

NK GT&TC and TRIUMPH COMPETITION

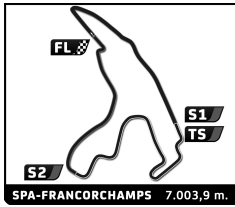
Spa Summer Classic

Race 1

Sector Analysis

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

| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|-----|---|----------|----------|----------|----------|-------|-----------|------------------------|---|----------|----------|----------|----------|-------|-----------|
| 7 | | | | | | | | 1.Felix FELTES | | | | | | | |
| | | | | | | | | ALFA ROMEO GTam NK GTT | | | | | | | |
| 1 | 1 | 3:32.478 | 1:10.045 | 1:29.202 | 53.231 | 116.6 | 3:32.478 | 1 | 1 | 3:31.157 | 1:07.625 | 1:30.870 | 52.662 | 117.3 | 3:31.157 |
| 2 | 1 | 3:21.663 | 1:01.125 | 1:27.939 | 52.599 | 125.0 | 6:54.141 | 2 | 1 | 3:19.870 | 58.940 | 1:29.629 | 51.301 | 126.2 | 6:51.027 |
| 3 | 1 | 3:21.161 | 1:00.625 | 1:27.672 | 52.864 | 125.3 | 10:15.302 | 3 | 1 | 3:16.975 | 57.782 | 1:28.116 | 51.077 | 128.0 | 10:08.002 |
| 4 | 1 | 3:18.474 | 1:00.408 | 1:26.199 | 51.867 | 127.0 | 13:33.776 | 4 | 1 | 3:13.628 | 56.800 | 1:26.133 | 50.695 | 130.2 | 13:21.630 |
| 5 | 1 | 3:19.393 | 1:00.135 | 1:27.212 | 52.046 | 126.5 | 16:53.169 | 5 | 1 | 3:16.573 | 56.887 | 1:28.238 | 51.448 | 128.3 | 16:38.203 |
| 6 | 1 | 3:19.203 | 1:00.158 | 1:26.730 | 52.315 | 126.6 | 20:12.372 | 6 | 1 | 3:13.807 | 56.781 | 1:26.658 | 50.368 | 130.1 | 19:52.010 |
| 7 | 1 | 3:20.254 | 1:00.394 | 1:27.344 | 52.516 | 125.9 | 23:32.626 | 7 | 1 | 3:13.723 | 56.980 | 1:26.952 | 49.791 | 130.2 | 23:05.733 |
| 8 | 1 | 3:18.772 | 1:00.255 | 1:26.415 | 52.102 | 126.8 | 26:51.398 | 8 | 1 | 3:13.037 | 56.391 | 1:26.369 | 50.277 | 130.6 | 26:18.770 |
| 9 | 1 | 3:19.334 | 1:00.212 | 1:26.925 | 52.197 | 126.5 | 30:10.732 | 9 | 1 | 3:11.601 | 56.391 | 1:25.532 | 49.678 | 131.6 | 29:30.371 |
| 10 | 1 | 3:18.937 | 1:00.344 | 1:25.799 | 52.794 | 126.7 | 33:29.669 | 10 | 1 | 3:13.315 | 56.934 | 1:26.246 | 50.135 | 130.4 | 32:43.686 |
| 11 | 1 | 3:18.856 | 1:00.269 | 1:26.435 | 52.152 | 126.8 | 36:48.525 | 11 | 1 | 3:12.167 | 56.319 | 1:25.624 | 50.224 | 131.2 | 35:55.853 |
| 12 | 1 | 3:19.230 | 1:00.469 | 1:26.556 | 52.205 | 126.6 | 40:07.755 | 12 | 1 | 3:11.428 | 55.707 | 1:25.120 | 50.601 | 131.7 | 39:07.281 |
| 13 | 1 | 3:21.621 | 1:01.276 | 1:27.704 | 52.641 | 125.1 | 43:29.376 | 13 | 1 | 3:12.427 | 56.634 | 1:24.877 | 50.916 | 131.0 | 42:19.708 |
| 14 | 1 | | | | | | | 14 | 1 | 3:12.591 | 56.583 | 1:25.657 | 50.351 | 130.9 | 45:32.299 |
| 11 | | | | | | | | 1.Timo SPAN | | | | | | | |
| | | | | | | | | MARCOS 1800 GT NK GTT | | | | | | | |
| 1 | 1 | 3:33.635 | 1:15.394 | 1:28.096 | 50.145 | 116.0 | 3:33.635 | 1 | 1 | 3:10.536 | 56.490 | 1:25.383 | 48.663 | 130.0 | 3:10.536 |
| 2 | 1 | 3:07.047 | 54.627 | 1:24.743 | 47.677 | 134.8 | 6:40.682 | 2 | 1 | 3:05.639 | 52.782 | 1:25.176 | 47.681 | 135.8 | 6:16.175 |
| 3 | 1 | 3:07.506 | 53.478 | 1:26.297 | 47.731 | 134.5 | 9:48.188 | 3 | 1 | 3:10.109 | 54.222 | 1:25.757 | 50.130 | 132.6 | 9:26.284 |
| 4 | 1 | 3:05.686 | 52.455 | 1:24.921 | 48.310 | 135.8 | 12:53.874 | 4 | 1 | 3:11.471 | 55.575 | 1:27.030 | 48.866 | 131.7 | 12:37.755 |
| 5 | 1 | 3:08.107 | 53.481 | 1:26.879 | 47.747 | 134.0 | 16:01.981 | 5 | 1 | 3:10.724 | 55.347 | 1:26.442 | 48.935 | 132.2 | 15:48.479 |
| 6 | 1 | 3:07.329 | 53.235 | 1:24.827 | 49.267 | 134.6 | 19:09.310 | 6 | 1 | 3:07.518 | 54.757 | 1:24.795 | 47.966 | 134.5 | 18:55.997 |
| 7 | 1 | 3:01.587 | 51.760 | 1:22.951 | 46.876 | 138.9 | 22:10.897 | 7 | 1 | 3:06.669 | 54.406 | 1:23.636 | 48.627 | 135.1 | 22:02.666 |
| 8 | 1 | 3:02.724 | 52.156 | 1:23.250 | 47.318 | 138.0 | 25:13.621 | 8 | 1 | 3:09.633 | 55.184 | 1:25.455 | 48.994 | 133.0 | 25:12.299 |
| 9 | 1 | 3:02.934 | 52.585 | 1:22.799 | 47.550 | 137.8 | 28:16.555 | 9 | 1 | 3:08.849 | 54.337 | 1:25.077 | 49.435 | 133.5 | 28:21.148 |
| 10 | 1 | 3:03.212 | 52.197 | 1:22.367 | 48.648 | 137.6 | 31:19.767 | 10 | 1 | 3:07.196 | 54.941 | 1:24.034 | 48.221 | 134.7 | 31:28.344 |
| 11 | 1 | 3:05.029 | 53.595 | 1:22.688 | 48.746 | 136.3 | 34:24.796 | 11 | 1 | 3:07.611 | 54.770 | 1:24.122 | 48.719 | 134.4 | 34:35.955 |
| 12 | 1 | 3:04.526 | 53.118 | 1:23.221 | 48.187 | 136.6 | 37:29.322 | 12 | 1 | 3:06.157 | 54.295 | 1:23.427 | 48.435 | 135.4 | 37:42.112 |
| 13 | 1 | 3:01.897 | 53.270 | 1:22.655 | 45.972 | 138.6 | 40:31.219 | 13 | 1 | 3:06.650 | 54.905 | 1:23.369 | 48.376 | 135.1 | 40:48.762 |
| 14 | 1 | 3:03.849 | 52.993 | 1:23.353 | 47.503 | 137.1 | 43:35.068 | 14 | 1 | 3:08.149 | 55.265 | 1:23.840 | 49.044 | 134.0 | 43:56.911 |
| 18 | | | | | | | | 1.Freddy VAN SPRUNDEL | | | | | | | |
| | | | | | | | | FORD Escort Mk1 NK GTT | | | | | | | |
| 1 | 1 | 3:04.489 | 52.559 | 1:24.295 | 47.635 | 134.3 | 3:04.489 | 1 | 1 | 3:26.459 | | | | 120.0 | 3:26.459 |
| 2 | 1 | 3:02.326 | 52.300 | 1:24.301 | 45.725 | 138.3 | 6:06.815 | 2 | 1 | 3:16.309 | | | | 128.4 | 6:42.768 |
| 3 | 1 | 3:00.078 | 52.903 | 1:21.137 | 46.038 | 140.0 | 9:06.893 | 3 | 1 | 3:15.258 | | | | 129.1 | 9:58.026 |
| 4 | 1 | 2:59.314 | 51.581 | 1:21.297 | 46.436 | 140.6 | 12:06.207 | 4 | 1 | 3:12.755 | | | | 130.8 | 13:10.781 |
