

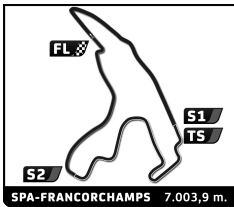
3-ACNN SERIES 1

SUPER SPA

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	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
21.Martijn HARTJES							DNRT V8 DTC-GT	111.Arjen DAMMINGA 2.Erik WIERINGA							BMW E90 330i cup 330i																
1	1	2:41.117	47.398	1:13.278	40.441	153.8	2:41.117	1	1	3:11.606			47.101	129.3	3:11.606	1	1	3:28.721	1:11.786	1:25.925	51.010	118.7	3:28.721	1	1	3:08.707	1:03.407	1:19.549	45.751	131.3	3:08.707
2	1	2:36.416	43.934	1:12.385	40.097	161.2	5:17.533	2	1	3:03.682	54.705	1:21.388	47.589	137.3	6:15.288	2	1	3:14.269	57.257	1:26.598	50.414	129.8	6:42.990	2	1	2:56.692	51.462	1:18.933	46.297	142.7	6:05.399
3	1	2:35.083	44.049	1:11.225	39.809	162.6	7:52.616	3	1	3:03.751	54.162	1:22.279	47.310	137.2	9:19.039	3	1	3:11.717	56.509	1:25.637	49.571	131.5	9:54.707	3	1	2:56.812	51.136	1:19.285	46.391	142.6	9:02.211
4	1	2:34.917	43.179	1:10.913	40.825	162.8	10:27.533	4	1	3:03.043			47.575	137.7	12:22.082	4	1	3:12.212	56.766	1:25.558	49.888	131.2	13:06.919	4	1	2:57.021	51.064	1:18.961	46.996	142.4	11:59.232
5	1	2:34.222	43.570	1:10.873	39.779	163.5	13:01.755	5	1	3:01.704	53.228	1:21.019	47.457	138.8	15:23.786	5	1	3:08.068	55.559	1:23.818	48.691	134.1	16:14.987	5	1	2:57.243	51.182	1:20.058	46.003	142.3	14:56.475
6	1	2:33.176	43.050	1:10.729	39.397	164.6	15:34.931	6	1	3:00.668			46.812	139.6	24:33.123	6	1	3:09.981	56.437	1:24.995	48.549	132.7	19:24.968	6	1	2:56.253	51.421	1:18.791	46.041	143.1	17:52.728
7	1	2:34.941	44.239	1:11.430	39.272	162.7	18:09.872	7	1	2:59.666			46.873	140.3	27:32.789	7	1	3:08.050	55.887	1:23.432	48.731	134.1	22:33.018	7	1	2:58.720	51.666	1:19.720	47.334	141.1	20:51.448
8	1	2:35.078	43.158	1:11.011	40.909	162.6	20:44.950	8	1	3:00.041			47.361	140.0	51:07.671	8	1	2:56.321	51.073	1:19.224	46.024	143.0	23:47.769	8	1	2:56.321	51.073	1:19.224	46.024	143.0	23:47.769
9	1	2:34.695	42.773	1:12.137	39.785	163.0	23:19.645	9	1	3:00.004	52.199	1:21.159	46.646	140.1	39:08.174	9	1	2:55.964	50.875	1:19.040	46.049	143.3	26:43.733	9	1	2:55.964	50.875	1:19.040	46.049	143.3	26:43.733
10	1	2:34.378	43.107	1:12.017	39.254	163.3	25:54.023	10	1	4:16.294 B			1:22.264	98.4	31:49.083	10	1	3:26.754 B	50.932	1:18.273	1:17.549	122.0	30:10.487	10	1	3:26.754 B	50.932	1:18.273	1:17.549	122.0	30:10.487
11	1	2:35.751	43.565	1:11.977	40.209	161.9	28:29.774	11	1	4:19.087			46.060	97.3	36:08.170	11	1	4:07.486	2:03.938	1:18.377	45.171	101.9	34:17.973	11	1	4:07.486	2:03.938	1:18.377	45.171	101.9	34:17.973
12	1	3:54.151	1:32.363	1:42.517	39.271	107.7	32:23.925	12	1	3:00.223	52.056	1:20.765	47.402	139.9	42:08.397	12	1	2:54.747	51.341	1:17.912	45.494	144.3	37:12.720	12	1	2:54.747	51.341	1:17.912	45.494	144.3	37:12.720
13	1	2:43.330 B	43.430	1:11.229	48.671	154.4	35:07.255	13	1	3:03.095			48.089	137.7	45:11.492	13	1	2:53.848	51.247	1:17.675	44.926	145.0	40:06.568	13	1	2:53.848	51.247	1:17.675	44.926	145.0	40:06.568
14	1	3:52.176	2:00.357	1:12.504	39.315	108.6	38:59.431	14	1	3:03.386	53.502	1:22.938	46.946	137.5	57:11.075	14	1	2:53.549	50.709	1:17.790	45.050	145.3	43:00.117	14	1	2:53.549	50.709	1:17.790	45.050	145.3	43:00.117
15	1	2:32.038	42.648	1:10.458	38.932	165.8	41:31.469	15	1	2:56.138	51.690	1:18.622	45.826	143.1	48:07.630	15	1	3:00.041			47.361	140.0	51:07.671	15	1	3:00.041			47.361	140.0	51:07.671
16	1	2:34.488	42.784	1:12.260	39.444	163.2	44:05.957	16	1	3:00.018			46.698	140.1	54:07.689	16	1	3:00.018			46.698	140.1	54:07.689	16	1	3:00.018			46.698	140.1	54:07.689
17	1	2:34.453	43.602	1:10.629	40.222	163.2	46:40.410	17	1	3:00.018			46.698	140.1	54:07.689	17	1	3:00.018			46.698	140.1	54:07.689	17	1	3:00.018			46.698	140.1	54:07.689
18	1	2:33.832	42.867	1:11.669	39.296	163.9	49:14.242	18	1	3:03.386	53.502	1:22.938	46.946	137.5	57:11.075	18	1	3:03.386	53.502	1:22.938	46.946	137.5	57:11.075	18	1	3:03.386	53.502	1:22.938	46.946	137.5	57:11.075
19	1	2:35.538	44.014	1:11.285	40.239	162.1	51:49.780	19	1	3:02.076			48.570	138.5	1:00:13.151	19	1	3:02.076			48.570	138.5	1:00:13.151	19	1	3:02.076			48.570	138.5	1:00:13.151
20	1	2:36.118	43.569	1:12.785	39.764	161.5	54:25.898	20	1	3:04.972	53.925	1:20.768	50.279	136.3	1:03:18.123	20	1	3:04.972	53.925	1:20.768	50.279	136.3	1:03:18.123	20	1	3:04.972	53.925	1:20.768	50.279	136.3	1:03:18.123
21	1	2:37.068	43.422	1:13.559	40.087	160.5	57:02.966	71.Richard VAN SIKKELERUS							WESTFIELD DTC-2	101.Erik WIERINGA 2.Arjen DAMMINGA							BMW E90 330i cup 330i								
22	1	2:33.355	43.554	1:10.852	38.949	164.4	59:36.321	1	1	3:01.535	56.531	1:19.605	45.399	136.5	3:01.535	1	1	3:33.821	1:12.010	1:30.291	51.520	115.9	3:33.821	1	1	3:33.821	1:12.010	1:30.291	51.520	115.9	3:33.821
23	1	2:33.570	42.616	1:11.662	39.292	164.2	1:02:09.891	2	1	2:55.691	51.319	1:18.040	46.332	143.5	5:57.226	2	1	3:15.693	56.816	1:27.716	51.161	128.8	6:49.514	2	1	3:15.693	56.816	1:27.716	51.161	128.8	6:49.514
24	1	2:33.570	42.616	1:11.662	39.292	164.2	1:02:09.891	3	1	2:54.448	51.175	1:18.866	44.407	144.5	8:51.674	3	1	3:12.822	55.116	1:28.310	49.396	130.8	10:02.336	3	1	3:12.822	55.116	1:28.310	49.396	130.8	10:02.336
25	1	2:33.570	42.616	1:11.662	39.292	164.2	1:02:09.891	4	1	2:57.597	51.227	1:19.561	46.809	142.0	11:49.271	4	1	3:10.964	55.276	1:26.749	48.939	132.0	13:13.300	4	1	3:10.964	55.276	1:26.749	48.939	132.0	13:13.300
26	1	2:33.570	42.616	1:11.662	39.292	164.2	1:02:09.891	5	1	2:50.941	49.690	1:17.008	44.243	147.5	14:40.212	5	1	3:11.068	54.867	1:26.247	49.954	132.0	16:24.368	5	1	3:11.068	54.867	1:26.247	49.954	132.0	16:24.368
27	1	2:33.570	42.616	1:11.662	39.292	164.2	1:02:09.891	6	1	2:53.574	51.126	1:17.632	44.816	145.3	17:33.786	6	1	3:10.334	54.359	1:26.954	49.021	132.5	19:34.702	6	1	3:10.334	54.359	1:26.954	49.021	132.5	19:34.702
28	1	2:33.570	42.616	1:11.662	39.292	164.2	1:02:09.891	7	1	2:53.532	50.456	1:18.113	44.963	145.3	20:27.318	7	1	3:10.334	54.359	1:26.954	49.021	132.5	19:34.702	7	1	3:10.334	54.359	1:26.954	49.021	132.5	19:34.702
29	1	2:33.570	42.616	1:11.662	39.292	164.2	1:02:09.891	8	1	2:56.248	50.821	1:18.284	47.143	143.1	23:23.566	8	1	3:10.334	54.359	1:26.954	49.021	132.5	19:34.702	8	1	3:10.334	54.359	1:26.954	49.021	132.5	19:34.702
30	1	2:33.570	42.616	1:11.662	39.292	164.2	1:02:09.891	9	1	2:56.360	53.462	1:17.466	45.432	143.0	26:19.926	9	1	3:10.334	54.359	1:26.954	49.021	132.5	19:34.702	9	1	3:10.334	54.359	1:26.954	49.021	132.5	19:34.702
31	1	2:33.570	42.616	1:11.662	39.292	164.2	1:02:09.891	10	1	3:14.575 B	50.896	1:18.426	1:05.253	129.6	29:34.501	10	1	3:10.334	54.359	1:26.954	49.021	132.5	19:34.702	10	1	3:10.334	54.359	1:26.954	49.021	132.5	19:34.702
32	1	2:33.570	42.616	1:11.662	39.292	164.2	1:02:09.891	11	1	4:15.761	2:08.945	1:18.983	47.833	98.6	33:50.262	11	1	3:10.334	54.359	1:26.954	49.021	132.5	19:34.702	11	1	3:10.334	54.359	1:26.954	49.021	132.5	19:34.702
33	1	2:33.570	42.616	1:11.662	39.292	164.2	1:02:09.891																								



