

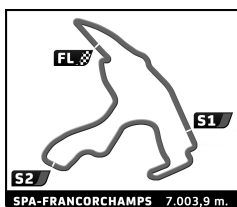


GRAF VON FABER-CASTELL



**GRID 12**

U2TC & HTCC



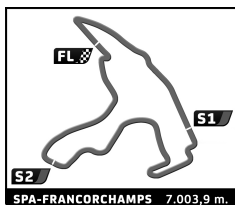
# U2TC & Historic Touring Car Challenge with SPA SIX HOURS Race 2

## Analysis

■ Personal Best ■ Session Best ■ Crossing the finish line in pit lane

| Lap       | D   | Time  | Sector 1  | Sector 2 | Sector 3 | Kph      | Elapsed   | Lap                               | D                | Time | Sector 1 | Sector 2 | Sector 3 | Kph    | Elapsed |           |
|-----------|---|---|-----------|----------|----------|----------|-----------|-----------------------------------|------------------|------|----------|----------|----------|--------|---------|-----------|
| <b>1</b>  | 1. Julian THOMAS<br>2. Calum LOCKIE         |   |           |          |          |          |           | FORD Sierra Cosworth RS500<br>H4B |                  |      |          |          |          |        |         |           |
|           | 1   | 1   | 2:58.183  | 49.270   | 1:22.727 | 46.186   | 139.0     | 2:58.183                          | 8                | 1    | 2:57.642 | 50.783   | 1:21.878 | 44.981 | 141.9   | 25:37.990 |
|           | 2   | 1   | 3:00.523  | 49.388   | 1:24.761 | 46.374   | 139.7     | 5:58.706                          | 9                | 1    | 2:58.348 | 51.202   | 1:21.220 | 45.926 | 141.4   | 28:36.338 |
|           | 3   | 1   | 2:59.853  | 48.892   | 1:24.208 | 46.753   | 140.2     | 8:58.559                          | 10               | 1    | 3:10.138 | 1:04.465 | 1:19.806 | 45.867 | 132.6   | 31:46.476 |
|           | 4   | 1   | 2:59.784  | 49.129   | 1:24.263 | 46.392   | 140.2     | 11:58.343                         |                  |      |          |          |          |        |         |           |
|           | 5   | 1   | 3:11.975  | 49.721   | 1:25.478 | 56.776   | 131.3     | 15:10.318                         |                  |      |          |          |          |        |         |           |
|           | 6   | 1   | 7:07.309  | 4:55.040 | 1:26.655 | 45.614   | 59.0      | 22:17.627                         |                  |      |          |          |          |        |         |           |
|           | 7   | 1   | 2:57.001  | 49.690   | 1:22.325 | 44.986   | 142.5     | 25:14.628                         |                  |      |          |          |          |        |         |           |
|           | 8   | 1   | 2:53.681  | 48.485   | 1:21.387 | 43.809   | 145.2     | 28:08.309                         |                  |      |          |          |          |        |         |           |
|           | 9   | 1   | 2:50.491  | 48.789   | 1:19.512 | 42.190   | 147.9     | 30:58.800                         |                  |      |          |          |          |        |         |           |
|           | 10  | 1   | 2:50.136  | 46.657   | 1:20.179 | 43.300   | 148.2     | 33:48.936                         |                  |      |          |          |          |        |         |           |
| <b>2</b>  | 1. Christopher KEEN<br>2. Richard MC ALPINE |   |           |          |          |          |           | FORD Capri<br>H2Ci                |                  |      |          |          |          |        |         |           |
|           | 1   | 1   | 15:04.708 | ...      | 1:47.064 | 58.426   | 27.4      | 15:04.708                         |                  |      |          |          |          |        |         |           |
|           | 2   | 1   | 3:43.836  | 1:05.037 | 1:41.346 | 57.453   | 112.6     | 18:48.544                         |                  |      |          |          |          |        |         |           |
|           | 3   | 1   | 3:40.417  | 1:03.646 | 1:38.157 | 58.614   | 114.4     | 22:28.961                         |                  |      |          |          |          |        |         |           |
|           | 4   | 1   | 3:35.178  | 1:00.730 | 1:39.988 | 54.460   | 117.2     | 26:04.139                         |                  |      |          |          |          |        |         |           |
|           | 5   | 1   | 3:30.700  | 1:01.775 | 1:35.494 | 53.431   | 119.7     | 29:34.839                         |                  |      |          |          |          |        |         |           |
|           | 6   | 1   | 3:32.856  | 1:01.213 | 1:36.894 | 54.749   | 118.5     | 33:07.695                         |                  |      |          |          |          |        |         |           |
| <b>3</b>  | 1. David HART<br>2. Nicky PASTORELLI        |   |           |          |          |          |           | FORD Capri RS3100<br>H2C          |                  |      |          |          |          |        |         |           |
|           | 1   | 1   | 3:02.601  | 52.588   | 1:23.322 | 46.691   | 135.7     | 3:02.601                          |                  |      |          |          |          |        |         |           |