| 5 | 1 | 2:59.764 | 51.882 | 1:21.648 | 46.234 | 140.3 | 15:05.971 | 5 | 1 | 3:14.438 | | | | 129.7 | 16:25.219 |
| 6 | 1 | 2:59.975 | 51.708 | 1:22.421 | 45.846 | 140.1 | 18:05.946 | 6 | 1 | 3:13.368 | | | | 130.4 | 19:38.587 |
| 7 | 1 | 2:58.837 | 51.549 | 1:21.062 | 46.226 | 141.0 | 21:04.783 | 7 | 1 | 3:13.144 | | | | 130.5 | 22:51.731 |
| 8 | 1 | 2:58.574 | 51.175 | 1:20.843 | 46.556 | 141.2 | 24:03.357 | 8 | 1 | 3:12.593 | | | | 130.9 | 26:04.324 |
| 9 | 1 | 3:00.385 | 52.121 | 1:21.585 | 46.679 | 139.8 | 27:03.742 | 9 | 1 | 3:14.173 | | | | 129.9 | 29:18.497 |
| 10 | 1 | 2:58.437 | 52.125 | 1:20.174 | 46.138 | 141.3 | 30:02.179 | 10 | 1 | 3:15.571 | | | | 128.9 | 32:34.068 |
| 11 | 1 | 2:59.836 | 51.989 | 1:20.762 | 47.085 | 140.2 | 33:02.015 | 11 | 1 | 3:16.819 | | | | 128.1 | 35:50.887 |
| 12 | 1 | 3:00.569 | 52.166 | 1:21.955 | 46.448 | 139.6 | 36:02.584 | 12 | 1 | 3:13.366 | | | | 130.4 | 39:04.253 |
| 13 | 1 | 2:58.553 | 51.731 | 1:20.173 | 46.649 | 141.2 | 39:01.137 | 13 | 1 | 3:13.078 | | | | 130.6 | 42:17.331 |
| 14 | 1 | 3:02.468 | 51.416 | 1:22.926 | 48.126 | 138.2 | 42:03.605 | 14 | 1 | 3:16.186 | | | | 128.5 | 45:33.517 |
| 15 | 1 | 3:08.076 | 53.529 | 1:25.619 | 48.928 | 134.1 | 45:11.681 | | | | | | | | |
| 22 | | | | | | | | 1.Harry SIELJES | | | | | | | |
| | | | | | | | | BMW 2002 Tii NK GTT | | | | | | | |
| 1 | 1 | 3:31.157 | 1:07.625 | 1:30.870 | 52.662 | 117.3 | 3:31.157 | 1 | 1 | 3:10.536 | 56.490 | 1:25.383 | 48.663 | 130.0 | 3:10.536 |
| 2 | 1 | 3:19.870 | 58.940 | 1:29.629 | 51.301 | 126.2 | 6:51.027 | 2 | 1 | 3:05.639 | 52.782 | 1:25.176 | 47.681 | 135.8 | 6:16.175 |
| 3 | 1 | 3:16.975 | 57.782 | 1:28.116 | 51.077 | 128.0 | 10:08.002 | 3 | 1 | 3:10.109 | 54.222 | 1:25.757 | 50.130 | 132.6 | 9:26.284 |
| 4 | 1 | 3:13.628 | 56.800 | 1:26.133 | 50.695 | 130.2 | 13:21.630 | 4 | 1 | 3:11.471 | 55.575 | 1:27.030 | 48.866 | 131.7 | 12:37.755 |
| 5 | 1 | 3:16.573 | 56.887 | 1:28.238 | 51.448 | 128.3 | 16:38.203 | 5 | 1 | 3:10.724 | 55.347 | 1:26.442 | 48.935 | 132.2 | 15:48.479 |
| 6 | 1 | 3:13.807 | 56.781 | 1:26.658 | 50.368 | 130.1 | 19:52.010 | 6 | 1 | 3:07.518 | 54.757 | 1:24.795 | 47.966 | 134.5 | 18:55.997 |
| 7 | 1 | 3:13.723 | 56.980 | 1:26.952 | 49.791 | 130.2 | 23:05.733 | 7 | 1 | 3:06.669 | 54.406 | 1:23.636 | 48.627 | 135.1 | 22:02.666 |
| 8 | 1 | 3:13.037 | 56.391 | 1:26.369 | 50.277 | 130.6 | 26:18.770 | 8 | 1 | 3:09.633 | 55.184 | 1:25.455 | 48.994 | 133.0 | 25:12.299 |
| 9 | 1 | 3:11.601 | 56.391 | 1:25.532 | 49.678 | 131.6 | 29:30.371 | 9 | 1 | 3:08.849 | 54.337 | 1:25.077 | 49.435 | 133.5 | 28:21.148 |
| 10 | 1 | 3:13.315 | 56.934 | 1:26.246 | 50.135 | 130.4 | 32:43.686 | 10 | 1 | 3:07.196 | 54.941 | 1:24.034 | 48.221 | 134.7 | 31:28.344 |
| 11 | 1 | 3:12.167 | 56.319 | 1:25.624 | 50.224 | 131.2 | 35:55.853 | 11 | 1 | 3:07.611 | 54.770 | 1:24.122 | 48.719 | 134.4 | 34:35.955 |
| 12 | 1 | 3:11.428 | 55.707 | 1:25.120 | 50.601 | 131.7 | 39:07.281 | 12 | 1 | 3:06.157 | 54.295 | 1:23.427 | 48.435 | 135.4 | 37:42.112 |
| 13 | 1 | 3:12.427 | 56.634 | 1:24.877 | 50.916 | 131.0 | 42:19.708 | 13 | 1 | 3:06.650 | 54.905 | 1:23.369 | 48.376 | 135.1 | 40:48.762 |
| 14 | 1 | 3:12.591 | 56.583 | 1:25.657 | 50.351 | 130.9 | 45:32.299 | 14 | 1 | 3:08.149 | 55.265 | 1:23.840 | 49.044 | 134.0 | 43:56.911 |
| 33 | | | | | | | | 1.Gerd RIJPER | | | | | | | |
| | | | | | | | | PORSCHE 911 RSR NK GTT | | | | | | | |
| 1 | 1 | 3:10.536 | 56.490 | 1:25.383 | 48.663 | 130.0 | 3:10.536 | 1 | 1 | 3:26.459 | | | | 120.0 | 3:26.459 |
| 2 | 1 | 3:05.639 | 52.782 | 1:25.176 | 47.681 | 135.8 | 6:16.175 | 2 | 1 | 3:16.309 | | | | 128.4 | 6:42.768 |
| 3 | 1 | 3:10.109 | 54.222 | 1:25.757 | 50.130 | 132.6 | 9:26.284 | 3 | 1 | 3:15.258 | | | | 129.1 | 9:58.026 |
| 4 | 1 | 3:11.471 | 55.575 | 1:27.030 | 48.866 | 131.7 | 12:37.755 | 4 | 1 | 3:12.755 | | | | 130.8 | 13:10.781 |
| 5 | 1 | 3:10.724 | 55.347 | 1:26.442 | 48.935 | 132.2 | 15:48.479 | 5 | 1 | 3:14.438 | | | | 129.7 | 16:25.219 |
| 6 | 1 | 3:07.518 | 54.757 | 1:24.795 | 47.966 | 134.5 | 18:55.997 | 6 | 1 | 3:13.368 | | | | 130.4 | 19:38.587 |
| 7 | 1 | 3:06.669 | 54.406 | 1:23.636 | 48.627 | 135.1 | 22:02.666 | 7 | 1 | 3:13.144 | | | | 130.5 | 22:51.731 |
| 8 | 1 | 3:09.633 | 55.184 | 1:25.455 | 48.994 | 133.0 | 25:12.299 | 8 | 1 | 3:12.593 | | | | 130.9 | 26:04.324 |
| 9 | 1 | 3:08.849 | 54.337 | 1:25.077 | 49.435 | 133.5 | 28:21.148 | 9 | 1 | 3:14.173 | | | | 129.9 | 29:18.497 |
| 10 | 1 | 3:07.196 | 54.941 | 1:24.034 | 48.221 | 134.7 | 31:28.344 | 10 | 1 | 3:15.571 | | | | 128.9 | 32:34.068 |
| 11 | 1 | 3:07.611 | 54.770 | 1:24.122 | 48.719 | 134.4 | 34:35.955 | 11 | 1 | 3:16.819 | | | | 128.1 | 35:50.887 |
| 12 | 1 | 3:06.157 | 54.295 | 1:23.427 | 48.435 | 135.4 | 37:42.112 | 12 | 1 | 3:13.366 | | | | 130.4 | 39:04.253 |
| 13 | 1 | 3:06.650 | 54.905 | 1:23.369 | 48.376 | 135.1 | 40:48.762 | 13 | 1 | 3:13.078 | | | | 130.6 | 42:17.331 |
| 14 | 1 | 3:08.149 | 55.265 | 1:23.840 | 49.044 | 134.0 | | | | | | | | | |

