25.309
6	2:46.352	48.175	1:14.466	43.711	213.9	20:25.309	7	2:45.433	47.451	1:14.232	43.750	219.5	23:10.742
7	2:45.433	47.451	1:14.232	43.750	219.5	23:10.742	8	3:01.628B	49.100	1:16.460	56.068	206.5	26:12.370
8	3:01.628B	49.100	1:16.460	56.068	206.5	26:12.370							
11	Francisco FREITAS PRT												
BMW M3 E30							1	3:27.484	1:14.721	1:26.478	46.285	137.6	3:27.484
1	3:27.484	1:14.721	1:26.478	46.285	137.6	3:27.484	2	2:56.618	52.419	1:18.500	45.699	189.1	6:24.102
2	2:56.618	52.419	1:18.500	45.699	189.1	6:24.102	3	3:15.505B	50.016	1:20.235	1:05.254	189.8	9:39.607
3	3:15.505B	50.016	1:20.235	1:05.254	189.8	9:39.607	4	9:41.879	7:35.856	1:18.710	47.313	181.5	19:21.486
4	9:41.879	7:35.856	1:18.710	47.313	181.5	19:21.486	5	2:53.561	50.127	1:18.051	45.383	196.4	22:15.047
5	2:53.561	50.127	1:18.051	45.383	196.4	22:15.047	6	2:52.369	49.688	1:17.090	45.591	192.9	25:07.416
6	2:52.369	49.688	1:17.090	45.591	192.9	25:07.416	7	2:52.763	49.662	1:16.327	46.774	210.9	28:00.179
7	2:52.763	49.662	1:16.327	46.774	210.9	28:00.179	8	2:51.567	49.766	1:16.733	45.068	198.9	30:51.746
8	2:51.567	49.766	1:16.733	45.068	198.9	30:51.746							
14	John JANSEN NLD												
BMW M3 E36							1	4:12.558	1:42.157	1:35.248	55.153	122.3	4:12.558
1	4:12.558	1:42.157	1:35.248	55.153	122.3	4:12.558	2	3:13.445	55.929	1:25.825	51.691	168.5	7:26.003
2	3:13.445	55.929	1:25.825	51.691	168.5	7:26.003	3	3:16.069	57.076	1:28.018	50.975	177.0	10:42.072
3	3:16.069	57.076	1:28.018	50.975	177.0	10:42.072	4	3:12.210	55.401	1:25.864	50.945	172.2	13:54.282
4	3:12.210	55.401	1:25.864	50.945	172.2	13:54.282	5	3:18.490	56.386	1:27.799	54.305	165.1	17:12.772
5	3:18.490	56.386	1:27.799	54.305	165.1	17:12.772							
16	Marc HAURI CHE												
BMW E30 325i Compressor							1	3:03.943	1:01.951	1:17.700	44.292	157.9	3:03.943
1	3:03.943	1:01.951	1:17.700	44.292	157.9	3:03.943	2	2:43.718	47.238	1:13.528	42.952	217.7	5:47.661
2	2:43.718	47.238	1:13.528	42.952	217.7	5:47.661	3	2:58.610B	46.857	1:15.290	56.463	203.8	8:46.271
3	2:58.610B	46.857	1:15.290	56.463	203.8	8:46.271	4	6:30.137	4:29.028	1:15.791	45.318	206.5	15:16.408
4	6:30.137	4:29.028	1:15.791	45.318	206.5	15:16.408	5	2:49.629	46.907	1:18.947	43.775	205.3	18:06.037
5	2:49.629	46.907	1:18.947	43.775	205.3	18:06.037	6	3:03.561	49.092	1:24.514	49.955	187.5	21:09.598
6	3:03.561	49.092	1:24.514	49.955	187.5	21:09.598	7	2:43.794	46.794	1:13.959	43.041	217.7	23:53.392
7	2:43.794	46.794	1:13.959	43.041	217.7	23:53.392	8	2:43.894	46.560	1:13.990	43.344	212.2	26:37.286
8	2:43.894	46.560	1:13.990	43.344	212.2	26:37.286	9	2:43.794	46.580	1:13.789	43.425	222.7	29:21.080
9	2:43.794	46.580	1:13.789	43.425	222.7	29:21.080	10	3:39.151	1:02.066	1:32.392	1:04.693	121.1	33:00.231
10	3:39.151	1:02.066	1:32.392	1:04.693	121.1	33:00.231							
18	Ash MULDOON GBR												
BMW M3 E36							1	3:34.454	1:14.215	1:30.673	49.566	131.2	3:34.454
1	3:34.454	1:14.215	1:30.673	49.566	131.2	3:34.454	2	2:57.003	51.354	1:20.404	45.245	188.8	6:31.457
2	2:57.003	51.354	1:20.404	45.245	188.8	6:31.457	3	2:51.786	48.461	1:18.600	44.725	197.1	9:23.243
3	2:51.786	48.461	1:18.600	44.725	197.1	9:23.243	4	2:52.776	48.760	1:19.295	44.721	185.9	12:16.019
4	2:52.776	48.760	1:19.295	44.721	185.9	12:16.019	5	2:54.542	48.831	1:19.673	46.038	189.8	15:10.561
5	2:54.542	48.831	1:19.673	46.038	189.8	15:10.561	6	2:51.441	49.036	1:17.917	44.488	203.0	18:02.002
6	2:51.441	49.036	1:17.917	44.488	203.0	18:02.002	7	2:48.462	48.545	1:15.984	43.933	197.1	20:50.464
7	2:48.462	48.545	1:15.984	43.933	197.1	20:50.464	8	2:47.047	48.334	1:15.339	43.374	198.2	23:37.511
8	2:47.047	48.334	1:15.339	43.374	198.2	23:37.511	9	2:46.291	47.987	1:14.717	43.587	215.6	26:2