|           | 2   | 1   | 3:00.863  | 51.302   | 1:23.366 | 46.195   | 139.4     | 6:03.464                          |                  |      |          |          |          |        |         |           |
|           | 3   | 1   | 3:02.591  | 51.825   | 1:23.945 | 46.821   | 138.1     | 9:06.055                          |                  |      |          |          |          |        |         |           |
|           | 4   | 1   | 3:02.270  | 52.230   | 1:23.201 | 46.839   | 138.3     | 12:08.325                         |                  |      |          |          |          |        |         |           |
|           | 5   | 1   | 3:14.965  | 54.097   | 1:24.132 | 56.736   | 129.3     | 15:23.290                         |                  |      |          |          |          |        |         |           |
|           | 6   | 1   | 4:36.234  | 2:26.315 | 1:23.244 | 46.675   | 91.3      | 19:59.524                         |                  |      |          |          |          |        |         |           |
|           | 7   | 1   | 3:04.598  | 53.602   | 1:23.974 | 47.022   | 136.6     | 23:04.122                         |                  |      |          |          |          |        |         |           |
|           | 8   | 1   | 3:01.701  | 51.435   | 1:23.540 | 46.726   | 138.8     | 26:05.823                         |                  |      |          |          |          |        |         |           |
|           | 9   | 1   | 3:02.511  | 52.103   | 1:23.225 | 47.183   | 138.2     | 29:08.334                         |                  |      |          |          |          |        |         |           |
|           | 10  | 1   | 3:00.630  | 51.583   | 1:22.761 | 46.286   | 139.6     | 32:08.964                         |                  |      |          |          |          |        |         |           |
| <b>7</b>  | 1. Martin OVERINGTON<br>2. Guy STEVENS      |   |           |          |          |          |           | ROVER SD1<br>H2C                  |                  |      |          |          |          |        |         |           |
|           | 1   | 1   | 3:25.749  | 59.666   | 1:33.818 | 52.265   | 120.4     | 3:25.749                          |                  |      |          |          |          |        |         |           |
|           | 2   | 1   | 3:22.738  | 56.925   | 1:32.765 | 53.048   | 124.4     | 6:48.487                          |                  |      |          |          |          |        |         |           |
|           | 3   | 1   | 3:23.532  | 57.921   | 1:33.029 | 52.582   | 123.9     | 10:12.019                         |                  |      |          |          |          |        |         |           |
|           | 4   | 1   | 3:20.194  | 56.460   | 1:31.674 | 52.060   | 125.9     | 13:32.213                         |                  |      |          |          |          |        |         |           |
|           | 5   | 1   | 3:25.341  | 55.337   | 1:31.562 | 58.442   | 122.8     | 16:57.554                         |                  |      |          |          |          |        |         |           |
|           | 6   | 1   | 4:55.731  | 2:24.084 | 1:37.603 | 54.044   | 85.3      | 21:53.285                         |                  |      |          |          |          |        |         |           |
|           | 7   | 1   | 3:24.673  | 57.887   | 1:34.786 | 52.000   | 123.2     | 25:17.958                         |                  |      |          |          |          |        |         |           |
|           | 8   | 1   | 3:25.124  | 59.256   | 1:33.141 | 52.727   | 122.9     | 28:43.082                         |                  |      |          |          |          |        |         |           |
|           | 9   | 1   | 3:23.711  | 1:00.038 | 1:31.537 | 52.136   | 123.8     | 32:06.793                         |                  |      |          |          |          |        |         |           |
| <b>10</b> | 1. Mark SMITH<br>2. Arran MOULTON-SMITH     |   |           |          |          |          |           | BMW M3 E30<br>H4B                 |                  |      |          |          |          |        |         |           |
|           | 1   | 1   | 3:03.666  | 54.424   | 1:22.540 | 46.702   | 134.9     | 3:03.666                          |                  |      |          |          |          |        |         |           |
|           | 2   | 1   | 3:02.071  | 52.877   | 1:22.306 | 46.888   | 138.5     | 6:05.737                          |                  |      |          |          |          |        |         |           |
|           | 3   | 1   | 3:01.341  | 51.915   | 1:22.629 | 46.797   | 139.0     | 9:07.078                          |                  |      |          |          |          |        |         |           |
|           | 4   | 1   | 3:02.205  | 52.876   | 1:22.090 | 47.239   | 138.4     | 12:09.283                         |                  |      |          |          |          |        |         |           |