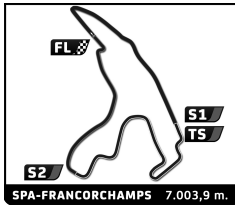


NK GT&TC and TRIUMPH COMPETITION Spa Summer Classic Race 1

Sector Analysis

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

| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed | |
|-----------|---|-----------------|----------|----------|----------|-------|-----------|-----|-------------------------|----------|--------------------|----------|----------|-------|-----------|--|
| 41 | | 1. Klaas SPAN | | | | | | | MORRIS Cooper S | | FORD Capri 3100 RS | | | | | |
| | | NK GTT | | | | | | | NK GTT | | NK GTT | | | | | |
| 1 | 1 | 3:40.455 | 1:11.361 | 1:33.707 | 55.387 | 112.4 | 3:40.455 | 1 | 1 | 4:03.107 | 2:03.424 | 1:16.418 | 43.265 | 101.9 | 4:03.107 | |
| 2 | 1 | 3:27.961 | 1:01.357 | 1:32.411 | 54.193 | 121.2 | 7:08.416 | 2 | 1 | 2:44.290 | 46.426 | 1:15.302 | 42.562 | 153.5 | 6:47.397 | |
| 3 | 1 | 3:41.127 | 1:13.390 | 1:32.750 | 54.987 | 114.0 | 10:49.543 | 3 | 1 | 2:46.043 | 46.972 | 1:16.143 | 42.928 | 151.9 | 9:33.440 | |
| 4 | 1 | 3:29.121 | 1:01.308 | 1:33.263 | 54.550 | 120.6 | 14:18.664 | 4 | 1 | 2:42.385 | 46.472 | 1:14.623 | 41.290 | 155.3 | 12:15.825 | |
| 5 | 1 | 3:33.086 | 1:01.722 | 1:35.650 | 55.714 | 118.3 | 17:51.750 | 5 | 1 | 2:43.670 | 46.587 | 1:15.608 | 41.475 | 154.1 | 14:59.495 | |
| 6 | 1 | 3:28.513 | 1:01.118 | 1:33.110 | 54.285 | 120.9 | 21:20.263 | 6 | 1 | 2:45.776 | 47.158 | 1:15.984 | 42.634 | 152.1 | 17:45.271 | |
| 7 | 1 | 3:31.666 | 1:01.184 | 1:33.958 | 56.524 | 119.1 | 24:51.929 | 7 | 1 | 2:41.496 | 45.642 | 1:14.706 | 41.148 | 156.1 | 20:26.767 | |
| 8 | 1 | 3:36.983 | 1:02.133 | 1:38.942 | 55.908 | 116.2 | 28:28.912 | 8 | 1 | 2:41.619 | 45.612 | 1:14.398 | 41.609 | 156.0 | 23:08.386 | |
| 9 | 1 | 3:28.308 | 1:01.801 | 1:32.249 | 54.258 | 121.0 | 31:57.220 | 9 | 1 | 2:43.741 | 46.705 | 1:15.189 | 41.847 | 154.0 | 25:52.127 | |
| 10 | 1 | 3:28.071 | 1:00.443 | 1:32.745 | 54.883 | 121.2 | 35:25.291 | 10 | 1 | 2:43.090 | 45.367 | 1:15.708 | 42.015 | 154.6 | 28:35.217 | |
| 11 | 1 | 3:26.767 | 1:01.335 | 1:31.334 | 54.098 | 121.9 | 38:52.058 | 11 | 1 | 2:43.664 | 45.474 | 1:15.400 | 42.790 | 154.1 | 31:18.881 | |
| 12 | 1 | 3:29.808 | 1:00.871 | 1:31.961 | 56.976 | 120.2 | 42:21.866 | 12 | 1 | 2:42.622 | 45.908 | 1:15.193 | 41.521 | 155.0 | 34:01.503 | |
| 13 | 1 | 3:28.152 | 1:02.530 | 1:31.737 | 53.885 | 121.1 | 45:50.018 | 13 | 1 | 2:46.355 | 47.624 | 1:15.907 | 42.824 | 151.6 | 36:47.858 | |
| 46 | | 1. Geert BOELS | | | | | | | FORD Escort RS 2000 Mk1 | | CAPRI 3100 RS | | | | | |
| | | NK GTT | | | | | | | NK GTT | | NK GTT | | | | | |
| 1 | 1 | 3:17.256 | 1:00.356 | 1:26.021 | 50.879 | 125.6 | 3:17.256 | 1 | 1 | 2:50.421 | 48.895 | 1:18.293 | 43.233 | 145.4 | 2:50.421 | |
| 2 | 1 | 3:09.251 | 55.576 | 1:24.104 | 49.571 | 133.2 | 6:26.507 | 2 | 1 | 2:46.045 | 47.125 | 1:15.978 | 42.942 | 151.9 | 5:36.466 | |
| 3 | 1 | 3:08.609 | 54.318 | 1:23.731 | 50.560 | 133.7 | 9:35.116 | 3 | 1 | 2:44.303 | 47.015 | 1:14.954 | 42.334 | 153.5 | 8:20.769 | |
| 4 | 1 | 3:04.579 | 54.151 | 1:22.290 | 48.138 | 136.6 | 12:39.695 | 4 | 1 | 2:52.614 | 46.931 | 1:18.406 | 47.277 | 146.1 | 11:13.383 | |
| 5 | 1 | 3:06.580 | 54.425 | 1:23.872 | 48.283 | 135.1 | 15:46.275 | 5 | 1 | 2:48.863 | 49.208 | 1:16.649 | 43.006 | 149.3 | 14:02.246 | |
| 6 | 1 | 3:05.013 | 54.374 | 1:22.858 | 47.781 | 136.3 | 18:51.288 | 6 | 1 | 2:48.189 | 47.324 | 1:18.321 | 42.544 | 149.9 | 16:50.435 | |
| 7 | 1 | 3:04.204 | 54.224 | 1:22.280 | 47.700 | 136.9 | 21:55.492 | 7 | 1 | 2:48.092 | 48.073 | 1:17.517 | 42.502 | 150.0 | 19:38.527 | |
| 8 | 1 | 3:04.547 | 54.987 | 1:21.394 | 48.166 | 136.6 | 25:00.039 | 8 | 1 | 2:47.398 | 47.171 | 1:16.996 | 43.231 | 150.6 | 22:25.925 | |
| 9 | 1 | 3:05.405 | 55.064 | 1:22.297 | 48.044 | 136.0 | 28:05.444 | 9 | 1 | 2:48.129 | 46.816 | 1:17.806 | 43.507 | 150.0 | 25:14.054 | |
| 10 | 1 | 3:05.097 | 54.021 | 1:22.519 | 48.557 | 136.2 | 31:10.541 | 10 | 1 | 2:48.335 | 47.241 | 1:17.257 | 43.837 | 149.8 | 28:02.389 | |
| 11 | 1 | 3:04.788 | 54.403 | 1:22.758 | 47.627 | 136.4 | 34:15.329 | 11 | 1 | 2:49.271 | 47.624 | 1:17.524 | 44.123 | 149.0 | 30:51.660 | |
| 12 | 1 | 3:07.243 | 54.965 | 1:24.514 | 47.764 | 134.7 | 37:22.572 | 12 | 1 | 2:49.292 | 47.483 | 1:18.921 | 42.888 | 148.9 | 33:40.952 | |
| 13 | 1 | 3:07.021 | 54.218 | 1:23.987 | 48.816 | 134.8 | 40:29.593 | 13 | 1 | 2:51.570 | 47.811 | 1:18.500 | 45.259 | 147.0 | 36:32.522 | |
| 14 | 1 | 3:08.085 | 55.410 | 1:23.667 | 49.008 | 134.1 | 43:37.678 | 14 | 1 | 2:49.724 | 48.532 | 1:16.454 | 44.738 | 148.6 | 39:22.246 | |
| | | | | | | | | 15 | 1 | 3:01.961 | 52.862 | 1:21.600 | 47.499 | 138.6 | 42:24.207 | |
| 48 | | 1. Cees LUBBERS | | | | | | | BMW 3.0 CSL | | FORD Escort RS2000 | | | | | |
| | | NK GTT | | | | | | | NK GTT | | NK GTT | | | | | |
| 1 | 1 | 3:04.192 | 52.557 | 1:24.006 | 47.629 | 134.5 | 3:04.192 | 1 | 1 | 3:04.863 | 53.847 | 1:23.249 | 47.767 | 134.0 | 3:04.863 | |
| 2 | 1 | 3:01.883 | 52.125 | 1:23.930 | 45.828 | 138.6 | 6:06.075 | 2 | 1 | 3:03.132 | 53.283 | 1:22.548 | 47.301 | 137.7 | 6:07.995 | |
| 3 | 1 | 2:58.825 | 50.164 | 1:22.520 | 46.141 | 141.0 | 9:04.900 | 3 | 1 | 3:01.303 | 53.128 | 1:20.466 | 47.709 | 139.1 | 9:09.298 | |
| 4 | 1 | 2:56.660 | 49.874 | 1:21.573 | 45.213 | 142.7 | 12:01.560 | 4 | 1 | 3:02.485 | 53.227 | 1:21.244 | 48.014 | 138.2 | 12:11.783 | |
| 5 | 1 | 2:55.538 | 49.520 | 1:21.566 | 44.452 | 143.6 | 14:57.098 | 5 | 1 | 3:02.911 | 53.200 | 1:21.688 | 48.023 | 137.8 | 15:14.694 | |
| 6 | 1 | 2:54.461 | 50.246 | 1:19.499 | 44.716 | 144.5 | 17:51.559 | 6 | 1 | 3:04.021 | 53.618 | 1:22.278 | 48.125 | 137.0 | 18:18.715 | |
| 7 | 1 | 2:54.797 | 49.243 | 1:20.039 | 45.515 | 144.2 | 20:46.356 | 7 | 1 | 3:02.053 | 53.278 | 1:20.762 | 48.013 | 138.5 | 21:20.768 | |
| 8 | 1 | 2:56.053 | 50.680 | 1:20.420 | 44.953 | 143.2 | 23:42.409 | 8 | 1 | 3:03.495 | 53.673 | 1:21.733 | 48.089 | 137.4 | 24:24.263 | |
| 9 | 1 | 2:54.435 | 49.532 | 1:19.139 | 45.764 | 144.5 | 26:36.844 | 9 | 1 | 3:03.616 | 53.912 | 1:21.607 | 48.097 | 137.3 | 27:27.879 | |
| 10 | 1 | 2:54.885 | 49.505 | 1:20.076 | 45.304 | 144.2 | 29:31.729 | 10 | 1 | 3:03.309 | 53.531 | 1:22.022 | 47.756 | 137.5 | 30:31.188 | |
| 11 | 1 | 2:53.895 | 49.210 | 1:20.310 | 44.375 | 145.0 | 32:25.624 | 11 | 1 | 3:02.868 | 53.877 | 1:21.233 | 47.758 | 137.9 | 33:34.056 | |
| 12 | 1 | 2:56.336 | 49.489 | 1:20.311 | 46.536 | 143.0 | 35:21.960 | 12 | 1 | 3:02.644 | 53.484 | 1:21.393 | 47.767 | 138.1 | 36:36.700 | |
| 13 | 1 | 2:56.081 | 50.292 | 1:20.910 | 44.879 | 143.2 | 38:18.041 | 13 | 1 | 3:04.446 | 54.114 | 1:22.432 | 47.900 | 136.7 | 39:41.146 | |
| 14 | 1 | 2:57.236 | 49.015 | 1:21.342 | 46.879 | 142.3 | 41:15.277 | 14 | 1 | 3:03.669 | 53.957 | 1:21.450 | 48.262 | 137.3 | 42:44.815 | |
| 15 | 1 | 2:57.809 | 50.508 | 1:20.691 | 46.610 | 141.8 | 44:13.086 | | | | | | | | | |
| 53 | | 1. Wim KUIJL | | | | | | | FORD Capri 3100 RS | | CAPRI 3100 RS | | | | | |
| | | NK GTT | | | | | | | NK GTT | | NK GTT | | | | | |
| 1 | 1 | 4:03.107 | 2:03.424 | 1:16.418 | 43.265 | 101.9 | 4:03.107 | 1 | 1 | 2:50.421 | 48.895 | 1:18.293 | 43.233 | 145.4 | 2:50.421 | |
| 2 | 1 | 2:44.290 | 46.426 | 1:15.302 | 42.562 | 153.5 | 6:47.397 | 2 | 1 | 2:46.045 | 47.125 | 1:15.978 | 42.942 | 151.9 | 5:36.466 | |
| 3 | 1 | 2:46.043 | 46.972 | 1:16.143 | 42.928 | 151.9 | 9:33.440 | 3 | 1 | 2:44.303 | 47.015 | 1:14.954 | 42.334 | 153.5 | 8:20.769 | |
| 4 | 1 | 2:42.385 | 46.472 | 1:14.623 | 41.290 | 155.3 | 12:15.825 | 4 | 1 | 2:52.614 | 46.931 | 1:18.406 | 47.277 | 146.1 | 11:13.383 | |
| 5 | 1 | 2:43.670 | 46.587 | 1:15.608 | 41.475 | 154.1 | 14:59.495 | 5 | 1 | 2:48.863 | 49.208 | 1:16.649 | 43.006 | 149.3 | 14:02.246 | |
| 6 | 1 | 2:45.776 | 47.158 | 1:15.984 | 42.634 | 152.1 | 17:45.271 | 6 | 1 | 2:48.189 | 47.324 | 1:18.321 | 42.544 | 149.9 | 16:50.435 | |
| 7 | 1 | 2:41.496 | 45.642 | 1:14.706 | 41.148 | 156.1 | 20:26.767 | 7 | 1 | 2:48.092 | 48.073 | 1:17.517 | 42.502 | 150.0 | 19:38.527 | |
| 8 | 1 | 2:41.619 | 45.612 | 1:14.398 | 41.609 | 156.0 | 23:08.386 | 8 | 1 | 2:47.398 | 47.171 | 1:16.996 | 43.231 | 150.6 | 22:25.925 | |
| 9 | 1 | 2:43.741 | 46.705 | 1:15.189 | 41.847 | 154.0 | 25:52.127 | 9 | 1 | 2:48.129 | 46.816 | 1:17.806 | 43.507 | 150.0 | 25:14.054 | |
| 10 | 1 | 2:43.090 | 45.367 | 1:15.708 | 42.015 | 154.6 | 28:35.217 | 10 | 1 | 2:48.335 | 47.241 | 1:17.257 | 43.837 | 149.8 | 28:02.389 | |
| 11 | 1 | 2:43.664 | 45.474 | 1:15.400 | 42.790 | 154.1 | 31:18.881 | 11 | 1 | 2:49.271 | 47.624 | 1:17.524 | 44.123 | 149.0 | 30:51.660 | |
| 12 | 1 | 2:42.622 | 45.908 | 1:15.193 | 41.521 | 155.0 | 34:01.503 | 12 | 1 | 2:49.292 | 47.483 | 1:18.921 | 42.888 | 148.9 | 33:40.952 | |
| 13 | 1 | 2:46.355 | 47.624 | 1:15.907 | 42.824 | 151.6 | 36:47.858 | 13 | 1 | 2:51.570 | 47.811 | 1:18.500 | 45.259 | 147.0 | 36:32.522 | |