Bimmer Race Car Challenge
SPA SUMMER CLASSIC
Qualifying

Sector Analysis

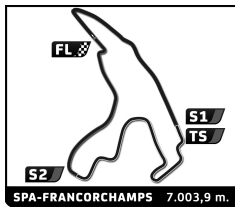
— Invalidated Lap

■ Personal Best

■ Session Best

■ Crossing the pit lane

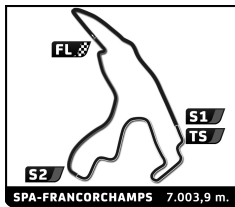
Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed
6	3:29.869B	57.626	1:26.872	1:05.371	161.0	20:42.641	8	2:46.115	47.644	1:14.352	44.119	218.2	23:02.255
30	Geert CROONENBROEK					NLD	9	2:51.443	48.139	1:16.202	47.102	216.9	25:53.698
						BMW E30	10	2:46.730	47.685	1:14.926	44.119	215.6	28:40.428
1	3:47.364	1:20.564	1:30.233	56.567	118.2	3:47.364	11	3:16.991B	48.161	1:24.873	1:03.957	220.4	31:57.419
2	3:18.230	57.800	1:28.672	51.758	174.8	7:05.594	52	Armand ADRIAANS					NLD
3	3:14.749	56.483	1:26.568	51.698	171.2	10:20.343							BMW M3
4	3:10.586	56.465	1:23.872	50.249	180.3	13:30.929	1	4:59.118	2:27.579	1:34.038	57.501	140.6	4:59.118
5	3:11.086	56.615	1:23.419	51.052	177.6	16:42.015	2	3:22.647	59.312	1:29.783	53.552	129.8	8:21.765
6	3:33.490B	58.184	1:23.770	1:11.536	171.4	20:15.505	3	3:04.644	53.794	1:22.688	48.162	152.8	11:26.409
36	Mark SMITH					GBR	4	3:13.958	55.197	1:25.915	52.846	159.1	14:40.367
						BMW M3 E36	5	3:00.360	51.879	1:20.053	48.428	188.8	17:40.727
1	4:23.160	1:57.800	1:33.888	51.472	89.8	4:23.160	6	3:08.178	51.422	1:25.158	51.598	177.3	20:48.905
2	2:48.544	47.511	1:18.560	42.473	205.7	7:11.704	7	2:59.234	51.990	1:20.048	47.196	178.2	23:48.139
3	2:43.050	46.996	1:14.055	41.999	219.5	9:54.754	8	2:58.583	51.483	1:19.875	47.225	185.2	26:46.722
4	2:42.450	46.162	1:13.285	43.003	225.9	12:37.204	9	2:59.166	52.103	1:19.837	47.226	186.2	29:45.888
5	2:43.650	44.965	1:14.493	44.192	229.3	15:20.854	10	2:58.604	51.505	1:19.801	47.298	186.2	32:44.492
6	2:51.884B	45.641	1:13.877	52.366	221.3	18:12.738	65	Jan SCHOUTEN					NLD
7	4:34.823	2:41.837	1:12.228	40.758	198.5	22:47.561							BMW 635csi
8	2:36.740	46.121	1:10.004	40.615	213.9	25:24.301	1	3:16.745	1:05.937	1:23.156	47.652	167.4	3:16.745
9	2:33.449	43.294	1:09.333	40.822	231.8	27:57.750	2	2:57.155	50.558	1:19.409	47.188	210.5	6:13.900
10	2:32.351	42.988	1:09.539	39.824	238.4	30:30.101	3	2:58.911	51.454	1:20.013	47.444	190.1	9:12.811
48	Bas JANSEN					NLD	4	2:57.916	51.375	1:19.813	46.728	200.0	12:10.727
						BMW M3 E30	5	3:17.341B	50.956	1:22.421	1:03.964	208.1	15:28.068