3-ACNN SERIES 1

SUPER SPA

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
15	1	2:53.566	50.731	1:17.909	44.926	145.3	45:53.683	22	1	2:49.902	46.924	1:18.802	44.176	148.4	1:02:09.314
16	1	2:54.262	51.073	1:17.609	45.580	144.7	48:47.945	38 1. Coen CASPERS 2. Hans LIJZENG	BMW E90 330i cup 330i						
17	1	2:54.657	50.996	1:18.473	45.188	144.4	51:42.602								
18	1	2:55.506	51.085	1:19.413	45.008	143.7	54:38.108								
19	1	2:54.339	50.912	1:18.540	44.887	144.6	57:32.447								
20	1	2:53.923	50.116	1:18.630	45.177	145.0	1:00:26.370								
21	1	2:55.405	51.123	1:18.940	45.342	143.7	1:03:21.775	1	1	3:07.749	1:01.265	1:19.837	46.647	132.0	3:07.749
								2	1	2:55.838	50.892	1:19.244	45.702	143.4	6:03.587

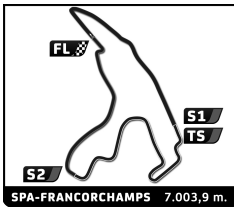
27 1. Martijn VAN DAM 2. Bas DE JONG BMW E90 330i cup 330i							
1	1	3:05.477	58.346	1:21.474	45.657	133.6	3:05.477
2	1	2:56.481	50.753	1:20.611	45.117	142.9	6:01.958
3	1	2:57.501	51.184	1:20.340	45.977	142.1	8:59.459
4	1	2:56.149	51.253	1:19.974	44.922	143.1	11:55.608
5	1	2:54.748	49.979	1:19.558	45.211	144.3	14:50.356
6	1	2:58.060	51.460	1:20.808	45.792	141.6	17:48.416
7	1	3:01.943	52.297	1:21.563	48.083	138.6	20:50.359
8	1	2:56.947	50.677	1:20.358	45.912	142.5	23:47.306
9	1	3:03.417	50.860	1:19.195	53.362	137.5	26:50.723
10	1	4:54.470	2:10.827	1:37.051	1:06.592	85.6	31:45.193
11	1	2:51.540	49.947	1:17.029	44.564	147.0	34:36.733
12	1	2:52.174	50.278	1:17.369	44.527	146.4	37:28.907
13	1	2:52.367	50.132	1:17.512	44.723	146.3	40:21.274
14	1	2:53.192	50.906	1:17.430	44.856	145.6	43:14.466
15	1	2:52.729	50.365	1:17.791	44.573	146.0	46:07.195
16	1	2:51.576	49.950	1:17.293	44.333	147.0	48:58.771
17	1	2:52.171	49.959	1:17.328	44.884	146.4	51:50.942
18	1	2:52.795	49.849	1:17.509	45.437	145.9	54:43.737
19	1	2:53.624	50.126	1:17.904	45.594	145.2	57:37.361
20	1	2:52.742	50.482	1:17.378	44.882	146.0	1:00:30.103
21	1	2:52.389	50.179	1:17.382	44.828	146.3	1:03:22.492