NK GT&TC and TRIUMPH COMPETITION

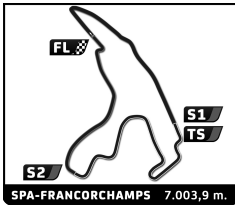
Spa Summer Classic

Race 1

Sector Analysis

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

| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|--|---|----------|----------|----------|----------|-------|-----------|---|---|----------|----------|----------|----------|-------|-----------|
| 77 1.Stephane RION ALFA ROMEO GTV 6 NK GTT | | | | | | | | 10 | 1 | 3:05.144 | 54.803 | 1:21.988 | 48.353 | 136.2 | 31:19.101 |
| 1 | 1 | 4:08.797 | 1:41.042 | 1:32.714 | 55.041 | 99.6 | 4:08.797 | 11 | 1 | 3:05.439 | 55.074 | 1:22.590 | 47.775 | 136.0 | 34:24.540 |
| 2 | 1 | 3:27.142 | 57.621 | 1:30.771 | 58.750 | 121.7 | 7:35.939 | 12 | 1 | 3:05.633 | 55.750 | 1:21.459 | 48.424 | 135.8 | 37:30.173 |
| 3 | 1 | 3:28.583 | 1:00.210 | 1:32.384 | 55.989 | 120.9 | 11:04.522 | 13 | 1 | 3:04.761 | 55.207 | 1:21.402 | 48.152 | 136.5 | 40:34.934 |
| 4 | 1 | 3:18.514 | 57.089 | 1:30.044 | 51.381 | 127.0 | 14:23.036 | 14 | 1 | 3:06.364 | 55.297 | 1:22.474 | 48.593 | 135.3 | 43:41.298 |
| 5 | 1 | 3:20.707 | 57.894 | 1:30.848 | 51.965 | 125.6 | 17:43.743 | | | | | | | | |
| 6 | 1 | 3:17.075 | 56.953 | 1:29.457 | 50.665 | 127.9 | 21:00.818 | | | | | | | | |
| 7 | 1 | 3:11.082 | 55.379 | 1:26.343 | 49.360 | 132.0 | 24:11.900 | | | | | | | | |
| 8 | 1 | 3:10.264 | 55.147 | 1:26.037 | 49.080 | 132.5 | 27:22.164 | | | | | | | | |
| 9 | 1 | 3:10.835 | 54.714 | 1:25.785 | 50.336 | 132.1 | 30:32.999 | | | | | | | | |
| 10 | 1 | 3:13.700 | 55.507 | 1:28.026 | 50.167 | 130.2 | 33:46.699 | | | | | | | | |
| 11 | 1 | 3:13.859 | 56.489 | 1:27.209 | 50.161 | 130.1 | 37:00.558 | | | | | | | | |
| 12 | 1 | 3:12.963 | 56.028 | 1:26.774 | 50.161 | 130.7 | 40:13.521 | | | | | | | | |
| 13 | 1 | 3:11.038 | 55.241 | 1:25.392 | 50.405 | 132.0 | 43:24.559 | | | | | | | | |
| 151 1.André KARDOL ALFA ROMEO 1750 GTam NK GTT | | | | | | | | 307 1.Robin ROZEMA MG A TR-HTG-1 2.Stefan ROZEMA | | | | | | | |
| 1 | 1 | 3:23.899 | 1:04.137 | 1:29.035 | 50.727 | 121.5 | 3:23.899 | 1 | 1 | 3:19.552 | 1:03.620 | 1:26.418 | 49.514 | 124.2 | 3:19.552 |
| 2 | 1 | 3:16.306 | 57.540 | 1:28.210 | 50.556 | 128.4 | 6:40.205 | 2 | 1 | 3:10.479 | 56.517 | 1:24.621 | 49.341 | 132.4 | 6:30.031 |
| 3 | 1 | 3:15.192 | 57.794 | 1:27.119 | 50.279 | 129.2 | 9:55.397 | 3 | 1 | 3:11.073 | 56.818 | 1:24.415 | 49.840 | 132.0 | 9:41.104 |
| 4 | 1 | 3:13.692 | 56.888 | 1:27.046 | 49.758 | 130.2 | 13:09.089 | 4 | 1 | 3:08.145 | 56.242 | 1:22.952 | 48.951 | 134.0 | 12:49.249 |
| | | | | | | | | 5 | 1 | 3:08.602 | 56.372 | 1:22.658 | 49.572 | 133.7 | 15:57.851 |
| | | | | | | | | 6 | 1 | 3:11.162 | 56.628 | 1:23.770 | 50.764 | 131.9 | 19:09.013 |
| | | | | | | | | 7 | 1 | 3:09.435 | 56.656 | 1:23.111 | 49.668 | 133.1 | 22:18.448 |
| | | | | | | | | 8 | 1 | 3:07.967 | 56.061 | 1:22.318 | 49.588 | 134.1 | 25:26.415 |
| | | | | | | | | 9 | 1 | 3:08.570 | 56.068 | 1:22.704 | 49.798 | 133.7 | 28:34.985 |
| | | | | | | | | 10 | 1 | 3:07.857 | 55.984 | 1:22.574 | 49.299 | 134.2 | 31:42.842 |
| | | | | | | | | 11 | 1 | 3:08.953 | 56.742 | 1:22.393 | 49.818 | 133.4 | 34:51.795 |
| | | | | | | | | 12 | 1 | 3:09.943 | 56.381 | 1:23.282 | 50.280 | 132.7 | 38:01.738 |
| | | | | | | | | 13 | 1 | 3:14.955 | 56.435 | 1:25.181 | 53.339 | 129.3 | 41:16.693 |
| | | | | | | | | 14 | 1 | 3:19.725 | 58.490 | 1:26.542 | 54.693 | 126.2 | 44:36.418 |
| 223 1.Floris FICK BMW 2002 NK GTT | | | | | | | | 308 1.Albert VAN DER WAL MG B TR-HTG-1 | | | | | | | |
| 1 | 1 | 3:16.085 | 1:01.786 | 1:25.246 | 49.053 | 126.3 | 3:16.085 | 1 | 1 | 3:17.736 | 1:01.375 | 1:26.069 | 50.292 | 125.3 | 3:17.736 |
| 2 | 1 | 3:06.231 | 53.527 | 1:24.966 | 47.738 | 135.4 | 6:22.316 | 2 | 1 | 3:10.486 | 56.684 | 1:24.415 | 49.387 | 132.4 | 6:28.222 |
| 3 | 1 | 3:03.098 | 53.419 | 1:21.958 | 47.721 | 137.7 | 9:25.414 | 3 | 1 | 3:12.113 | 56.759 | 1:25.268 | 50.086 | 131.2 | 9:40.335 |
| 4 | 1 | 3:01.798 | 52.740 | 1:21.952 | 47.106 | 138.7 | 12:27.212 | 4 | 1 | 3:08.283 | 56.457 | 1:22.859 | 48.967 | 133.9 | 12:48.618 |
| 5 | 1 | 3:01.973 | 52.435 | 1:21.246 | 48.292 | 138.6 | 15:29.185 | 5 | 1 | 3:09.987 | 57.112 | 1:23.083 | 49.792 | 132.7 | 15:58.605 |
| 6 | 1 | 3:01.568 | 52.467 | 1:21.746 | 47.355 | 138.9 | 18:30.753 | 6 | 1 | 3:09.426 | 56.239 | 1:23.895 | 49.292 | 133.1 | 19:08.031 |
| 7 | 1 | 3:01.887 | 52.729 | 1:21.596 | 47.562 | 138.6 | 21:32.640 | 7 | 1 | 3:07.948 | 56.060 | 1:22.387 | 49.501 | 134.2 | 22:15.979 |
| 8 | 1 | 3:02.190 | 52.632 | 1:21.910 | 47.648 | 138.4 | 24:34.830 | 8 | 1 | 3:08.329 | 56.609 | 1:22.372 | 49.348 | 133.9 | 25:24.308 |
| 9 | 1 | 3:01.829 | 53.109 | 1:21.569 | 47.151 | 138.7 | 27:36.659 | 9 | 1 | 3:08.655 | 56.328 | 1:23.356 | 48.971 | 133.7 | 28:32.963 |
| 10 | 1 | 3:02.409 | 53.187 | 1:22.220 | 47.002 | 138.2 | 30:39.068 | 10 | 1 | 3:08.629 | 57.420 | 1:22.207 | 49.002 | 133.7 | 31:41.592 |
| 11 | 1 | 3:01.907 | 53.855 | 1:21.305 | 46.747 | 138.6 | 33:40.975 | 11 | 1 | 3:10.051 | 58.167 | 1:22.601 | 49.283 | 132.7 | 34:51.643 |
| 12 | 1 | 2:59.750 | 52.294 | 1:20.577 | 46.879 | 140.3 | 36:40.725 | 12 | 1 | 3:07.814 | 56.402 | 1:22.104 | 49.308 | 134.3 | 37:59.457 |
| 13 | 1 | 3:02.366 | 52.881 | 1:21.890 | 47.595 | 138.3 | 39:43.091 | 13 | 1 | 3:07.936 | 55.949 | 1:22.433 | 49.554 | 134.2 | 41:07.393 |
| 14 | 1 | 3:01.474 | 53.559 | 1:20.847 | 47.068 | 138.9 | 42:44.565 | 14 | 1 | 3:08.516 | 56.389 | 1:22.362 | 49.765 | 133.8 | 44:15.909 |
| 303 1.Melle VAN DER WAL MG B TR-HTG-1 | | | | | | | | 311 1.Christian BOCK JAGUAR E Type TR-HTG-2 | | | | | | | |
| 1 | 1 | 3:16.055 | 1:00.134 | 1:25.758 | 50.163 | 126.4 | 3:16.055 | 1 | 1 | 3:08.442 | 54.462 | 1:26.256 | 47.724 | 131.5 | 3:08.442 |
| 2 | 1 | 3:09.148 | 56.185 | 1:24.293 | 48.670 | 133.3 | 6:25.203 | 2 | 1 | 3:05.295 | 51.106 | 1:26.466 | 47.723 | 136.1 | 6:13.737 |
| 3 | 1 | 3:07.697 | 55.705 | 1:23.165 | 48.827 | 134.3 | 9:32.900 | 3 | 1 | 3:05.819 | 51.129 | 1:27.111 | 47.579 | 135.7 | 9:19.556 |
| 4 | 1 | 3:06.317 | 55.628 | 1:22.176 | 48.513 | 135.3 | 12:39.217 | 4 | 1 | 3:05.802 | 50.857 | 1:27.073 | 47.872 | 135.7 | 12:25.358 |
| 5 | 1 | 3:09.523 | 56.136 | 1:24.527 | 48.860 | 133.0 | 15:48.740 | 5 | 1 | 3:05.357 | 51.113 | 1:25.979 | 48.265 | 136.0 | 15:30.715 |
| 6 | 1 | 3:07.879 | 54.980 | 1:24.674 | 48.225 | 134.2 | 18:56.619 | 6 | 1 | 3:03.700 | 52.079 | 1:25.334 | 46.287 | 137.3 | 18:34.415 |
| 7 | 1 | 3:06.482 | 54.259 | 1:23.647 | 48.576 | 135.2 | 22:03.101 | 7 | 1 | 3:03.184 | 50.629 | 1:25.441 | 47.114 | 137.6 | 21:37.599 |
| 8 | 1 | 3:05.718 | 55.099 | 1:22.480 | 48.139 | 135.8 | 25:08.819 | 8 | 1 | 3:02.485 | 50.917 | 1:24.973 | 46.595 | 138.2 | 24:40.084 |
| 9 | 1 | 3:05.138 | 54.848 | 1:22.322 | 47.968 | 136.2 | 28:13.957 | 9 | 1 | 3:02.226 | 50.022 | 1:25.009 | 47.195 | 138.4 | 27:42.310 |
| | | | | | | | | 10 | 1 | 3:03.070 | 50.743 | 1:24.936 | 47.391 | 137.7 | 30:45.380 |
| | | | | | | | | 11 | 1 | 3:04.331 | 51.054 | 1:25.938 | 47.339 | 136.8 | 33:49.711 |