1	5:51.860	3:45.741	1:20.464	45.655	180.9	5:51.860	6	7:48.374	5:35.832	1:23.786	48.756	140.3	23:16.442
2	2:52.392	50.383	1:17.117	44.892	208.9	8:44.252	7	2:55.989	50.550	1:18.546	46.893	209.3	26:12.431
3	2:49.764	49.241	1:15.789	44.734	205.7	11:34.016	8	2:55.495	50.144	1:18.976	46.375	210.1	29:07.926
4	3:11.710	1:03.624	1:20.249	47.837	210.5	14:45.726	9	2:54.017	49.710	1:18.203	46.104	208.1	32:01.943
5	2:53.891	48.860	1:18.569	46.462	203.4	17:39.617	67	Andreas DIRING					DEU
6	2:47.735	48.163	1:15.056	44.516	215.6	20:27.352							BMW M1 Procar
7	2:47.456	47.868	1:15.010	44.578	218.2	23:14.808	1	13:16.515					13:16.515
8	3:00.466B	48.497	1:14.901	57.068	217.7	26:15.274	2	4:02.795					17:19.310
49	Eric DOUART					FRA	3	3:31.754					20:51.064
						BMW E36 DTM	4	3:23.919					24:14.983
1	4:06.434	1:34.398	1:39.969	52.067	98.5	4:06.434	5	3:16.194					27:31.177
2	3:04.035	54.028	1:21.693	48.314	173.4	7:10.469	6	3:17.220					30:48.397
3	3:02.762	52.525	1:23.081	47.156	173.9	10:13.231	76	Steve MOLE					GBR
4	3:21.075B	50.539	1:18.533	1:12.003	192.2	13:34.306							BMW E30 316i
5	4:08.587	1:59.888	1:21.702	46.997	185.9	17:42.893	1	3:46.415	1:14.437	1:35.563	56.415	108.0	3:46.415
6	3:01.413	51.347	1:23.771	46.295	174.8	20:44.306	2	3:18.888	58.047	1:28.665	52.176	141.4	7:05.303
7	2:52.647	49.601	1:17.583	45.463	192.9	23:36.953	3	3:13.996	55.347	1:27.485	51.164	158.8	10:19.299
8	2:52.545	49.603	1:16.703	46.239	201.5	26:29.498	111	Michael STEFFNY					AUT
9	2:51.188	49.033	1:17.841	44.314	194.2	29:20.686							BMW 320 Gruppe 5
10	2:52.940	50.258	1:16.883	45.799	199.6	32:13.626	1	3:38.957	1:14.766	1:31.435	52.756	116.4	3:38.957
51	Marc SEESING					NLD	2	3:02.935	55.354	1:20.209	47.372	165.1	6:41.892
						BMW M3 E30 FINA	3	2:59.561	51.327	1:21.697	46.537	156.5	9:41.453
1	2:57.896	46.701	1:27.052	44.143	117.5	2:57.896	4	2:57.002	50.938	1:19.644	46.420	170.3	12:38.455
2	2:48.108	49.002	1:15.203	43.903	213.4	5:46.004	5	3:29.060B	53.014	1:30.403	1:05.643	149.2	16:07.515
3	2:47.066	48.268	1:14.889	43.909	217.7	8:33.070	112	Christian GRAF VON WEDEL					DEU
4	2:57.747B	48.189	1:15.338	54.220	213.0	11:30.817							BMW 325i
5	3:12.757	1:10.420	1:16.978	45.359	210.5	14:43.574	1	2:53.763	42.030	1:23.432	48.301	162.4	2:53.763
6	2:45.902	47.622	1:14.329	43.951	217.3	17:29.476	2	3:09.360	58.483	1:22.191	48.686	130.9	6:03.123
7	2:46.664	47.985	1:14.438	44.241	213.4	20:16.140							