35 1. Jean-Pierre VERHOEVEN 3. Jay VERHOEVEN 2. Jaxon VERHOEVEN BMW M2 CS Racing DTC-GT							
1	1	2:39.891	47.094	1:13.220	39.577	154.9	2:39.891
2	1	2:34.319	43.642	1:11.321	39.356	163.4	5:14.210
3	1	2:33.526	43.311	1:10.924	39.291	164.2	7:47.736
4	1	2:33.346	43.490	1:10.701	39.155	164.4	10:21.082
5	1	2:34.233	43.403	1:11.345	39.485	163.5	12:55.315
6	1	2:34.387	43.510	1:11.388	39.489	163.3	15:29.702
7	1	2:36.035	44.177	1:12.312	39.546	161.6	18:05.737
8	1	2:37.280	43.230	1:13.229	40.821	160.3	20:43.017
9	1	2:35.927	43.775	1:12.426	39.726	161.7	23:18.944
10	1	2:35.598	43.673	1:11.907	40.018	162.0	25:54.542
11	1	2:36.805	43.425	1:12.758	40.622	160.8	28:31.347
12	1	4:09.240	1:36.879	1:44.825	47.536	101.2	32:40.587
13	1	4:21.398	2:19.305	1:19.503	42.590	96.5	37:01.985
14	1	2:43.847	46.001	1:16.198	41.648	153.9	39:45.832
15	1	2:45.658	46.199	1:17.169	42.290	152.2	42:31.490
16	1	2:47.292	46.521	1:18.308	42.463	150.7	45:18.782
17	1	2:49.977	46.537	1:20.577	42.863	148.3	48:08.759
18	1	2:46.128	46.390	1:17.458	42.280	151.8	50:54.887
19	1	2:47.776	46.238	1:18.325	43.213	150.3	53:42.663
20	1	2:48.383	46.594	1:18.609	43.180	149.7	56:31.046
21	1	2:48.366	46.856	1:18.994	42.516	149.8	59:19.412

42 1. Peter TERLOUW CUPRA TCR DTC-GT							
1	1	2:47.755	49.530	1:14.755	43.470	147.7	2:47.755
2	1	2:41.682	46.696	1:14.036	40.950	155.9	5:29.437
3	1	2:40.380	46.195	1:13.637	40.548	157.2	8:09.817
4	1	2:40.331	46.373	1:13.249	40.709	157.3	10:50.148
5	1	2:39.943	46.126	1:13.247	40.570	157.6	13:30.091
6	1	2:39.290	46.089	1:12.646	40.555	158.3	16:09.381
7	1	2:41.538	46.148	1:13.891	41.499	156.1	18:50.919
8	1	2:42.545	46.861	1:13.946	41.738	155.1	21:33.464
9	1	2:46.870	49.783	1:15.904	41.183	151.1	24:20.334
10	1	2:41.210	46.968	1:12.925	41.317	156.4	27:01.544
11	1	4:55.895	B		1:06.799	85.2	31:57.439

43 1. Arnold BAKKER BMW E90 330i cup 330i							
1	1	3:03.231	59.023	1:19.382	44.826	135.2	3:03.231
2	1	2:54.906	51.414	1:17.985	45.507	144.2	5:58.137
3	1	2:54.831	51.146	1:18.740	44.945	144.2	8:52.968
4	1	2:56.696	51.372	1:18.731	46.593	142.7	11:49.664
5	1	2:52.860	51.148	1:17.114	44.598	145.9	14:42.524

46 1. Dennis HUTTEN 2. Luca HUTTEN BMW E87 123D DTC-4							
1	1	3:18.558	1:08.294	1:23.028	47.236	124.8	3:18.558
2	1	3:03.083	53.692	1:22.230	47.161	137.7	6:21.641



3-ACNN SERIES 1

SUPER SPA

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
3	1	3:02.868	54.074	1:21.952	46.842	137.9	9:24.509	11	1	2:34.657	43.382	1:11.109	40.166	163.0	28:21.557
4	1	3:02.033	53.080	1:21.780	47.173	138.5	12:26.542	12	1	4:05.837 B	1:34.578	1:45.096	46.163	102.6	32:27.394
5	1	3:01.900	53.210	1:21.863	46.827	138.6	15:28.442	13	1	3:51.951	2:00.875	1:11.170	39.906	108.7	36:19.345
6	1	3:01.393	53.132	1:21.686	46.575	139.0	18:29.835	14	1	2:36.395	44.826	1:11.821	39.748	161.2	38:55.740
7	1	3:01.900	53.445	1:20.981	47.474	138.6	21:31.735	15	1	2:34.967	43.710	1:11.643	39.614	162.7	41:30.707
8	1	3:02.651	53.825	1:21.580	47.246	138.0	24:34.386	16	1	2:36.027	43.261	1:12.238	40.528	161.6	44:06.734
9	1	2:59.900	52.622	1:20.222	47.056	140.2	27:34.286	17	1	2:34.897	43.553	1:11.490	39.854	162.8	46:41.631
10	1	4:16.041 B	52.928	2:00.296	1:22.817	98.5	31:50.327	18	1	2:35.667	43.197	1:12.463	40.007	162.0	49:17.298
11	1	4:23.811	2:17.879	1:19.686	46.246	95.6	36:14.138	19	1	2:35.821	43.486	1:12.789	39.546	161.8	51:53.119
12	1	2:58.426	53.348	1:19.062	46.016	141.3	39:12.564	20	1	2:36.515	43.722	1:12.846	39.947	161.1	54:29.634
13	1	2:57.097	52.329	1:18.764	46.004	142.4	42:09.661	21	1	2:35.782	43.431	1:11.665	40.686	161.9	57:05.416
14	1	3:02.199	53.365	1:20.878	47.956	138.4	45:11.860	22	1	2:35.573	43.578	1:12.096	39.899	162.1	59:40.989
15	1	3:02.774	52.814	1:21.118	48.842	138.0	48:14.634	23	1	2:35.626	43.481	1:11.931	40.214	162.0	1:02:16.615
16	1	2:57.052	52.312	1:18.969	45.771	142.4	51:11.686	79 1. David VAN DER WEE 2. Jirry VAN VEEN HYUNDAI 130N Performance DTC-3							
17	1	2:57.082	52.108	1:19.347	45.627	142.4	54:08.768								
18	1	2:58.538	52.747	1:19.211	46.580	141.2	57:07.306	1	1	3:06.536	59.609	1:20.859	46.068	132.8	3:06.536
19	1	2:58.614	52.723	1:19.264	46.627	141.2	1:00:05.920	2	1	2:57.754	50.689	1:20.662	46.403	141.8	6:04.290
20	1	2:58.884	53.116	1:19.432	46.336	141.0	1:03:04.804	3	1	2:56.733	51.057	1:20.213	45.463	142.7	9:01.023