NK GT&TC and TRIUMPH COMPETITION

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 | Kph | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|-----|---|----------|----------|----------|----------|-------|-----------|-----|---|-----------------|---------------|-----------------|----------|-------|-----------|
| 12 | 1 | 3:03.747 | 50.750 | 1:25.636 | 47.361 | 137.2 | 36:53.458 | 8 | 1 | 3:26.564 | 59.576 | 1:33.121 | 53.867 | 122.1 | 28:26.048 |
| 13 | 1 | 3:03.766 | 51.191 | 1:25.375 | 47.200 | 137.2 | 39:57.224 | 9 | 1 | 3:25.260 | 58.375 | 1:32.024 | 54.861 | 122.8 | 31:51.308 |
| 14 | 1 | 3:04.897 | 52.086 | 1:25.150 | 47.661 | 136.4 | 43:02.121 | 10 | 1 | 3:23.097 | 58.856 | 1:30.219 | 54.022 | 124.1 | 35:14.405 |

| 317 1.Jan BAKKER | | | | | | | | MG A TR-HTG-1 | | | | | | | |
|------------------|---|-------------------|---------------|-----------------|---------------|-------|-----------|---------------|--|--|--|--|--|--|--|
| 1 | 1 | 3:20.311 | 1:03.440 | 1:26.345 | 50.526 | 123.7 | 3:20.311 | | | | | | | | |
| 2 | 1 | 3:12.768 | 57.657 | 1:24.814 | 50.297 | 130.8 | 6:33.079 | | | | | | | | |
| 3 | 1 | 3:17.704 | 57.404 | 1:30.407 | 49.893 | 127.5 | 9:50.783 | | | | | | | | |
| 4 | 1 | 3:34.607 B | 57.435 | 1:25.618 | 1:11.554 | 117.5 | 13:25.390 | | | | | | | | |

| 320 1.Jean-Pierre FAZI | | | | | | | | TRIUMPH TR4 TR-HTG-2 | | | | | | | |
|------------------------|---|-----------------|---------------|-----------------|---------------|-------|-----------|----------------------|--|--|--|--|--|--|--|
| 1 | 1 | 3:50.805 | 1:14.030 | 1:38.467 | 58.308 | 107.3 | 3:50.805 | | | | | | | | |
| 2 | 1 | 3:45.482 | 1:02.744 | 1:43.104 | 59.634 | 111.8 | 7:36.287 | | | | | | | | |
| 3 | 1 | 3:37.502 | 1:02.212 | 1:36.662 | 58.628 | 115.9 | 11:13.789 | | | | | | | | |
| 4 | 1 | 3:35.165 | 1:00.908 | 1:37.638 | 56.619 | 117.2 | 14:48.954 | | | | | | | | |
| 5 | 1 | 3:34.111 | 1:00.429 | 1:36.789 | 56.893 | 117.8 | 18:23.065 | | | | | | | | |
| 6 | 1 | 3:30.640 | 59.364 | 1:35.546 | 55.730 | 119.7 | 21:53.705 | | | | | | | | |
| 7 | 1 | 3:33.959 | 1:01.544 | 1:36.581 | 55.834 | 117.8 | 25:27.664 | | | | | | | | |
| 8 | 1 | 3:25.905 | 59.120 | 1:33.081 | 53.704 | 122.5 | 28:53.569 | | | | | | | | |
| 9 | 1 | 3:24.108 | 59.515 | 1:31.608 | 52.985 | 123.5 | 32:17.677 | | | | | | | | |
| 10 | 1 | 3:23.750 | 59.245 | 1:30.903 | 53.602 | 123.8 | 35:41.427 | | | | | | | | |
| 11 | 1 | 3:27.022 | 59.288 | 1:31.353 | 56.381 | 121.8 | 39:08.449 | | | | | | | | |
| 12 | 1 | 3:23.181 | 58.649 | 1:31.430 | 53.102 | 124.1 | 42:31.630 | | | | | | | | |

| 323 1.Guenter STEPHAN | | | | | | | | MG B TR-HTG-1 | | | | | | | |
|-----------------------|---|-----------------|---------------|-----------------|---------------|-------|-----------|---------------|--|--|--|--|--|--|--|
| 1 | 1 | 3:19.054 | 1:02.738 | 1:26.729 | 49.587 | 124.5 | 3:19.054 | | | | | | | | |
| 2 | 1 | 3:10.581 | 56.215 | 1:25.202 | 49.164 | 132.3 | 6:29.635 | | | | | | | | |
| 3 | 1 | 3:08.202 | 55.503 | 1:24.496 | 48.203 | 134.0 | 9:37.837 | | | | | | | | |
| 4 | 1 | 3:07.847 | 54.623 | 1:24.598 | 48.626 | 134.2 | 12:45.684 | | | | | | | | |
| 5 | 1 | 3:08.159 | 55.735 | 1:23.702 | 48.722 | 134.0 | 15:53.843 | | | | | | | | |
| 6 | 1 | 3:08.621 | 55.310 | 1:25.225 | 48.086 | 133.7 | 19:02.464 | | | | | | | | |
| 7 | 1 | 3:07.307 | 55.068 | 1:23.693 | 48.546 | 134.6 | 22:09.771 | | | | | | | | |
| 8 | 1 | 3:07.272 | 55.214 | 1:23.793 | 48.265 | 134.6 | 25:17.043 | | | | | | | | |
| 9 | 1 | 3:06.686 | 55.449 | 1:22.256 | 48.981 | 135.1 | 28:23.729 | | | | | | | | |
| 10 | 1 | 3:06.142 | 55.274 | 1:22.549 | 48.319 | 135.5 | 31:29.871 | | | | | | | | |
| 11 | 1 | 3:06.550 | 55.949 | 1:22.540 | 48.061 | 135.2 | 34:36.421 | | | | | | | | |
| 12 | 1 | 3:06.201 | 55.084 | 1:23.018 | 48.099 | 135.4 | 37:42.622 | | | | | | | | |
| 13 | 1 | 3:07.294 | 56.254 | 1:22.322 | 48.718 | 134.6 | 40:49.916 | | | | | | | | |
| 14 | 1 | 3:12.410 | 56.174 | 1:25.219 | 51.017 | 131.0 | 44:02.326 | | | | | | | | |