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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	Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed																																																	
114 Lando GRAF VON WEDEL DEU BMW 325i																																																																												
1	3:03.659	55.741	1:19.174	48.744	171.2	3:03.659	1	3:03.714	1:12.845	1:29.305	51.564	130.8	3:33.714	2	3:06.189	55.034	1:22.165	48.990	180.6	6:39.903	3	3:09.389	56.228	1:22.539	50.622	150.8	9:49.292	4	3:01.602	54.165	1:19.540	47.897	189.8	12:50.894	5	3:08.733	53.614	1:20.371	54.748	186.9	15:59.627	6	3:00.478	53.154	1:19.311	48.013	187.5	19:00.105	7	3:09.408	1:00.402	1:21.318	47.688	124.4	22:09.513	8	2:59.281	52.703	1:19.109	47.469	189.5	25:08.794	9	2:59.127	52.509	1:19.047	47.571	190.8	28:07.921	10	3:07.514	52.492	1:20.305	54.717	192.5	31:15.435
115 Alexis GRAF VON WEDEL DEU BMW 325i																																																																												
1	3:14.012	59.568	1:22.854	51.590	172.2	3:14.012	1	4:42.814	2:04.233	1:39.807	58.774	105.0	4:42.814	2	2:52.239	51.213	1:16.141	44.885	200.0	6:06.251	3	2:50.009	50.248	1:15.066	44.695	202.6	8:56.260	4	2:49.972	50.062	1:15.107	44.803	203.0	11:46.232	5	3:45.537	58.190	1:37.900	1:09.447	132.8	15:31.769																																			
116 David NEWNESS GBR BMW E30																																																																												
1	4:38.406	2:05.880	1:39.075	53.451	99.4	4:38.406	1	3:12.572	55.801	1:25.574	51.197	176.5	24:26.636	2	3:09.117	54.935	1:24.088	50.094	183.7	7:47.523	3	3:04.905	53.940	1:22.858	48.107	193.9	10:52.428																																																	
117 Charlotte VERKUIJLEN NLD BMW 318 Compact																																																																												
1	3:37.858	1:08.353	1:35.880	53.625	118.4	3:37.858	1	4:00.520	1:35.432	1:35.732	49.356	124.1	4:00.520	2	3:14.561	58.962	1:26.581	49.018	137.9	6:52.419	3	3:14.792	54.060	1:22.020	58.712	164.4	10:07.211	4	3:56.453	1:39.456	1:26.892	50.105	158.8	14:03.664	5	3:02.623	50.579	1:23.128	48.916	169.0	17:06.287	6	2:54.089	49.632	1:18.303	46.154	180.0	20:00.376	7	2:51.072	49.149	1:16.342	45.581	195.7	22:51.448	8	3:16.120	49.223	1:19.990	1:06.907	198.2	26:07.568														
124 Marcus KALKERT DEU BMW 325i E30																																																																												
1	4:31.608	2:01.241	1:36.556	53.811	94.2	4:31.608	1	3:42.009	1:09.152	1:36.418	56.439	113.3	3:42.009	2	3:02.177	53.604	1:20.810	47.763	180.6	7:33.785	3	3:01.463	51.443	1:21.887	48.133	181.5	10:35.248	4	2:59.835	52.332	1:19.995	47.508	184.9	13:35.083	5	2:59.730	51.720	1:20.340	47.670	184.3	16:34.813	6	3:12.073	51.739	1:19.695	1:00.639	188.8	19:46.886	7	4:43.705	2:09.959	1:27.283	1:06.463	174.8	24:30.591																					
125 Thomas HERTERICK DEU BMW 325i E30																																																																												
1	4:23.069	1:57.023	1:34.186	51.860	88.6	4:23.069	1	3:17.300	59.532	1:26.227	51.541	157.0	6:59.309	2	3:03.673	52.922	1:21.796	48.955	183.1	7:26.742	3	3:00.829	53.141	1:20.107	47.581	201.1	10:27.571	4	2:59.000	51.806	1:19.972	47.222	195.7	13:26.571	5	3:19.248	58.535	1:20.685	1:00.028	193.2	16:45.819	6	4:05.412	1:58.359	1:19.416	47.637	195.3	20:51.231																												