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1. Merijn ALDEWERELD

BMW E90 330i cup
330i

1	1	3:08.107	1:01.848	1:19.418	46.841	131.7	3:08.107
2	1	2:57.887	51.511	1:18.542	47.834	141.7	6:05.994
3	1	2:56.576	51.423	1:19.398	45.755	142.8	9:02.570
4	1	2:55.653	50.880	1:19.136	45.637	143.5	11:58.223
5	1	2:55.025	51.605	1:18.548	44.872	144.1	14:53.248
6	1	2:54.902	51.255	1:18.523	45.124	144.2	17:48.150
7	1	2:57.272	51.752	1:19.252	46.268	142.2	20:45.422
8	1	2:55.512	51.107	1:19.150	45.255	143.7	23:40.934
9	1	2:55.473	52.034	1:17.964	45.475	143.7	26:36.407
10	1	3:29.649 B	51.594	1:19.651	1:18.404	120.3	30:06.056
11	1	4:09.951	2:05.497	1:18.444	46.010	100.9	34:16.007
12	1	2:54.790	51.130	1:17.858	45.802	144.3	37:10.797
13	1	2:53.759	51.077	1:18.000	44.682	145.1	40:04.556
14	1	2:53.178	50.892	1:17.724	44.562	145.6	42:57.734
15	1	2:53.855	51.391	1:17.618	44.846	145.0	45:51.589
16	1	2:53.952	50.914	1:17.959	45.079	144.9	48:45.541
17	1	2:54.934	51.928	1:18.034	44.972	144.1	51:40.475
18	1	2:55.878	51.363	1:19.483	45.032	143.4	54:36.353
19	1	2:55.389	51.989	1:18.413	44.987	143.8	57:31.742
20	1	2:55.508	50.917	1:19.471	45.120	143.7	1:00:27.250
21	1	2:53.805	50.190	1:18.586	45.029	145.1	1:03:21.055

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1. Semo KERIC

BMW M2 CS Racing
DTC-GT

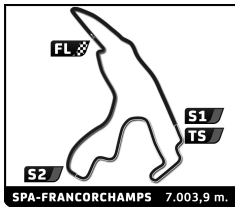
1	1	2:37.537	46.171	1:11.884	39.482	157.3	2:37.537
2	1	2:33.749	43.472	1:10.743	39.534	164.0	5:11.286
3	1	2:33.718	43.478	1:10.698	39.542	164.0	7:45.004
4	1	2:33.258	43.239	1:10.573	39.446	164.5	10:18.262
5	1	2:33.766	43.310	1:10.841	39.615	164.0	12:52.028
6	1	2:34.567	43.408	1:10.717	40.442	163.1	15:26.595
7	1	2:34.354	43.382	1:10.983	39.989	163.4	18:00.949
8	1	2:35.726	43.138	1:12.746	39.842	161.9	20:36.675
9	1	2:35.839	43.307	1:12.769	39.763	161.8	23:12.514
10	1	2:34.386	43.311	1:11.455	39.620	163.3	25:46.900

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1. Haso KERIC

BMW M4 GT4
DTC-GT

1	1	2:41.802	47.793	1:13.941	40.068	153.1	2:41.802
2	1	2:36.953	44.073	1:12.978	39.902	160.6	5:18.755
3	1	2:36.366	43.916	1:12.566	39.884	161.3	7:55.121
4	1	2:35.888	43.333	1:12.665	39.890	161.7	10:31.009
5	1	2:35.713	43.468	1:11.568	40.677	161.9	13:06.722
6	1	2:35.460	43.527	1:12.120	39.813	162.2	15:42.182
7	1	2:38.130	43.459	1:14.415	40.256	159.5	18:20.312
8	1	2:37.385	43.659	1:12.650	41.076	160.2	20:57.697
9	1	2:39.482	43.571	1:15.513	40.398	158.1	23:37.179
10	1	2:39.647	45.664	1:12.238	41.745	157.9	26:16.826
11	1	2:52.267 B	43.890	1:11.340	57.037	146.4	29:09.093
12	1	4:13.775	2:19.848	1:12.417	41.510	99.4	33:22.868
13	1	2:37.341	44.134	1:13.180	40.027	160.3	36:00.209
14	1	2:35.785	43.271	1:12.002	40.512	161.9	38:35.994
15	1	2:36.544	44.278	1:12.445	39.821	161.1	41:12.538
16	1	2:35.715	43.344	1:12.586	39.785	161.9	43:48.253
17	1	2:35.664	43.555	1:12.630	39.479	162.0	46:23.917



3-ACNN SERIES 1

SUPER SPA

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
18	1	2:36.074	43.847	1:12.256	39.971	161.6	48:59.991								
19	1	2:37.333	43.806	1:13.088	40.439	160.3	51:37.324								
20	1	2:35.753	43.064	1:12.384	40.305	161.9	54:13.077								
21	1	2:38.956	45.902	1:12.687	40.367	158.6	56:52.033								
22	1	2:38.328	44.958	1:12.888	40.482	159.3	59:30.361								
23	1	2:36.002	43.175	1:12.265	40.562	161.6	1:02:06.363								

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1.Sébastien MATHIEU
2.Philippe SMANIOTTO