|           | 5   | 1   | 3:15.270  | 53.860   | 1:23.692 | 57.718   | 129.1     | 15:24.553                         |                  |      |          |          |          |        |         |           |
|           | 6   | 1   | 4:16.116  | 2:10.174 | 1:20.110 | 45.832   | 98.4      | 19:40.669                         |                  |      |          |          |          |        |         |           |
|           | 7   | 1   | 2:59.679  | 51.724   | 1:22.045 | 45.910   | 140.3     | 22:40.348                         |                  |      |          |          |          |        |         |           |
|           | <b>11</b>                                   | 1. Michael GRANT - PETERKI<br>2. Patrick BLAKENEY-EDWAR |           |          |          |          |           |                                   | ROVER SD1<br>H2C |      |          |          |          |        |         |           |
|           |   | 1   | 1         | 3:15.655 | 57.319   | 1:28.504 | 49.832    | 126.6                             | 3:15.655         |      |          |          |          |        |         |           |
| 2         |   | 1   | 3:11.147  | 54.649   | 1:26.835 | 49.663   | 131.9     | 6:26.802                          |                  |      |          |          |          |        |         |           |
| 3         |   | 1   | 3:11.182  | 54.592   | 1:26.945 | 49.645   | 131.9     | 9:37.984                          |                  |      |          |          |          |        |         |           |
| 4         |   | 1   | 3:11.328  | 54.757   | 1:26.551 | 50.020   | 131.8     | 12:49.312                         |                  |      |          |          |          |        |         |           |
| 5         |   | 1   | 3:17.789  | 55.249   | 1:26.593 | 55.947   | 127.5     | 16:07.101                         |                  |      |          |          |          |        |         |           |
| 6         |   | 1   | 4:42.439  | 2:17.692 | 1:32.265 | 52.482   | 89.3      | 20:49.540                         |                  |      |          |          |          |        |         |           |
| 7         |   | 1   | 3:15.175  | 56.484   | 1:27.874 | 50.817   | 129.2     | 24:04.715                         |                  |      |          |          |          |        |         |           |
| 8         |   | 1   | 3:11.842  | 55.755   | 1:26.075 | 50.012   | 131.4     | 27:16.557                         |                  |      |          |          |          |        |         |           |
| 9         |   | 1   | 3:12.753  | 56.500   | 1:27.159 | 49.094   | 130.8     | 30:29.310                         |                  |      |          |          |          |        |         |           |
| 10        | 1   | 3:10.544  | 55.116    | 1:26.287 | 49.141   | 132.3    | 33:39.854 |                                   |                  |      |          |          |          |        |         |           |
| <b>14</b> | 1. Paul CLAYSON                             |   |           |          |          |          |           | ALFA ROMEO GTv6<br>T2B            |                  |      |          |          |          |        |         |           |
|           | 1   | 1   | 4:02.938  | 1:22.160 | 1:42.293 | 58.485   | 102.0     | 4:02.938                          |                  |      |          |          |          |        |         |           |
|           | 2   | 1   | 3:44.779  | 1:02.971 | 1:44.132 | 57.676   | 112.2     | 7:47.717                          |                  |      |          |          |          |        |         |           |
|           | 3   | 1   | 3:41.744  | 1:02.740 | 1:41.658 | 57.346   | 113.7     | 11:29.461                         |                  |      |          |          |          |        |         |           |
|           | 4   | 1   | 3:36.952  | 1:02.642 | 1:38.202 | 56.108   | 116.2     | 15:06.413                         |                  |      |          |          |          |        |         |           |
|           | 5   | 1   | 3:45.495  | 1:03.090 | 1:36.980 | 1:05.425 | 111.8     | 18:51.908                         |                  |      |          |          |          |        |         |           |
|           | 6   | 1   | 4:52.290  | 2:21.496 | 1:35.495 | 55.299   | 86.3      | 23:44.198                         |                  |      |          |          |          |        |         |           |
|           | 7   | 1   | 3:29.531  | 1:00.486 | 1:34.078 | 54.967   | 120.3     | 27:13.729                         |                  |      |          |          |          |        |         |           |
|           | 8   | 1   | 3:26.995  | 1:00.691 | 1:33.278 | 53.026   | 121.8     | 30:40.724                         |                  |      |          |          |          |        |         |           |