151 Bira VAN HAVER NLD BMW 325i																																																																												
7	3:15.985	52.333	1:20.452	1:03.200	194.9	24:07.216	1	3:33.714	1:12.845	1:29.305	51.564	130.8	3:33.714	2	3:06.189	55.034	1:22.165	48.990	180.6	6:39.903	3	3:09.389	56.228	1:22.539	50.622	150.8	9:49.292	4	3:01.602	54.165	1:19.540	47.897	189.8	12:50.894	5	3:08.733	53.614	1:20.371	54.748	186.9	15:59.627	6	3:00.478	53.154	1:19.311	48.013	187.5	19:00.105	7	3:09.408	1:00.402	1:21.318	47.688	124.4	22:09.513	8	2:59.281	52.703	1:19.109	47.469	189.5	25:08.794	9	2:59.127	52.509	1:19.047	47.571	190.8	28:07.921	10	3:07.514	52.492	1:20.305	54.717	192.5	31:15.435
161 Valence GALANIDIS NLD BMW 325i																																																																												
1	4:42.814	2:04.233	1:39.807	58.774	105.0	4:42.814	1	4:42.814	2:04.233	1:39.807	58.774	105.0	4:42.814	2	3:22.857	59.674	1:28.862	54.321	144.0	8:05.671	3	3:19.584	58.139	1:27.180	54.265	149.2	11:25.255	4	3:18.645	58.970	1:27.304	52.371	169.3	14:43.900	5	3:15.639	57.826	1:24.657	53.156	167.4	17:59.539	6	3:14.525	58.514	1:24.752	51.259	173.4	21:14.064	7	3:12.572	55.801	1:25.574	51.197	176.5	24:26.636	8	3:12.067	57.389	1:23.744	50.934	166.4	27:38.703	9	3:13.531	57.446	1:24.504	51.581	167.7	30:52.234							
177 Morten LAULUND STRAARUP DNK BMW E36 DTM																																																																												
1	4:00.520	1:35.432	1:35.732	49.356	124.1	4:00.520	1	4:00.520	1:35.432	1:35.732	49.356	124.1	4:00.520	2	2:54.116	50.900	1:19.081	44.135	177.0	6:54.636	3	2:51.568	48.859	1:17.401	45.308	191.5	9:46.204	4	2:46.623	48.319	1:14.767	43.537	193.9	12:32.827	5	3:01.742	47.941	1:14.576	59.225	203.8	15:34.569	6	4:51.807	2:10.316	1:29.057	1:12.434	146.1	20:26.376																												
217 Tom JORGENSEN DNK BMW E46 323																																																																												
1	3:42.009	1:09.152	1:36.418	56.439	113.3	3:42.009	1	3:42.009	1:09.152	1:36.418	56.439	113.3	3:42.009	2	3:17.300	59.532	1:26.227	51.541	157.0	6:59.309	3	3:09.121	54.582	1:24.941	49.598	151.0	10:08.430	4	3:11.015	56.935	1:22.793	51.287	125.0	13:19.445	5	3:11.174	57.573	1:23.463	50.138	173.6	16:30.619	6	3:04.158	53.944	1:20.512	49.702	193.9	19:34.777	7	3:03.881	54.062	1:20.875	48.944	190.1	22:38.658	8	3:07.108	54.268	1:23.668	49.172	156.3	25:45.766	9	3:05.809	53.383	1:22.532	49.894	189.1	28:51.575	10	3:24.430	53.787	1:21.151	1:09.492	190.5	32:16.005
237 Hans HUBER AUT BMW 325i																																																																												
1	4:21.887	1:52.613	1:35.914	53.360	95.9	4:21.887	1	4:21.887	1:52.613	1:35.914	53.360	95.9	4:21.887	2	3:04.501	53.934	1:21.374	49.193	185.2	7:26.388	3	3:00.501	52.909	1:19.843	47.749	193.5	10:26.889	4	3:15.244	54.270	1:21.307	59.667	181.8	13:42.133	5	4:40.693	2:20.053	1:28.489	52.151	177.9	18:22.826	6	2:58.492	52.503	1:19.194	46.795	191.8	21:21.318																												