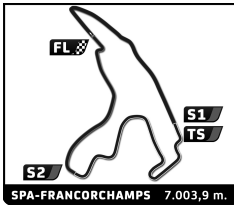
| 324 1.Harald RASCHKE | | | | | | | | TRIUMPH TR8 TR-HTG-1 | | | | | | | |
|----------------------|---|----------|----------|----------|--------|-------|-----------|----------------------|--|--|--|--|--|--|--|
| 1 | 1 | 3:55.490 | 1:19.571 | 1:38.543 | 57.376 | 105.2 | 3:55.490 | | | | | | | | |
| 2 | 1 | 3:38.041 | 1:01.021 | 1:39.499 | 57.521 | 115.6 | 7:33.531 | | | | | | | | |
| 3 | 1 | 3:33.093 | 59.316 | 1:36.260 | 57.517 | 118.3 | 11:06.624 | | | | | | | | |
| 4 | 1 | 3:28.615 | 59.416 | 1:34.341 | 54.858 | 120.9 | 14:35.239 | | | | | | | | |
| 5 | 1 | 3:30.939 | 58.828 | 1:37.166 | 54.945 | 119.5 | 18:06.178 | | | | | | | | |
| 6 | 1 | 3:26.830 | 58.644 | 1:33.567 | 54.619 | 121.9 | 21:33.008 | | | | | | | | |
| 7 | 1 | 3:26.476 | 1:00.332 | 1:32.234 | 53.910 | 122.1 | 24:59.484 | | | | | | | | |

| 329 1.Raymond KLOMPSTRA | | | | | | | | TVR Vixen S4 TR-HTG-1 | | | | | | | |
|-------------------------|---|-----------------|---------------|-----------------|---------------|-------|-----------|-----------------------|--|--|--|--|--|--|--|
| 8 | 1 | 3:26.564 | 59.576 | 1:33.121 | 53.867 | 122.1 | 28:26.048 | | | | | | | | |
| 9 | 1 | 3:25.260 | 58.375 | 1:32.024 | 54.861 | 122.8 | 31:51.308 | | | | | | | | |
| 10 | 1 | 3:23.097 | 58.856 | 1:30.219 | 54.022 | 124.1 | 35:14.405 | | | | | | | | |
| 11 | 1 | 3:34.978 | 59.590 | 1:34.330 | 1:01.058 | 117.3 | 38:49.383 | | | | | | | | |
| 12 | 1 | 3:30.237 | 1:01.345 | 1:33.421 | 55.471 | 119.9 | 42:19.620 | | | | | | | | |
| 13 | 1 | 3:24.408 | 59.254 | 1:31.569 | 53.585 | 123.4 | 45:44.028 | | | | | | | | |

| 329 1.Raymond KLOMPSTRA | | | | | | | | TVR Vixen S4 TR-HTG-1 | | | | | | | |
|-------------------------|---|-----------------|---------------|-----------------|---------------|-------|-----------|-----------------------|--|--|--|--|--|--|--|
| 1 | 1 | 3:26.222 | 1:05.726 | 1:28.823 | 51.673 | 120.1 | 3:26.222 | | | | | | | | |
| 2 | 1 | 3:17.975 | 59.227 | 1:28.335 | 50.413 | 127.4 | 6:44.197 | | | | | | | | |
| 3 | 1 | 3:14.661 | 56.815 | 1:26.935 | 50.911 | 129.5 | 9:58.858 | | | | | | | | |
| 4 | 1 | 3:11.320 | 56.315 | 1:25.367 | 49.638 | 131.8 | 13:10.178 | | | | | | | | |
| 5 | 1 | 3:12.299 | 56.572 | 1:25.690 | 50.037 | 131.1 | 16:22.477 | | | | | | | | |
| 6 | 1 | 3:13.090 | 56.788 | 1:25.907 | 50.395 | 130.6 | 19:35.567 | | | | | | | | |
| 7 | 1 | 3:14.194 | 56.927 | 1:25.776 | 51.491 | 129.8 | 22:49.761 | | | | | | | | |
| 8 | 1 | 3:13.437 | 57.079 | 1:26.071 | 50.287 | 130.3 | 26:03.198 | | | | | | | | |
| 9 | 1 | 3:15.400 | 57.181 | 1:27.126 | 51.093 | 129.0 | 29:18.598 | | | | | | | | |
| 10 | 1 | 3:15.213 | 57.018 | 1:27.827 | 50.368 | 129.2 | 32:33.811 | | | | | | | | |
| 11 | 1 | 3:17.120 | 58.078 | 1:27.549 | 51.493 | 127.9 | 35:50.931 | | | | | | | | |
| 12 | 1 | 3:15.633 | 59.042 | 1:26.180 | 50.411 | 128.9 | 39:06.564 | | | | | | | | |
| 13 | 1 | 3:15.835 | 57.359 | 1:27.929 | 50.547 | 128.8 | 42:22.399 | | | | | | | | |
| 14 | 1 | 3:15.623 | 58.042 | 1:26.992 | 50.589 | 128.9 | 45:38.022 | | | | | | | | |

| 333 1.Kornelis ROZEMA | | | | | | | | MG A TR-HTG-1 | | | | | | | |
|-----------------------|---|-------------------|---------------|-----------------|---------------|-------|-----------|---------------|--|--|--|--|--|--|--|
| 1 | 1 | 3:16.986 | 1:01.311 | 1:25.580 | 50.095 | 125.8 | 3:16.986 | | | | | | | | |
| 2 | 1 | 3:09.408 | 56.215 | 1:24.230 | 48.963 | 133.1 | 6:26.394 | | | | | | | | |
| 3 | 1 | 3:07.380 | 56.057 | 1:22.630 | 48.693 | 134.6 | 9:33.774 | | | | | | | | |
| 4 | 1 | 3:05.193 | 54.897 | 1:21.326 | 48.970 | 136.2 | 12:38.967 | | | | | | | | |
| 5 | 1 | 3:04.192 | 54.465 | 1:21.431 | 48.296 | 136.9 | 15:43.159 | | | | | | | | |
| 6 | 1 | 3:07.178 | 55.122 | 1:23.487 | 48.569 | 134.7 | 18:50.337 | | | | | | | | |
| 7 | 1 | 3:06.089 | 55.414 | 1:22.555 | 48.120 | 135.5 | 21:56.426 | | | | | | | | |
| 8 | 1 | 3:05.807 | 55.954 | 1:21.843 | 48.010 | 135.7 | 25:02.233 | | | | | | | | |
| 9 | 1 | 3:06.237 | 56.357 | 1:21.748 | 48.132 | 135.4 | 28:08.470 | | | | | | | | |
| 10 | 1 | 3:05.842 | 55.186 | 1:21.292 | 49.364 | 135.7 | 31:14.312 | | | | | | | | |
| 11 | 1 | 3:06.833 | 55.084 | 1:20.993 | 50.756 | 135.0 | 34:21.145 | | | | | | | | |
| 12 | 1 | 3:22.831 B | 55.559 | 1:22.309 | 1:04.963 | 124.3 | 37:43.976 | | | | | | | | |

| 334 1.Florian LÜBBERT | | | | | | | | TRIUMPH TR 4 TR-HTG-2 | | | | | | | |
|-----------------------|---|-----------------|---------------|-----------------|---------------|-------|-----------|-----------------------|--|--|--|--|--|--|--|
| 1 | 1 | 3:18.029 | 1:01.599 | 1:27.085 | 49.345 | 125.1 | 3:18.029 | | | | | | | | |
| 2 | 1 | 3:10.951 | 55.892 | 1:26.186 | 48.873 | 132.0 | 6:28.980 | | | | | | | | |
| 3 | 1 | 3:08.290 | 55.356 | 1:24.785 | 48.149 | 133.9 | 9:37.270 | | | | | | | | |
| 4 | 1 | 3:07.706 | 54.586 | 1:24.769 | 48.351 | 134.3 | 12:44.976 | | | | | | | | |
| 5 | 1 | 3:08.118 | 54.588 | 1:25.172 | 48.358 | 134.0 | 15:53.094 | | | | | | | | |
| 6 | 1 | 3:08.915 | 54.700 | 1:26.175 | 48.040 | 133.5 | 19:02.009 | | | | | | | | |
| 7 | 1 | 3:07.031 | 54.568 | 1:24.465 | 47.998 | 134.8 | 22:09.040 | | | | | | | | |
| 8 | 1 | 3:10.581 | 54.599 | 1:25.256 | 50.726 | 132.3 | 25:19.621 | | | | | | | | |
| 9 | 1 | 3:06.798 | 54.681 | 1:24.087 | 48.030 | 135.0 | 28:26.419 | | | | | | | | |
| 10 | 1 | 3:07.667 | 55.148 | 1:24.639 | 47.880 | 134.4 | 31:34.086 | | | | | | | | |
| 11 | 1 | 3:07.204 | 54.866 | 1:24.172 | 48.166 | 134.7 | 34:41.290 | | | | | | | | |
| 12 | 1 | 3:13.839 | 55.763 | 1:27.098 | 50.978 | 130.1 | 37:55.129 | | | | | | | | |