|           | 9   | 1   | 3:24.519  | 59.645   | 1:31.706 | 53.168   | 123.3     | 34:05.243                         |                  |      |          |          |          |        |         |           |
| <b>15</b> | 1. John SPIERS                              |   |           |          |          |          |           | FORD Capri<br>T2C                 |                  |      |          |          |          |        |         |           |
|           | 1   | 1   | 3:40.275  | 1:05.070 | 1:39.647 | 55.558   | 112.5     | 3:40.275                          |                  |      |          |          |          |        |         |           |
|           | 2   | 1   | 3:28.832  | 59.657   | 1:35.796 | 53.379   | 120.7     | 7:09.107                          |                  |      |          |          |          |        |         |           |
|           | 3   | 1   | 3:22.558  | 57.920   | 1:31.994 | 52.644   | 124.5     | 10:31.665                         |                  |      |          |          |          |        |         |           |
|           | 4   | 1   | 3:21.470  | 59.623   | 1:30.365 | 51.482   | 125.2     | 13:53.135                         |                  |      |          |          |          |        |         |           |
|           | 5   | 1   | 3:26.370  | 57.217   | 1:29.447 | 59.706   | 122.2     | 17:19.505                         |                  |      |          |          |          |        |         |           |
|           | 6   | 1   | 4:31.891  | 2:11.802 | 1:28.933 | 51.156   | 92.7      | 21:51.396                         |                  |      |          |          |          |        |         |           |
|           | 7   | 1   | 3:13.638  | 56.632   | 1:27.223 | 49.783   | 130.2     | 25:05.034                         |                  |      |          |          |          |        |         |           |
|           | 8   | 1   | 3:11.508  | 56.032   | 1:26.769 | 48.707   | 131.7     | 28:16.542                         |                  |      |          |          |          |        |         |           |
|           | 9   | 1   | 3:14.425  | 55.075   | 1:27.724 | 51.626   | 129.7     | 31:30.967                         |                  |      |          |          |          |        |         |           |
| <b>16</b> | 1. Stephen DANCE                            |   |           |          |          |          |           | FORD Capri<br>H2C                 |                  |      |          |          |          |        |         |           |
|           | 1   | 1   | 3:02.207  | 51.266   | 1:24.371 | 46.570   | 136.0     | 3:02.207                          |                  |      |          |          |          |        |         |           |
|           | 2   | 1   | 3:02.974  | 50.972   | 1:25.243 | 46.759   | 137.8     | 6:05.181                          |                  |      |          |          |          |        |         |           |
|           | 3   | 1   | 3:01.230  | 50.863   | 1:23.916 | 46.451   | 139.1     | 9:06.411                          |                  |      |          |          |          |        |         |           |
|           | 4   | 1   | 3:00.309  | 51.296   | 1:22.291 | 46.722   | 139.8     | 12:06.720                         |                  |      |          |          |          |        |         |           |
|           | 5   | 1   | 2:59.610  | 50.301   | 1:22.246 | 47.063   | 140.4     | 15:06.330                         |                  |      |          |          |          |        |         |           |
|           | 6   | 1   | 3:08.015  | 50.112   | 1:24.649 | 53.254   | 134.1     | 18:14.345                         |                  |      |          |          |          |        |         |           |
|           | 7   | 1   | 4:10.653  | 2:01.703 | 1:22.755 | 46.195   | 100.6     | 22:24.998                         |                  |      |          |          |          |        |         |           |
|           | 8   | 1   | 2:56.656  | 49.553   | 1:21.491 | 45.612   | 142.7     | 25:21.654                         |                  |      |          |          |          |        |         |           |
|           | 9   | 1   | 2:55.714  | 49.145   | 1:21.563 | 45.006   | 143.5     | 28:17.368                         |                  |      |          |          |          |        |         |           |
| 10        | 1   | 2:56.011  | 49.789    | 1:21.366 | 44.856   | 143.3    | 31:13.379 |                                   |                  |      |          |          |          |        |         |           |
| <b>17</b> | 1. David TOMLIN                             |   |           |          |          |          |           | FORD Sierra Cosworth RS500<br>H4B |                  |      |          |          |          |        |         |           |
|           | 1   | 1   | 3:36.661  | 1:12.368 | 1:33.856 | 50.437   | 114.3     | 3:36.661                          |                  |      |          |          |          |        |         |           |