Bimmer Race Car Challenge
SPA SUMMER CLASSIC
Qualifying

Sector Analysis

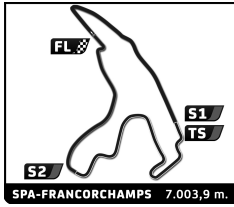
— Invalidated Lap

■ 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	3:15.521 B	54.308	1:22.707	58.506	185.6	24:36.839	3	3:04.481	54.370	1:21.646	48.465	193.9	9:51.986
8	4:01.121	1:44.853	1:24.733	51.535	145.4	28:37.960	4	3:18.458 B	53.487	1:20.820	1:04.151	191.5	13:10.444
9	2:57.805	51.740	1:19.258	46.807	196.0	31:35.765	5	5:06.877	2:52.432	1:25.067	49.378	164.4	18:17.321
265 Henrik Have JAKOBSEN DNK BMW E46 323							6	3:02.601	53.897	1:20.584	48.120	184.6	21:19.922
1	3:41.055	1:08.025	1:36.746	56.284	124.0	3:41.055	7	3:02.123	52.758	1:21.230	48.135	186.9	24:22.045
2	3:14.298	59.848	1:23.669	50.781	168.2	6:55.353	8	3:02.377	52.869	1:21.266	48.242	184.3	27:24.422
3	3:11.405	57.768	1:22.761	50.876	180.9	10:06.758	9	3:01.819	53.151	1:20.154	48.514	192.9	30:26.241
4	3:11.348	57.735	1:21.466	52.147	179.7	13:18.106	452 Fred KRAB NLD BMW M3						
5	3:11.923	58.094	1:23.263	50.566	179.4	16:30.029	1	4:34.800	1:56.191	1:34.365	1:04.244	94.4	4:34.800
6	3:07.981	57.594	1:21.058	49.329	183.7	19:38.010	2	3:06.881	54.550	1:20.807	51.524	164.9	7:41.681
7	3:07.561	57.080	1:21.446	49.035	183.7	22:45.571	3	2:53.879	49.530	1:18.092	46.257	193.2	10:35.560
8	3:09.130	56.243	1:22.892	49.995	184.9	25:54.701	4	3:15.944	57.933	1:26.015	51.996	136.4	13:51.504
9	3:05.564	55.600	1:19.847	50.117	183.1	29:00.265	5	2:52.465	49.324	1:17.814	45.327	188.5	16:43.969
10	3:31.457	58.198	1:21.274	1:11.985	184.6	32:31.722	6	2:50.889	49.051	1:16.178	45.660	200.0	19:34.858
276 Richard PRETHALER AUT BMW 325i E30							7	3:10.257 B	48.340	1:22.640	59.277	205.3	22:45.115
1	4:18.417	1:50.571	1:36.413	51.433	117.9	4:18.417	8	5:17.937	3:04.897	1:20.234	52.806	160.5	28:03.052
2	3:04.863	52.867	1:23.627	48.369	164.1	7:23.280	9	2:48.999	48.669	1:16.093	44.237	190.1	30:52.051
3	2:57.525	51.760	1:18.981	46.784	197.8	10:20.805	524 Manfred BARZ DEU BMW 325i						
4	2:57.051	52.211	1:18.338	46.502	197.4	13:17.856	1	4:13.449	1:45.776	1:33.308	54.365	118.0	4:13.449
5	2:55.859	51.248	1:18.341	46.270	197.1	16:13.715	2	3:13.078	57.149	1:25.980	49.949	159.1	7:26.527
6	2:56.065	51.429	1:18.531	46.105	190.5	19:09.780	3	3:10.883	56.241	1:23.679	50.963	179.7	10:37.410
7	3:10.851 B	51.096	1:18.435	1:01.320	191.5	22:20.631	4	3:08.699	54.053	1:25.150	49.496	189.5	13:46.109
8	4:56.379	2:46.324	1:22.443	47.612	185.2	27:17.010	5	3:11.482	53.643	1:27.728	50.111	189.8	16:57.591
9	2:56.804	51.382	1:18.835	46.587	201.9	30:13.814	6	3:08.169	53.584	1:25.425	49.160	177.3	20:05.760
285 Ole SUNDRUP DNK BMW E46							7	3:08.098	53.773	1:24.600	49.725	178.5	23:13.858