996 GT3 Cup
DTC-GT

1	1	2:53.299	52.712	1:17.926	42.661	143.0	2:53.299
2	1	2:46.926	47.598	1:16.653	42.675	151.0	5:40.225
3	1	2:48.243	48.218	1:16.973	43.052	149.9	8:28.468
4	1	2:46.041	47.051	1:16.691	42.299	151.9	11:14.509
5	1	2:44.620	46.879	1:15.815	41.926	153.2	13:59.129
6	1	2:44.929	46.582	1:15.931	42.416	152.9	16:44.058
7	1	2:45.218	47.345	1:16.268	41.605	152.6	19:29.276
8	1	2:43.836	47.165	1:15.450	41.221	153.9	22:13.112
9	1	2:44.419	46.377	1:16.578	41.464	153.4	24:57.531
10	1	2:47.000	47.392	1:17.503	42.105	151.0	27:44.531
11	1	3:56.659	46.556	1:57.084	1:13.019	106.5	31:41.190
12	1	3:31.355 B	1:19.192	1:18.143	54.020	119.3	35:12.545
13	1	4:23.222	2:24.930	1:16.059	42.233	95.8	39:35.767
14	1	2:41.957	46.236	1:14.701	41.020	155.7	42:17.724
15	1	2:43.110	46.540	1:15.141	41.429	154.6	45:00.834
16	1	2:39.088	45.752	1:13.060	40.276	158.5	47:39.922
17	1	2:39.026	45.529	1:13.096	40.401	158.6	50:18.948
18	1	2:39.687	45.133	1:12.837	41.717	157.9	52:58.635
19	1	2:38.941	45.567	1:13.100	40.274	158.6	55:37.576
20	1	2:38.317	45.476	1:12.537	40.304	159.3	58:15.893
21	1	2:38.234	45.049	1:12.738	40.447	159.3	1:00:54.127
22	1	2:41.027	45.815	1:14.456	40.756	156.6	1:03:35.154

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1.Remon JAGER

BMW E90 330i cup
330i

1	1	3:00.446	55.142	1:20.068	45.236	137.3	3:00.446
2	1	2:56.372	52.297	1:19.034	45.041	143.0	5:56.818
3	1	2:54.560	51.651	1:18.124	44.785	144.4	8:51.378
4	1	2:54.849	51.653	1:18.642	44.554	144.2	11:46.227
5	1	2:53.113	51.270	1:17.194	44.649	145.7	14:39.340
6	1	2:53.758	51.535	1:17.679	44.544	145.1	17:33.098
7	1	2:53.381	50.891	1:17.676	44.814	145.4	20:26.479
8	1	2:55.322	50.989	1:18.328	46.005	143.8	23:21.801
9	1	2:52.870	51.240	1:17.158	44.472	145.9	26:14.671
10	1	3:02.977 B	50.643	1:17.864	54.470	137.8	29:17.648
11	1	4:21.577	2:19.003	1:17.871	44.703	96.4	33:39.225
12	1	2:52.473	50.850	1:16.898	44.725	146.2	36:31.698
13	1	2:52.561	50.922	1:17.260	44.379	146.1	39:24.259
14	1	2:52.350	50.822	1:17.005	44.523	146.3	42:16.609
15	1	2:54.064	50.957	1:17.314	45.793	144.9	45:10.673
16	1	2:52.479	50.711	1:17.068	44.700	146.2	48:03.152
17	1	2:52.919	50.862	1:17.168	44.889	145.8	50:56.071
18	1	2:52.022	50.342	1:17.093	44.587	146.6	53:48.093
19	1	2:52.402	50.825	1:17.252	44.325	146.3	56:40.495
20	1	2:53.516	50.680	1:18.111	44.725	145.3	59:34.011
21	1	2:53.987	50.648	1:18.221	45.118	144.9	1:02:27.998

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1.Sjoerd STIKSMA
2.Jasper STIKSMA

BMW E90 330i cup
330i

1	1	3:00.743	55.017	1:20.590	45.136	137.1	3:00.743
2	1	2:56.379	52.437	1:18.893	45.049	143.0	5:57.122
3	1	2:54.508	51.619	1:18.136	44.753	144.5	8:51.630
4	1	2:54.992	51.747	1:18.781	44.464	144.1	11:46.622
5	1	2:50.715	50.609	1:16.169	43.937	147.7	14:37.337
6	1	2:49.311	49.905	1:15.740	43.666	148.9	17:26.648
7	1	2:49.903	49.755	1:16.416	43.732	148.4	20:16.551
8	1	2:50.242	49.522	1:16.716	44.004	148.1	23:06.793
9	1	2:50.570	49.662	1:17.235	43.673	147.8	25:57.363
10	1	2:55.067	49.555	1:15.918	49.594	144.0	28:52.430
11	1	4:07.566 B	1:42.342	1:31.030	54.194	101.8	32:59.996
12	1	4:09.995	2:05.235	1:18.401	46.359	100.9	37:09.991
13	1	2:53.795	50.473	1:17.861	45.461	145.1	40:03.786
14	1	2:53.345	50.637	1:17.921	44.787	145.5	42:57.131
15	1	2:53.738	50.981	1:17.514	45.243	145.1	45:50.869
16	1	2:55.587	50.575	1:18.545	46.467	143.6	48:46.456
17	1	2:55.040	51.411	1:18.656	44.973	144.0	51:41.496
18	1	2:56.177	51.301	1:19.486	45.390	143.1	54:37.673
19	1	2:58.888	51.981	1:19.976	46.931	140.9	57:36.561
20	1	3:20.170 B	50.493	1:22.973	1:06.704	126.0	1:00:56.731

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1.Marcel VAN DER LIP

BMW E36 M3
DTC-1

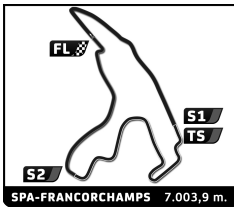
1	1	2:58.997	53.888	1:21.012	44.097	138.4	2:58.997
2	1	2:53.262	48.539	1:19.807	44.916	145.5	5:52.259
3	1	2:51.227	48.474	1:19.145	43.608	147.3	8:43.486
4	1	2:51.181	48.316	1:19.421	43.444	147.3	11:34.667
5	1	2:51.367	48.845	1:18.618	43.904	147.1	14:26.034
6	1	2:51.163	48.256	1:19.060	43.847	147.3	17:17.197
7	1	2:52.524	48.686	1:19.695	44.143	146.1	20:09.721
8	1	2:49.481	47.743	1:18.113	43.625	148.8	22:59.202
9	1	2:48.961	48.627	1:17.336	42.998	149.2	25:48.163
10	1	2:48.948	47.091	1:18.147	43.710	149.2	28:37.111
11	1	4:49.130 B	1:31.840	1:46.892	1:30.398	87.2	33:26.241
12	1	4:31.934	2:28.968	1:19.143	43.823	92.7	37:58.175
13	1	2:48.859	47.610	1:18.095	43.154	149.3	40:47.034
14	1	2:48.637	47.665	1:17.816	43.156	149.5	43:35.671
15	1	2:47.709	47.735	1:17.466	42.508	150.3	46:23.380
16	1	2:47.876	47.388	1:17.424	43.064	150.2	49:11.256
17	1	2:49.160	47.870	1:18.925	42.365	149.1	52:00.416
18	1	2:45.717	46.756	1:16.735	42.226	152.2	54:46.133
19	1	2:49.339	47.307	1:16.646	45.386	148.9	57:35.472
20	1	2:48.603	47.807	1:18.251	42.545	149.5	1:00:24.075
21	1	2:47.231	47.122	1:16.875	43.234	150.8	1:03:11.306