NK GT&TC and TRIUMPH COMPETITION

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 | Kph | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|-----|---|----------|----------|----------|----------|-------|-----------|-----|---|----------|----------|----------|----------|-------|-----------|
| 13 | 1 | 3:09.481 | 55.427 | 1:25.344 | 48.710 | 133.1 | 41:04.610 | 9 | 1 | 3:40.855 | 1:03.725 | 1:39.074 | 58.056 | 114.2 | 33:57.750 |
| 14 | 1 | 3:09.659 | 56.230 | 1:24.918 | 48.511 | 132.9 | 44:14.269 | 10 | 1 | 3:41.692 | 1:04.463 | 1:38.549 | 58.680 | 113.7 | 37:39.442 |

| 343 1.Lenneke OOSTINGH | | | | | | | | MG B TR-HTG-1 | | | | | | | |
|------------------------|---|----------|----------|----------|--------|-------|-----------|---------------|--|--|--|--|--|--|--|
| 1 | 1 | 3:28.640 | 1:07.096 | 1:29.006 | 52.538 | 118.7 | 3:28.640 | | | | | | | | |
| 2 | 1 | 3:16.486 | 58.377 | 1:27.288 | 50.821 | 128.3 | 6:45.126 | | | | | | | | |
| 3 | 1 | 3:17.400 | 58.007 | 1:28.029 | 51.364 | 127.7 | 10:02.526 | | | | | | | | |
| 4 | 1 | 3:15.659 | 58.224 | 1:25.875 | 51.560 | 128.9 | 13:18.185 | | | | | | | | |
| 5 | 1 | 3:20.563 | 59.750 | 1:29.311 | 51.502 | 125.7 | 16:38.748 | | | | | | | | |
| 6 | 1 | 3:15.504 | 58.368 | 1:26.066 | 51.070 | 129.0 | 19:54.252 | | | | | | | | |
| 7 | 1 | 3:13.114 | 57.920 | 1:24.921 | 50.273 | 130.6 | 23:07.366 | | | | | | | | |
| 8 | 1 | 3:12.891 | 57.123 | 1:25.302 | 50.466 | 130.7 | 26:20.257 | | | | | | | | |
| 9 | 1 | 3:17.858 | 59.615 | 1:26.451 | 51.792 | 127.4 | 29:38.115 | | | | | | | | |
| 10 | 1 | 3:17.053 | 59.574 | 1:26.727 | 50.752 | 128.0 | 32:55.168 | | | | | | | | |
| 11 | 1 | 3:15.562 | 57.935 | 1:27.159 | 50.468 | 128.9 | 36:10.730 | | | | | | | | |
| 12 | 1 | 3:15.230 | 58.495 | 1:25.783 | 50.952 | 129.2 | 39:25.960 | | | | | | | | |
| 13 | 1 | 3:24.397 | 58.710 | 1:33.666 | 52.021 | 123.4 | 42:50.357 | | | | | | | | |

| 344 1.Frank JURA | | | | | | | | TRIUMPH TR4 TR-HTG-2 | | | | | | | |
|------------------|---|----------|----------|----------|----------|-------|-----------|----------------------|--|--|--|--|--|--|--|
| 1 | 1 | 4:11.398 | 1:25.601 | 1:43.588 | 1:02.209 | 98.5 | 4:11.398 | | | | | | | | |
| 2 | 1 | 3:46.613 | 1:07.255 | 1:40.781 | 58.577 | 111.3 | 7:58.011 | | | | | | | | |
| 3 | 1 | 3:46.272 | 1:05.590 | 1:40.370 | 1:00.312 | 111.4 | 11:44.283 | | | | | | | | |
| 4 | 1 | 3:48.220 | 1:04.356 | 1:43.237 | 1:00.627 | 110.5 | 15:32.503 | | | | | | | | |
| 5 | 1 | 3:43.370 | 1:03.660 | 1:42.162 | 57.548 | 112.9 | 19:15.873 | | | | | | | | |
| 6 | 1 | 3:41.355 | 1:03.676 | 1:40.415 | 57.264 | 113.9 | 22:57.228 | | | | | | | | |
| 7 | 1 | 3:42.416 | 1:03.920 | 1:39.539 | 58.957 | 113.4 | 26:39.644 | | | | | | | | |
| 8 | 1 | 3:38.328 | 1:03.172 | 1:40.003 | 55.153 | 115.5 | 30:17.972 | | | | | | | | |
| 9 | 1 | 3:41.286 | 1:02.885 | 1:40.350 | 58.051 | 113.9 | 33:59.258 | | | | | | | | |
| 10 | 1 | 3:41.278 | 1:03.886 | 1:40.261 | 57.131 | 113.9 | 37:40.536 | | | | | | | | |
| 11 | 1 | 3:41.359 | 1:04.915 | 1:37.990 | 58.454 | 113.9 | 41:21.895 | | | | | | | | |
| 12 | 1 | 3:37.824 | 1:05.804 | 1:35.319 | 56.701 | 115.8 | 44:59.719 | | | | | | | | |

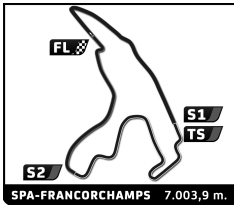
| 354 1.Roland BLUM | | | | | | | | MG B TR-HTG-1 | | | | | | | |
|-------------------|---|-----------|----------|----------|----------|-------|-----------|---------------|--|--|--|--|--|--|--|
| 1 | 1 | 3:14.403 | 59.259 | 1:26.313 | 48.831 | 127.4 | 3:14.403 | | | | | | | | |
| 2 | 1 | 3:12.109 | 54.846 | 1:26.958 | 50.305 | 131.2 | 6:26.512 | | | | | | | | |
| 3 | 1 | 5:13.656 | 1:19.459 | 2:10.857 | 1:43.340 | 80.4 | 11:40.168 | | | | | | | | |
| 4 | 1 | 11:56.529 | 9:29.713 | 1:33.200 | 53.616 | 35.2 | 23:36.697 | | | | | | | | |
| 5 | 1 | 3:40.246 | 1:01.083 | 1:29.563 | 1:09.600 | 114.5 | 27:16.943 | | | | | | | | |

| 355 1.David VOGEL | | | | | | | | MG B TR-HTG-1 | | | | | | | |
|--------------------|---|----------|----------|----------|----------|-------|-----------|---------------|--|--|--|--|--|--|--|
| 2.Christoph BRAUNE | | | | | | | | | | | | | | | |
| 1 | 1 | 4:10.652 | 1:24.456 | 1:43.755 | 1:02.441 | 98.8 | 4:10.652 | | | | | | | | |
| 2 | 1 | 3:47.067 | 1:05.144 | 1:40.827 | 1:01.096 | 111.0 | 7:57.719 | | | | | | | | |
| 3 | 1 | 3:45.573 | 1:04.737 | 1:40.768 | 1:00.068 | 111.8 | 11:43.292 | | | | | | | | |
| 4 | 1 | 3:46.572 | 1:04.562 | 1:42.534 | 59.476 | 111.3 | 15:29.864 | | | | | | | | |
| 5 | 1 | 3:45.065 | 1:03.216 | 1:43.405 | 58.444 | 112.0 | 19:14.929 | | | | | | | | |
| 6 | 1 | 3:42.034 | 1:03.745 | 1:39.231 | 59.058 | 113.6 | 22:56.963 | | | | | | | | |
| 7 | 1 | 3:42.103 | 1:03.024 | 1:39.376 | 59.703 | 113.5 | 26:39.066 | | | | | | | | |
| 8 | 1 | 3:37.829 | 1:02.924 | 1:37.881 | 57.024 | 115.8 | 30:16.895 | | | | | | | | |

| 357 1.Detlef WALTER | | | | | | | | WARWICK GT 350 TR-HTG-1 | | | | | | | |
|---------------------|---|----------|--------|----------|--------|-------|-----------|-------------------------|--|--|--|--|--|--|--|
| 1 | 1 | 3:13.019 | 57.743 | 1:25.881 | 49.395 | 128.4 | 3:13.019 | | | | | | | | |
| 2 | 1 | 3:08.647 | 53.667 | 1:25.849 | 49.131 | 133.7 | 6:21.666 | | | | | | | | |
| 3 | 1 | 3:07.780 | 53.058 | 1:25.894 | 48.828 | 134.3 | 9:29.446 | | | | | | | | |
| 4 | 1 | 3:04.747 | 52.385 | 1:24.435 | 47.927 | 136.5 | 12:34.193 | | | | | | | | |
| 5 | 1 | 3:04.304 | 52.236 | 1:24.646 | 47.422 | 136.8 | 15:38.497 | | | | | | | | |
| 6 | 1 | 3:09.542 | 55.246 | 1:26.497 | 47.799 | 133.0 | 18:48.039 | | | | | | | | |
| 7 | 1 | 3:04.383 | 52.095 | 1:24.192 | 48.096 | 136.7 | 21:52.422 | | | | | | | | |
| 8 | 1 | 3:06.871 | 54.364 | 1:24.396 | 48.111 | 134.9 | 24:59.293 | | | | | | | | |
| 9 | 1 | 3:05.381 | 52.761 | 1:24.148 | 48.472 | 136.0 | 28:04.674 | | | | | | | | |
| 10 | 1 | 3:05.180 | 52.612 | 1:24.279 | 48.289 | 136.2 | 31:09.854 | | | | | | | | |
| 11 | 1 | 3:06.674 | 52.855 | 1:25.766 | 48.053 | 135.1 | 34:16.528 | | | | | | | | |
| 12 | 1 | 3:04.881 | 52.621 | 1:24.769 | 47.491 | 136.4 | 37:21.409 | | | | | | | | |
| 13 | 1 | 3:05.962 | 52.598 | 1:24.967 | 48.397 | 135.6 | 40:27.371 | | | | | | | | |
| 14 | 1 | 3:06.325 | 53.675 | 1:24.256 | 48.394 | 135.3 | 43:33.696 | | | | | | | | |

| 359 1.Clemens WIEN | | | | | | | | TVR 3000M TR-HTG-1 | | | | | | | |
|--------------------|---|----------|----------|----------|--------|-------|-----------|--------------------|--|--|--|--|--|--|--|
| 2.Peter SCHEURER | | | | | | | | | | | | | | | |
| 1 | 1 | 3:46.637 | 1:17.054 | 1:36.078 | 53.505 | 109.3 | 3:46.637 | | | | | | | | |
| 2 | 1 | 3:24.261 | 58.280 | 1:33.739 | 52.242 | 123.4 | 7:10.898 | | | | | | | | |
| 3 | 1 | 3:24.439 | 59.907 | 1:31.201 | 53.331 | 123.3 | 10:35.337 | | | | | | | | |
| 4 | 1 | 3:22.667 | 57.958 | 1:31.853 | 52.856 | 124.4 | 13:58.004 | | | | | | | | |
| 5 | 1 | 3:22.260 | 59.572 | 1:30.739 | 51.949 | 124.7 | 17:20.264 | | | | | | | | |
| 6 | 1 | 3:22.118 | 57.855 | 1:32.379 | 51.884 | 124.7 | 20:42.382 | | | | | | | | |
| 7 | 1 | 3:17.890 | 57.621 | 1:29.214 | 51.055 | 127.4 | 24:00.272 | | | | | | | | |
| 8 | 1 | 3:18.779 | 58.810 | 1:28.548 | 51.421 | 126.8 | 27:19.051 | | | | | | | | |
| 9 | 1 | 3:18.264 | 57.932 | 1:29.266 | 51.066 | 127.2 | 30:37.315 | | | | | | | | |
| 10 | 1 | 3:18.510 | 56.469 | 1:29.901 | 52.140 | 127.0 | 33:55.825 | | | | | | | | |
| 11 | 1 | 3:14.716 | 57.489 | 1:26.485 | 50.742 | 129.5 | 37:10.541 | | | | | | | | |
| 12 | 1 | 3:16.119 | 56.305 | 1:27.928 | 51.886 | 128.6 | 40:26.660 | | | | | | | | |
| 13 | 1 | 3:15.073 | 56.812 | 1:27.108 | 51.153 | 129.3 | 43:41.733 | | | | | | | | |