1	3:24.193	1:01.793	1:29.763	52.637	128.4	3:24.193	8	3:08.495	55.629	1:23.640	49.226	170.3	26:22.353
2	3:11.936	58.241	1:23.263	50.432	172.2	6:36.129	9	3:08.829	54.202	1:25.343	49.284	183.1	29:31.182
3	3:13.744	56.624	1:24.975	52.145	167.7	9:49.873	10	3:07.171	53.626	1:23.711	49.834	158.8	32:38.353
4	3:41.886 B	57.274	1:22.770	1:21.842	179.4	13:31.759	527 Uwe KLAPPROTH DEU BMW 325i						
5	4:27.293	2:12.875	1:22.853	51.565	170.3	17:59.052	1	4:20.358	1:49.187	1:36.564	54.607	109.2	4:20.358
6	3:12.479	57.703	1:24.530	50.246	183.7	21:11.531	2	3:09.982	57.741	1:22.925	49.316	159.1	7:30.340
7	3:14.171	58.395	1:23.549	52.227	174.2	24:25.702	3	3:06.315	53.990	1:22.419	49.906	187.8	10:36.655
8	3:13.343	57.746	1:24.721	50.876	181.5	27:39.045	4	3:06.121	55.087	1:22.496	48.538	180.9	13:42.776
9	3:12.518	56.481	1:23.718	52.319	184.6	30:51.563	5	3:07.986	54.981	1:23.892	49.113	183.4	16:50.762
353 Mark ELZINGA NLD BMW 325i							6	3:05.665	55.138	1:22.167	48.360	159.3	19:56.427
1	3:30.244	1:03.991	1:32.015	54.238	139.4	3:30.244	7	3:04.475	54.358	1:20.921	49.196	186.5	23:00.902
2	3:13.302	57.995	1:23.883	51.424	180.3	6:43.546	8	3:04.383	54.468	1:20.621	49.294	186.2	26:05.285
3	3:09.905	57.141	1:22.472	50.292	178.5	9:53.451	9	3:03.369	53.646	1:20.749	48.974	192.2	29:08.654
4	3:31.813 B	56.614	1:25.760	1:09.439	185.6	13:25.264	10	3:14.213	54.310	1:20.256	59.647	187.8	32:28.867
5	6:12.086	3:52.479	1:26.513	53.094	145.9	19:37.350	611 Camille GALANIDIS NLD BMW 325i						
6	3:08.185	57.051	1:21.708	49.426	180.0	22:45.535	1	4:39.940	2:07.609	1:38.260	54.071	92.9	4:39.940
7	3:25.227	1:08.911	1:26.072	50.244	126.0	26:10.762	2	3:09.352	55.444	1:23.746	50.162	163.6	7:49.292
8	3:06.616	56.115	1:21.681	48.820	184.3	29:17.378	3	3:04.246	53.901	1:21.636	48.709	181.8	10:53.538
9	3:05.760	55.967	1:20.688	49.105	184.3	32:23.138	4	3:11.599	54.302	1:27.271	50.026	177.6	14:05.137
401 Guus DE KOSTER NLD BMW 325i E36							5	3:06.387	53.029	1:22.907	50.451	193.2	17:11.524
1	3:41.075	1:16.531	1:30.222	54.322	119.3	3:41.075	6	3:04.868	53.691	1:22.790	48.387	181.5	20:16.392
2	3:06.430	54.455	1:22.931	49.044	178.5	6:47.505	7	3:05.157	53.326	1:23.114	48.717	187.5	23:21.549
							8	3:05.072	54.070	1:22.834	48.168	189.8	26:26.621
							9	3:05.085	53.077	1:23.426	48.582	183.1	29:31.706



Bimmer Race 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
10	3:03.958	53.063	1:22.510	48.385	171.4	32:35.664							

761 Ingo VIESER DEU
BMW 323i E21 GR 2

1	4:35.858	2:01.913	1:38.389	55.556	92.7	4:35.858
2	3:07.141	54.227	1:23.653	49.261	177.0	7:42.999
3	3:04.476	53.152	1:22.583	48.741	175.6	10:47.475
4	3:07.064	53.058	1:24.336	49.670	172.5	13:54.539
5	3:10.101	54.081	1:26.470	49.550	163.9	17:04.640
6	3:53.907 B	1:05.090	1:36.214	1:12.603	100.0	20:58.547