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1.Mathijs HOVENGA

BMW E90 330i cup
330i

1	1	3:05.762	58.862	1:21.271	45.629	133.4	3:05.762
2	1	2:56.504	51.143	1:20.237	45.124	142.9	6:02.266
3	1	2:56.934	51.219	1:19.586	46.129	142.5	8:59.200



3-ACNN SERIES 1 SUPER SPA 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
4	1	2:54.659	51.261	1:18.375	45.023	144.4	11:53.859	12	1	3:58.663	1:59.638	1:16.398	42.627	105.6	35:44.032
5	1	2:54.123	50.820	1:18.394	44.909	144.8	14:47.982	13	1	2:47.534	46.552	1:18.139	42.843	150.5	38:31.566
6	1	2:54.168	51.038	1:18.281	44.849	144.8	17:42.150	14	1	2:48.304	46.488	1:18.186	43.630	149.8	41:19.870
7	1	2:55.518	50.946	1:18.709	45.863	143.7	20:37.668	15	1	2:53.050	47.963	1:18.441	46.646	145.7	44:12.920
8	1	2:54.058	50.690	1:18.425	44.943	144.9	23:31.726	16	1	2:48.315	46.660	1:18.430	43.225	149.8	47:01.235
9	1	2:56.297	52.654	1:18.078	45.565	143.0	26:28.023	17	1	2:49.999	46.778	1:19.527	43.694	148.3	49:51.234
10	1	3:36.489 B	50.707	1:19.292	1:26.490	116.5	30:04.512	18	1	2:48.442	46.896	1:18.494	43.052	149.7	52:39.676
11	1	4:17.899	2:14.820	1:18.305	44.774	97.8	34:22.411	19	1	2:49.280	46.826	1:18.859	43.595	148.9	55:28.956
12	1	2:54.745	51.176	1:18.760	44.809	144.3	37:17.156	20	1	2:49.519	47.149	1:18.854	43.516	148.7	58:18.475
13	1	2:54.838	50.851	1:19.380	44.607	144.2	40:11.994	21	1	2:49.899	46.918	1:19.261	43.720	148.4	1:01:08.374
14	1	2:52.958	50.651	1:17.686	44.621	145.8	43:04.952	22	1	2:50.187	46.939	1:19.175	44.073	148.2	1:03:58.561
15	1	2:53.873	51.488	1:17.756	44.629	145.0	45:58.825								
16	1	2:53.103	50.660	1:17.878	44.565	145.7	48:51.928								
17	1	2:52.569	50.333	1:17.920	44.316	146.1	51:44.497								
18	1	2:53.890	50.123	1:18.758	45.009	145.0	54:38.387								
19	1	2:58.819	51.609	1:19.985	47.225	141.0	57:37.206								
20	1	2:54.392	50.639	1:18.538	45.215	144.6	1:00:31.598								
21	1	2:54.344	50.150	1:19.529	44.665	144.6	1:03:25.942								

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1.Henk MAAS

DW-16
DTC-2

1	1	3:17.917	1:07.125	1:23.632	47.160	125.2	3:17.917
2	1	3:02.748	52.985	1:22.586	47.177	138.0	6:20.665
3	1	3:02.646	53.056	1:22.715	46.875	138.0	9:23.311
4	1	3:02.666	52.744	1:22.421	47.501	138.0	12:25.977
5	1	3:01.381	53.377	1:21.370	46.634	139.0	15:27.358
6	1	3:01.805	53.030	1:21.803	46.972	138.7	18:29.163
7	1	3:01.505	52.345	1:20.968	48.192	138.9	21:30.668
8	1	3:01.308	53.319	1:21.208	46.781	139.1	24:31.976
9	1	3:00.495	52.840	1:20.504	47.151	139.7	27:32.471
10	1	4:14.423 B	52.607	1:59.780	1:22.036	99.1	31:46.894
11	1	4:18.678	2:10.432	1:21.341	46.905	97.5	36:05.572
12	1	3:01.967	52.588	1:22.798	46.581	138.6	39:07.539
13	1	3:01.281	52.366	1:22.069	46.846	139.1	42:08.820
14	1	3:03.553	53.409	1:22.141	48.003	137.4	45:12.373
15	1	3:01.265	53.135	1:21.062	47.068	139.1	48:13.638
16	1	2:57.566	51.927	1:19.634	46.005	142.0	51:11.204
17	1	2:56.876	51.519	1:19.851	45.506	142.6	54:08.080
18	1	2:57.244	52.330	1:19.184	45.730	142.3	57:05.324
19	1	2:56.446	51.399	1:19.169	45.878	142.9	1:00:01.770
20	1	2:57.241	51.537	1:20.109	45.595	142.3	1:02:59.011

180

1.Daaf STEENTJES

BMW M2 CS Racing
DTC-GT

1	1	2:50.657	50.179	1:18.448	42.030	145.2	2:50.657
2	1	2:44.098	46.308	1:15.689	42.101	153.7	5:34.755
3	1	2:44.206	46.341	1:15.662	42.203	153.6	8:18.961
4	1	2:42.909	46.252	1:15.467	41.190	154.8	11:01.870
5	1	2:43.336	45.924	1:13.937	43.475	154.4	13:45.206
6	1	2:43.602	46.066	1:15.686	41.850	154.1	16:28.808
7	1	2:47.457	46.897	1:18.505	42.055	150.6	19:16.265
8	1	2:46.146	46.069	1:17.039	43.038	151.8	22:02.411
9	1	2:45.339	46.223	1:17.293	41.823	152.5	24:47.750
10	1	2:45.448	46.289	1:16.076	43.083	152.4	27:33.198
11	1	4:12.171 B	45.825	1:57.954	1:28.392	100.0	31:45.369