# U2TC & Historic Touring Car Challenge with SPA SIX HOURS Race 2

## Analysis

Personal Best Session Best B Crossing the finish line in pit lane

| Lap | D | Time       | Sector 1 | Sector 2 | Sector 3 | Kph   | Elapsed   |
|-----|---|------------|----------|----------|----------|-------|-----------|
| 2   | 1 | 3:02.959   | 50.770   | 1:25.143 | 47.046   | 137.8 | 6:39.620  |
| 3   | 1 | 3:00.356   | 51.182   | 1:23.662 | 45.512   | 139.8 | 9:39.976  |
| 4   | 1 | 2:57.787   | 50.049   | 1:22.076 | 45.662   | 141.8 | 12:37.763 |
| 5   | 1 | 3:05.112 B | 48.896   | 1:22.248 | 53.968   | 136.2 | 15:42.875 |
| 6   | 1 | 4:12.423   | 2:01.430 | 1:24.434 | 46.559   | 99.9  | 19:55.298 |
| 7   | 1 | 3:01.246   | 49.752   | 1:22.489 | 49.005   | 139.1 | 22:56.544 |
| 8   | 1 | 3:31.768 B | 56.191   | 1:30.226 | 1:05.351 | 119.1 | 26:28.312 |

| 20 |   | 1.Kenneth CLARKE<br>2.Simon CLARKE |          | ROVER Vitesse<br>H3C |        |       |           |
|----|---|------------------------------------|----------|----------------------|--------|-------|-----------|
| 1  | 1 | 3:21.903                           | 59.872   | 1:31.210             | 50.821 | 122.7 | 3:21.903  |
| 2  | 1 | 3:16.648                           | 56.239   | 1:29.186             | 51.223 | 128.2 | 6:38.551  |
| 3  | 1 | 3:15.454                           | 56.544   | 1:28.296             | 50.614 | 129.0 | 9:54.005  |
| 4  | 1 | 3:13.445                           | 55.649   | 1:27.825             | 49.971 | 130.3 | 13:07.450 |
| 5  | 1 | 3:24.029 B                         | 55.777   | 1:28.645             | 59.607 | 123.6 | 16:31.479 |
| 6  | 1 | 4:43.184                           | 2:19.568 | 1:32.562             | 51.054 | 89.0  | 21:14.663 |
| 7  | 1 | 3:16.833                           | 56.233   | 1:28.694             | 51.906 | 128.1 | 24:31.496 |
| 8  | 1 | 3:34.408                           | 1:00.144 | 1:38.038             | 56.226 | 117.6 | 28:05.904 |
| 9  | 1 | 3:32.858                           | 1:01.535 | 1:36.016             | 55.307 | 118.5 | 31:38.762 |