| 364 1.René GRÜTER | | | | | | | | MG B TR-HTG-1 | | | | | | | |
|-------------------|---|----------|--------|----------|--------|-------|-----------|---------------|--|--|--|--|--|--|--|
| 1 | 1 | 3:09.684 | 55.780 | 1:25.342 | 48.562 | 130.6 | 3:09.684 | | | | | | | | |
| 2 | 1 | 3:07.532 | 54.503 | 1:24.852 | 48.177 | 134.5 | 6:17.216 | | | | | | | | |
| 3 | 1 | 3:05.033 | 53.690 | 1:23.392 | 47.951 | 136.3 | 9:22.249 | | | | | | | | |
| 4 | 1 | 3:06.936 | 55.060 | 1:23.986 | 47.890 | 134.9 | 12:29.185 | | | | | | | | |
| 5 | 1 | 3:03.642 | 53.689 | 1:21.894 | 48.059 | 137.3 | 15:32.827 | | | | | | | | |
| 6 | 1 | 3:04.122 | 53.872 | 1:22.538 | 47.712 | 136.9 | 18:36.949 | | | | | | | | |
| 7 | 1 | 3:04.911 | 53.309 | 1:23.509 | 48.093 | 136.4 | 21:41.860 | | | | | | | | |
| 8 | 1 | 3:04.313 | 53.810 | 1:22.770 | 47.733 | 136.8 | 24:46.173 | | | | | | | | |
| 9 | 1 | 3:04.957 | 54.736 | 1:23.064 | 47.157 | 136.3 | 27:51.130 | | | | | | | | |
| 10 | 1 | 3:04.624 | 53.449 | 1:22.543 | 48.632 | 136.6 | 30:55.754 | | | | | | | | |
| 11 | 1 | 3:03.819 | 53.083 | 1:22.343 | 48.393 | 137.2 | 33:59.573 | | | | | | | | |
| 12 | 1 | 3:04.692 | 54.205 | 1:22.379 | 48.108 | 136.5 | 37:04.265 | | | | | | | | |
| 13 | 1 | 3:06.020 | 54.204 | 1:23.102 | 48.714 | 135.5 | 40:10.285 | | | | | | | | |



NK GT&TC and TRIUMPH COMPETITION

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 | Kph | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | Kph | Elapsed |
|---|---|----------|----------|----------|----------|-------|-----------|---|---|----------|----------|----------|----------|-------|----------|
| 14 | 1 | 3:06.439 | 54.284 | 1:23.316 | 48.839 | 135.2 | 43:16.724 | 1 | 1 | 3:15.052 | 57.418 | 1:27.830 | 49.804 | 127.0 | 3:15.052 |
| 370 1.Ralf STADACH TRIUMPH TR6 TR-HTG-1 | | | | | | | | 2 1 3:08.713 53.419 1:27.195 48.099 133.6 6:23.765 | | | | | | | |
| 1 1 3:51.733 1:14.468 1:40.692 56.573 106.9 3:51.733 | | | | | | | | 3 1 3:06.048 52.355 1:25.192 48.501 135.5 9:29.813 | | | | | | | |
| 2 1 3:42.757 1:01.895 1:42.019 58.843 113.2 7:34.490 | | | | | | | | 4 1 3:05.683 52.728 1:25.556 47.399 135.8 12:35.496 | | | | | | | |
| 3 1 3:39.610 1:02.476 1:37.583 59.551 114.8 11:14.100 | | | | | | | | 5 1 3:03.563 51.633 1:25.101 46.829 137.4 15:39.059 | | | | | | | |
| 4 1 3:33.491 1:00.744 1:36.855 55.892 118.1 14:47.591 | | | | | | | | 6 1 3:05.023 52.899 1:24.874 47.250 136.3 18:44.082 | | | | | | | |
| 5 1 3:33.521 1:01.114 1:36.891 55.516 118.1 18:21.112 | | | | | | | | 7 1 3:01.880 51.278 1:23.799 46.803 138.6 21:45.962 | | | | | | | |
| 6 1 3:30.244 1:00.098 1:36.189 53.957 119.9 21:51.356 | | | | | | | | 8 1 3:02.250 51.090 1:23.339 47.821 138.3 24:48.212 | | | | | | | |
| 7 1 3:29.822 59.936 1:35.821 54.065 120.2 25:21.178 | | | | | | | | 9 1 3:01.961 51.661 1:23.687 46.613 138.6 27:50.173 | | | | | | | |
| 8 1 3:26.788 58.625 1:34.746 53.417 121.9 28:47.966 | | | | | | | | 10 1 3:04.702 52.273 1:24.322 48.107 136.5 30:54.875 | | | | | | | |
| 9 1 3:26.349 59.047 1:33.884 53.418 122.2 32:14.315 | | | | | | | | 11 1 3:03.958 51.761 1:24.134 48.063 137.1 33:58.833 | | | | | | | |
| 10 1 3:25.700 58.709 1:33.912 53.079 122.6 35:40.015 | | | | | | | | 12 1 3:04.064 52.158 1:24.612 47.294 137.0 37:02.897 | | | | | | | |
| 11 1 3:25.157 58.665 1:32.698 53.794 122.9 39:05.172 | | | | | | | | 13 1 3:06.499 53.403 1:24.963 48.133 135.2 40:09.396 | | | | | | | |
| 12 1 3:25.692 58.600 1:34.129 52.963 122.6 42:30.864 | | | | | | | | 14 1 3:08.038 52.970 1:26.297 48.771 134.1 43:17.434 | | | | | | | |
| 374 1.Christian MARX TRIUMPH TR4 TR-HTG-1 | | | | | | | | | | | | | | | |
| 1 1 3:35.321 1:19.375 1:25.990 49.956 115.1 3:35.321 | | | | | | | | | | | | | | | |
| 2 1 3:10.884 56.525 1:25.593 48.766 132.1 6:46.205 | | | | | | | | | | | | | | | |
| 3 1 3:11.243 56.499 1:25.529 49.215 131.8 9:57.448 | | | | | | | | | | | | | | | |
| 4 1 3:09.998 55.397 1:24.774 49.827 132.7 13:07.446 | | | | | | | | | | | | | | | |
| 5 1 3:09.275 56.153 1:24.176 48.946 133.2 16:16.721 | | | | | | | | | | | | | | | |
| 6 1 3:09.687 56.804 1:24.037 48.846 132.9 19:26.408 | | | | | | | | | | | | | | | |
| 7 1 3:08.666 55.001 1:25.216 48.449 133.6 22:35.074 | | | | | | | | | | | | | | | |
| 8 1 3:09.025 55.747 1:24.264 49.014 133.4 25:44.099 | | | | | | | | | | | | | | | |
| 9 1 3:11.513 56.982 1:24.450 50.081 131.7 28:55.612 | | | | | | | | | | | | | | | |
| 10 1 3:09.733 56.147 1:24.719 48.867 132.9 32:05.345 | | | | | | | | | | | | | | | |
| 11 1 3:07.937 55.543 1:23.953 48.441 134.2 35:13.282 | | | | | | | | | | | | | | | |
| 12 1 3:07.904 55.653 1:23.357 48.894 134.2 38:21.186 | | | | | | | | | | | | | | | |
| 13 1 3:07.681 55.643 1:23.692 48.346 134.3 41:28.867 | | | | | | | | | | | | | | | |
| 14 1 3:09.642 56.633 1:23.338 49.671 133.0 44:38.509 | | | | | | | | | | | | | | | |
| 375 1.Richard KING MG B GT TR-HTG-1 | | | | | | | | | | | | | | | |
| 1 1 3:35.004 1:10.488 1:30.635 53.881 115.2 3:35.004 | | | | | | | | | | | | | | | |
| 2 1 3:21.863 1:00.066 1:29.223 52.574 124.9 6:56.867 | | | | | | | | | | | | | | | |
| 3 1 3:20.469 58.763 1:29.621 52.085 125.8 10:17.336 | | | | | | | | | | | | | | | |
| 4 1 3:19.669 58.739 1:28.581 52.349 126.3 13:37.005 | | | | | | | | | | | | | | | |
| 5 1 3:19.771 58.339 1:29.173 52.259 126.2 16:56.776 | | | | | | | | | | | | | | | |
| 6 1 3:19.356 58.388 1:28.347 52.621 126.5 20:16.132 | | | | | | | | | | | | | | | |
| 7 1 3:20.021 59.791 1:28.402 51.828 126.1 23:36.153 | | | | | | | | | | | | | | | |
| 8 1 3:17.384 58.137 1:27.608 51.639 127.7 26:53.537 | | | | | | | | | | | | | | | |
| 9 1 3:19.868 58.475 1:28.999 52.394 126.2 30:13.405 | | | | | | | | | | | | | | | |
| 10 1 3:18.558 58.573 1:28.089 51.896 127.0 33:31.963 | | | | | | | | | | | | | | | |
| 11 1 3:21.891 59.018 1:30.137 52.736 124.9 36:53.854 | | | | | | | | | | | | | | | |
| 12 1 3:19.739 59.118 1:27.893 52.728 126.2 40:13.593 | | | | | | | | | | | | | | | |
| 13 1 3:24.074 59.223 1:30.948 53.903 123.6 43:37.667 | | | | | | | | | | | | | | | |
| 377 1.Marcel KUTAK LOTUS Elan 26 TR-HTG-2 | | | | | | | | | | | | | | | |