223

1.Pieter-Jan LEFEVERE

BMW M240i
DTC-GT

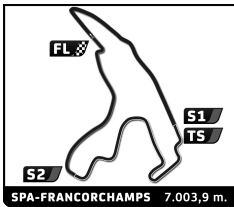
1	1	2:54.346	52.627	1:19.024	42.695	142.1	2:54.346
2	1	2:47.236	47.472	1:17.501	42.263	150.8	5:41.582
3	1	2:47.349	47.828	1:16.814	42.707	150.7	8:28.931
4	1	2:46.185	46.997	1:16.848	42.340	151.7	11:15.116
5	1	2:44.563	46.826	1:15.969	41.768	153.2	13:59.679
6	1	2:42.883	46.683	1:14.753	41.447	154.8	16:42.562
7	1	2:42.020	46.102	1:14.285	41.633	155.6	19:24.582
8	1	2:42.061	45.770	1:13.905	42.386	155.6	22:06.643
9	1	2:42.090	45.303	1:15.228	41.559	155.6	24:48.733
10	1	2:45.539	45.662	1:16.298	43.579	152.3	27:34.272
11	1	4:10.298 B	45.829	1:57.832	1:26.637	100.7	31:44.570
12	1	3:55.797	1:58.967	1:14.654	42.176	106.9	35:40.367
13	1	2:41.778	45.525	1:14.718	41.535	155.9	38:22.145
14	1	2:43.574	46.868	1:14.544	42.162	154.1	41:05.719
15	1	2:41.790	45.940	1:13.961	41.889	155.8	43:47.509
16	1	2:43.800	46.685	1:15.085	42.030	153.9	46:31.309
17	1	2:41.302	45.469	1:14.055	41.778	156.3	49:12.611
18	1	2:43.481	46.171	1:15.524	41.786	154.2	51:56.092
19	1	2:45.208	45.482	1:16.898	42.828	152.6	54:41.300
20	1	2:45.157	47.756	1:15.319	42.082	152.7	57:26.457
21	1	2:42.564	45.887	1:14.428	42.249	155.1	1:00:09.021
22	1	2:45.351	45.898	1:16.002	43.451	152.5	1:02:54.372

224

1.Thijs WESSELING

BMW M4 GT4
DTC-GT

1	1	2:40.303	46.977	1:12.764	40.562	154.6	2:40.303
2	1	2:36.081	44.766	1:11.377	39.938	161.5	5:16.384
3	1	2:35.478	44.090	1:11.103	40.285	162.2	7:51.862
4	1	2:34.788	43.753	1:10.391	40.644	162.9	10:26.650
5	1	2:34.105	43.830	1:10.513	39.762	163.6	13:00.755
6	1	2:33.254	43.805	1:09.929	39.520	164.5	15:34.009
7	1	2:34.996	44.990	1:10.609	39.397	162.7	18:09.005
8	1	2:35.064	43.560	1:10.523	40.981	162.6	20:44.069
9	1	2:36.870	43.591	1:11.782	41.497	160.7	23:20.939
10	1	2:34.016	43.524	1:10.882	39.610	163.7	25:54.955
11	1	2:44.214 B	43.821	1:12.374	48.019	153.5	28:39.169
12	1	4:32.811	2:38.628	1:12.266	41.917	92.4	33:11.980
13	1	2:35.571	44.197	1:11.303	40.071	162.1	35:47.551
14	1	2:35.450	43.746	1:11.888	39.816	162.2	38:23.001
15	1	2:36.208	44.558	1:11.591	40.059	161.4	40:59.209
16	1	2:35.534	44.219	1:10.843	40.472	162.1	43:34.743



3-ACNN SERIES 1

SUPER SPA

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
17	1	2:35.584	44.105	1:11.546	39.933	162.1	46:10.327								
18	1	2:37.168	44.069	1:12.134	40.965	160.4	48:47.495								
19	1	2:36.711	44.800	1:11.756	40.155	160.9	51:24.206								
20	1	2:38.396	43.969	1:13.541	40.886	159.2	54:02.602								
21	1	2:34.882	43.827	1:11.320	39.735	162.8	56:37.484								
22	1	2:36.548	43.991	1:12.309	40.248	161.1	59:14.032								
23	1	2:38.313	43.976	1:12.369	41.968	159.3	1:01:52.345								

246	1. Pieter VAN NOORDENNE3. Rogier VAN DER LINDE 2. Robert GIELLISE	AUDI TCR RS3 DTC-1
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1	1	3:14.297	1:07.429	1:21.590	45.278	127.5	3:14.297
2	1	2:54.643	48.451	1:22.608	43.584	144.4	6:08.940
3	1	2:50.436	47.805	1:19.450	43.181	147.9	8:59.376
4	1	2:47.743	46.574	1:17.431	43.738	150.3	11:47.119
5	1	2:43.445	46.890	1:14.817	41.738	154.3	14:30.564
6	1	2:42.694	46.529	1:14.915	41.250	155.0	17:13.258
7	1	2:42.316	46.328	1:14.602	41.386	155.3	19:55.574
8	1	2:45.662	46.320	1:14.962	44.380	152.2	22:41.236
9	1	2:41.971	46.737	1:13.729	41.505	155.7	25:23.207
10	1	2:43.718	46.831	1:15.073	41.814	154.0	28:06.925
11	1	4:10.967	B	59.300	2:18.664	53.003	100.5
12	1	4:55.981	2:34.798	1:30.056	51.127	85.2	37:13.873
13	1	3:14.400	52.676	1:31.086	50.638	129.7	40:28.273
14	1	3:09.983	51.666	1:28.286	50.031	132.7	43:38.256
15	1	3:10.730	51.346	1:29.659	49.725	132.2	46:48.986
16	1	3:07.276	50.888	1:28.788	47.600	134.6	49:56.262
17	1	3:02.425	50.219	1:25.241	46.965	138.2	52:58.687
18	1	3:00.477	49.840	1:24.017	46.620	139.7	55:59.164
19	1	3:02.281	50.219	1:24.858	47.204	138.3	59:01.445
20	1	3:00.586	49.563	1:24.779	46.244	139.6	1:02:02.031

269	1. Mark VAN DER VEEN 2. Martin GROOTEN	BMW E92 M3 GTR DTC-1
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1	1	2:52.481	52.172	1:17.489	42.820	143.6	2:52.481
2	1	2:48.554	48.371	1:17.503	42.680	149.6	5:41.035
3	1	2:48.166	48.888	1:16.564	42.714	149.9	8:29.201
4	1	2:47.295	47.656	1:17.024	42.615	150.7	11:16.496
5	1	2:46.101	48.076	1:14.450	43.575	151.8	14:02.597
6	1	2:45.596	48.186	1:15.198	42.212	152.3	16:48.193
7	1	2:44.983	46.766	1:15.236	42.981	152.8	19:33.176
8	1	2:44.442	47.420	1:14.377	42.645	153.3	22:17.618
9	1	2:43.520	46.807	1:14.715	41.998	154.2	25:01.138
10	1	2:53.992	B	47.172	1:15.323	51.497	144.9
11	1	5:11.466	2:58.917	1:26.013	46.536	81.0	33:06.596
12	1	2:48.495	49.419	1:15.993	43.083	149.6	35:55.091
13	1	2:45.121	47.185	1:15.594	42.342	152.7	38:40.212
14	1	2:44.430	47.604	1:14.944	41.882	153.3	41:24.642
15	1	2:47.165	46.996	1:15.743	44.426	150.8	44:11.807
16	1	2:43.974	47.013	1:14.865	42.096	153.8	46:55.781
17	1	2:44.651	47.022	1:15.466	42.163	153.1	49:40.432
18	1	2:43.049	46.751	1:14.549	41.749	154.6	52:23.481
19	1	2:43.238	46.781	1:14.707	41.750	154.5	55:06.719
20	1	2:43.809	47.084	1:14.593	42.132	153.9	57:50.528
21	1	2:44.128	46.840	1:14.592	42.696	153.6	1:00:34.656
22	1	2:44.548	46.758	1:15.537	42.253	153.2	1:03:19.204