| 21 |   | 1.Oliver BRYANT<br>2.Grahame BRYANT |          | CHEVROLET Camaro Z28<br>T2D |        |       |           |
|----|---|-------------------------------------|----------|-----------------------------|--------|-------|-----------|
| 1  | 1 | 3:40.292                            | 1:07.780 | 1:38.117                    | 54.395 | 112.5 | 3:40.292  |
| 2  | 1 | 3:19.101                            | 55.765   | 1:31.995                    | 51.341 | 126.6 | 6:59.393  |
| 3  | 1 | 3:14.939                            | 55.230   | 1:29.482                    | 50.227 | 129.3 | 10:14.332 |
| 4  | 1 | 3:16.041                            | 55.891   | 1:30.414                    | 49.736 | 128.6 | 13:30.373 |
| 5  | 1 | 3:18.581 B                          | 54.885   | 1:27.571                    | 56.125 | 127.0 | 16:48.954 |
| 6  | 1 | 4:22.771                            | 2:07.508 | 1:26.597                    | 48.666 | 96.0  | 21:11.725 |
| 7  | 1 | 3:08.179                            | 53.421   | 1:26.166                    | 48.592 | 134.0 | 24:19.904 |
| 8  | 1 | 3:05.453                            | 52.656   | 1:25.234                    | 47.563 | 136.0 | 27:25.357 |
| 9  | 1 | 3:08.836                            | 53.680   | 1:26.673                    | 48.483 | 133.5 | 30:34.193 |
| 10 | 1 | 3:03.995                            | 52.666   | 1:24.297                    | 47.032 | 137.0 | 33:38.188 |

| 22 |   | 1.Paul MENSLEY |          | FORD Sierra Cosworth RS500<br>H4B |        |       |           |
|----|---|----------------|----------|-----------------------------------|--------|-------|-----------|
| 1  | 1 | 3:24.026       | 1:07.828 | 1:29.181                          | 47.017 | 121.4 | 3:24.026  |
| 2  | 1 | 3:04.491       | 50.656   | 1:27.258                          | 46.577 | 136.7 | 6:28.517  |
| 3  | 1 | 3:01.229       | 50.130   | 1:24.893                          | 46.206 | 139.1 | 9:29.746  |
| 4  | 1 | 3:11.038 B     | 49.382   | 1:26.181                          | 55.475 | 132.0 | 12:40.784 |
| 5  | 1 | 4:13.099       | 2:04.143 | 1:23.127                          | 45.829 | 99.6  | 16:53.883 |
| 6  | 1 | 2:58.890       | 49.120   | 1:24.353                          | 45.417 | 140.9 | 19:52.773 |
| 7  | 1 | 2:59.526       | 49.933   | 1:24.445                          | 45.148 | 140.4 | 22:52.299 |
| 8  | 1 | 2:59.337       | 50.630   | 1:23.708                          | 44.999 | 140.6 | 25:51.636 |
| 9  | 1 | 2:59.713       | 49.724   | 1:24.512                          | 45.477 | 140.3 | 28:51.349 |
| 10 | 1 | 2:58.551       | 50.022   | 1:23.306                          | 45.223 | 141.2 | 31:49.900 |

| 25 |   | 1.Howard DAWSON<br>2.Graham SCARBOROUGH |          | FORD Capri<br>T2C |        |       |           |
|----|---|---|----------|-------------------|--------|-------|-----------|
| 1  | 1 | 3:44.207                                | 1:09.255 | 1:39.900          | 55.052 | 110.5 | 3:44.207  |
| 2  | 1 | 3:28.048                                | 59.154   | 1:35.253          | 53.641 | 121.2 | 7:12.255  |
| 3  | 1 | 3:25.168                                | 58.481   | 1:33.573          | 53.114 | 122.9 | 10:37.423 |
| 4  | 1 | 3:24.640                                | 59.677   | 1:32.983          | 51.980 | 123.2 | 14:02.063 |
| 5  | 1 | 3:27.409 B                              | 57.881   | 1:31.686          | 57.842 | 121.6 | 17:29.472 |
| 6  | 1 | 4:33.983                                | 2:10.318 | 1:32.127          | 51.538 | 92.0  | 22:03.455 |
| 7  | 1 | 3:17.353                                | 56.825   | 1:30.144          | 50.384 | 127.8 | 25:20.808 |
| 8  | 1 | 3:15.411                                | 56.355   | 1:29.681          | 49.375 | 129.0 | 28:36.219 |
| 9  | 1 | 3:12.990                                | 56.704   | 1:27.016          | 49.270 | 130.7 | 31:49.209 |

| 41 |   | 1.George POCHCIOL<br>2.James HANSON |          | FORD Capri<br>T2C |          |       |           |
|----|---|-------------------------------------|----------|-------------------|----------|-------|-----------|
| 1  | 1 | 3:39.235                            | 1:03.475 | 1:40.169          | 55.591   | 113.0 | 3:39.235  |
| 2  | 1 | 3:31.928                            | 1:00.854 | 1:37.232          | 53.842   | 119.0 | 7:11.163  |
| 3  | 1 | 3:25.738                            | 58.288   | 1:34.452          | 52.998   | 122.6 | 10:36.901 |
| 4  | 1 | 3:35.137 B                          | 59.505   | 1:34.963          | 1:00.669 | 117.2 | 14:12.038 |
| 5  | 1 | 4:29.345                            | 2:11.768 | 1:27.202          | 50.375   | 93.6  | 18:41.383 |
| 6  | 1 | 3:13.182                            | 56.045   | 1:27.402          | 49.735   | 130.5 | 21:54.565 |
| 7  | 1 | 3:13.354                            | 55.786   | 1:28.279          | 49.289   | 130.4 | 25:07.919 |
| 8  | 1 | 3:09.569                            | 54.816   | 1:25.658          | 49.095   | 133.0 | 28:17.488 |
| 9  | 1 | 3:13.960                            | 54.543   | 1:27.671          | 51.746   | 130.0 | 31:31.448 |

| 43 |   | 1.Ian GUEST<br>2.Frank GUEST |          | ALFA ROMEO GTV6<br>H3B |        |       |           |
|----|---|------------------------------|----------|------------------------|--------|-------|-----------|
| 1  | 1 | 3:41.973                     | 1:07.978 | 1:40.596               | 53.399 | 111.6 | 3:41.973  |
| 2  | 1 | 3:27.787                     | 59.940   | 1:35.696               | 52.151 | 121.3 | 7:09.760  |
| 3  | 1 | 3:22.116                     | 58.320   | 1:32.000               | 51.796 | 124.8 | 10:31.876 |
| 4  | 1 | 3:21.599                     | 59.744   | 1:30.580               | 51.275 | 125.1 | 13:53.475 |
| 5  | 1 | 3:28.084 B                   | 58.479   | 1:29.701               | 59.904 | 121.2 | 17:21.559 |
| 6  | 1 | 4:33.383                     | 2:17.417 | 1:26.247               | 49.719 | 92.2  | 21:54.942 |
| 7  | 1 | 3:15.129                     | 56.792   | 1:29.432               | 48.905 | 129.2 | 25:10.071 |
| 8  | 1 | 3:10.981                     | 56.368   | 1:25.653               | 48.960 | 132.0 | 28:21.052 |
| 9  | 1 | 3:11.981                     | 56.078   | 1:26.386               | 49.517 | 131.3 | 31:33.033 |

| 44 |   | 1.James MORRIS<br>2.Geoffrey SHEPHARD |          | VOLKSWAGEN Golf GTi Mk1<br>T2A |        |       |           |
|----|---|---------------------------------------|----------|--------------------------------|--------|-------|-----------|
| 1  | 1 | 3:29.945                              | 1:03.586 | 1:33.324                       | 53.035 | 118.0 | 3:29.945  |
| 2  | 1 | 3:22.631                              | 57.531   | 1:31.902                       | 53.198 | 124.4 | 6:52.576  |
| 3  | 1 | 3:21.178                              | 58.601   | 1:30.491                       | 52.086 | 125.3 | 10:13.754 |
| 4  | 1 | 3:19.216                              | 57.317   | 1:29.995                       | 51.904 | 126.6 | 13:32.970 |
| 5  | 1 | 3:27.023 B                            | 59.413   | 1:28.977                       | 58.633 | 121.8 | 16:59.993 |
| 6  | 1 | 4:26.541                              | 2:07.598 | 1:27.352                       | 51.591 | 94.6  | 21:26.534 |
| 7  | 1 | 3:16.053                              | 57.393   | 1:28.344                       | 50.316 | 128.6 | 24:42.587 |
| 8  | 1 | 3:13.775                              | 57.000   | 1:27.261                       | 49.514 | 130.1 | 27:56.362 |
| 9  | 1 | 3:13.228                              | 56.921   | 1:26.212                       | 50.095 | 130.5 | 31:09.590 |
| 10 | 1 | 3:12.329                              | 56.417   | 1:26.542                       | 49.370 | 131.1 | 34:21.919 |