411

1. Mark WIERINGA

ZILHOUETTE 3.0 GTR
DTC-1

1	1	2:56.156	53.153	1:19.267	43.736	140.6	2:56.156
2	1	2:48.930	49.133	1:16.323	43.474	149.3	5:45.086
3	1	2:46.833	48.148	1:15.385	43.300	151.1	8:31.919
4	1	2:46.411	48.076	1:15.296	43.039	151.5	11:18.330
5	1	2:45.583	48.069	1:14.618	42.896	152.3	14:03.913
6	1	2:45.304	47.744	1:14.901	42.659	152.5	16:49.217
7	1	2:45.080	47.404	1:14.433	43.243	152.7	19:34.297
8	1	2:46.989	47.601	1:16.243	43.145	151.0	22:21.286
9	1	2:46.637	47.937	1:15.639	43.061	151.3	25:07.923
10	1	2:46.742	48.168	1:15.083	43.491	151.2	27:54.665
11	1	3:48.372	52.880	1:46.432	1:09.060	110.4	31:43.037
12	1	2:53.611	B	48.278	1:15.452	49.881	145.2
13	1	3:59.306	2:01.215	1:15.127	42.964	105.4	38:35.954
14	1	2:45.953	47.823	1:15.156	42.974	151.9	41:21.907
15	1	2:46.259	47.454	1:15.441	43.364	151.7	44:08.166
16	1	2:45.258	47.990	1:14.585	42.683	152.6	46:53.424
17	1	2:44.471	47.596	1:14.458	42.417	153.3	49:37.895
18	1	2:44.287	47.802	1:14.081	42.404	153.5	52:22.182
19	1	2:44.142	47.634	1:13.947	42.561	153.6	55:06.324
20	1	2:44.991	47.579	1:15.129	42.283	152.8	57:51.315
21	1	2:44.751	47.401	1:14.600	42.750	153.0	1:00:36.066
22	1	2:45.609	47.209	1:15.199	43.201	152.3	1:03:21.675

481

1. Lars BLAAK

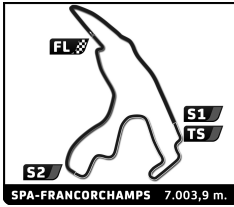
ZILHOUETTE 3.0 sport
DTC-1

1	1	2:56.388	54.414	1:18.207	43.767	140.5	2:56.388
2	1	2:46.009	48.918	1:14.091	43.000	151.9	5:42.397
3	1	2:47.331	47.717	1:16.531	43.083	150.7	8:29.728
4	1	2:47.139	47.420	1:16.872	42.847	150.9	11:16.867
5	1	2:45.565	48.003	1:14.291	43.271	152.3	14:02.432
6	1	2:44.653	48.484	1:13.901	42.268	153.1	16:47.085
7	1	2:44.838	47.616	1:14.136	43.086	153.0	19:31.923
8	1	2:43.927	47.703	1:13.905	42.319	153.8	22:15.850
9	1	2:43.658	47.894	1:13.830	41.934	154.1	24:59.508
10	1	2:45.586	47.715	1:14.606	43.265	152.3	27:45.094
11	1	3:56.225	47.884	1:56.775	1:11.566	106.7	31:41.319
12	1	2:52.664	B	48.867	1:14.449	49.348	146.0
13	1	3:59.532	2:02.952	1:14.348	42.232	105.3	38:33.515
14	1	2:45.162	48.389	1:14.160	42.613	152.7	41:18.677
15	1	2:44.467	47.817	1:13.507	43.143	153.3	44:03.144
16	1	2:43.836	48.191	1:13.124	42.521	153.9	46:46.980
17	1	2:45.523	48.958	1:13.871	42.694	152.3	49:32.503
18	1	2:44.073	48.057	1:13.621	42.395	153.7	52:16.576
19	1	2:44.710	48.194	1:13.162	43.354	153.1	55:01.286
20	1	2:44.113	47.826	1:13.744	42.543	153.6	57:45.399
21	1	2:44.886	47.527	1:14.072	43.287	152.9	1:00:30.285
22	1	2:43.068	47.119	1:13.816	42.133	154.6	1:03:13.353

498

1. Jack HOEKSTRA
2. Pieter DE JONG

ZILHOUETTE 3.0
DTC-1



3-ACNN SERIES 1

SUPER SPA

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
1	2	2:51.723	51.592	1:17.368	42.763	144.3	2:51.723								
2	2	2:46.197	48.601	1:14.852	42.744	151.7	5:37.920								
3	2	2:46.224	48.604	1:14.627	42.993	151.7	8:24.144								
4	2	2:46.276	48.094	1:15.362	42.820	151.6	11:10.420								
5	2	2:46.485	48.643	1:15.088	42.754	151.4	13:56.905								
6	2	2:44.791	48.048	1:14.024	42.719	153.0	16:41.696								
7	2	2:45.838	49.039	1:14.210	42.589	152.0	19:27.534								
8	2	2:45.027	48.213	1:13.925	42.889	152.8	22:12.561								
9	2	2:46.352	48.352	1:15.533	42.467	151.6	24:58.913								
10	2	2:51.656 B	48.437	1:15.391	47.828	146.9	27:50.569								
11	2	5:00.238	2:47.669	1:27.721	44.848	84.0	32:50.807								
12	2	2:44.893	48.907	1:13.331	42.655	152.9	35:35.700								
13	2	2:44.773	48.699	1:13.523	42.551	153.0	38:20.473								
14	2	2:44.464	48.009	1:13.918	42.537	153.3	41:04.937								
15	2	2:45.477	49.398	1:13.379	42.700	152.4	43:50.414								
16	2	2:42.408	48.190	1:12.321	41.897	155.3	46:32.822								
17	2	2:42.582	47.781	1:12.433	42.368	155.1	49:15.404								
18	2	2:43.500	47.377	1:13.768	42.355	154.2	51:58.904								
19	2	2:43.812	47.801	1:13.476	42.535	153.9	54:42.716								
20	2	2:46.909	47.627	1:16.570	42.712	151.1	57:29.625								
21	2	2:45.497	48.724	1:13.648	43.125	152.4	1:00:15.122								
22	2	2:47.673	50.336	1:14.404	42.933	150.4	1:03:02.795								