| 51 |   | 1.Alex DE LATRE DU BOSQ<br>2.Thierry DE LATRE DU BOS |          | FORD Escort RS 1600<br>H2Ai |          |       |           |
|----|---|--|----------|-----------------------------|----------|-------|-----------|
| 1  | 1 | 3:21.036   | 58.027   | 1:32.439                    | 50.570   | 123.2 | 3:21.036  |
| 2  | 1 | 3:15.459   | 54.966   | 1:30.207                    | 50.286   | 129.0 | 6:36.495  |
| 3  | 1 | 3:20.185   | 56.969   | 1:31.981                    | 51.235   | 126.0 | 9:56.680  |
| 4  | 1 | 3:18.078   | 55.914   | 1:30.565                    | 51.599   | 127.3 | 13:14.758 |
| 5  | 1 | 3:20.719   | 57.818   | 1:31.687                    | 51.214   | 125.6 | 16:35.477 |
| 6  | 1 | 3:31.992 B   | 56.862   | 1:32.060                    | 1:03.070 | 118.9 | 20:07.469 |
| 7  | 1 | 4:37.069   | 2:15.077 | 1:30.901                    | 51.091   | 91.0  | 24:44.538 |
| 8  | 1 | 3:19.356   | 56.681   | 1:30.924                    | 51.751   | 126.5 | 28:03.894 |
| 9  | 1 | 3:19.136   | 56.340   | 1:30.755                    | 52.041   | 126.6 | 31:23.030 |

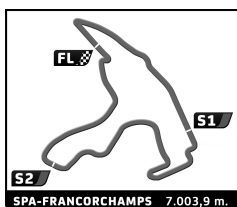
| 54 |   | 1.William NAIRN<br>2.Carol NAIRN |          | MORRIS Mini Cooper S<br>UB |          |       |           |
|----|---|----------------------------------|----------|----------------------------|----------|-------|-----------|
| 1  | 1 | 4:00.331                         | 1:20.627 | 1:41.168                   | 58.536   | 103.1 | 4:00.331  |
| 2  | 1 | 3:33.899                         | 1:02.305 | 1:36.270                   | 55.324   | 117.9 | 7:34.230  |
| 3  | 1 | 3:31.153                         | 1:01.944 | 1:34.274                   | 54.935   | 119.4 | 11:05.383 |
| 4  | 1 | 3:29.775                         | 1:01.505 | 1:33.639                   | 54.631   | 120.2 | 14:35.158 |
| 5  | 1 | 3:35.897 B                       | 1:01.208 | 1:32.692                   | 1:01.997 | 116.8 | 18:11.055 |





# GRID 12

## U2TC & HTCC



### U2TC & Historic Touring Car Challenge with SPA SIX HOURS Race 2

### Analysis

■ Personal Best ■ Session Best ■ Crossing the finish line in pit lane

| Lap | D | Time     | Sector 1 | Sector 2 | Sector 3 | Kph   | Elapsed   | Lap | D | Time            | Sector 1 | Sector 2 | Sector 3      | Kph   | Elapsed   |
|-----|---|----------|----------|----------|----------|-------|-----------|-----|---|-----------------|----------|----------|---------------|-------|-----------|
| 6   | 1 | 4:57.935 | 2:20.948 | 1:39.838 | 57.149   | 84.6  | 23:08.990 | 9   | 1 | 2:57.084        | 51.376   | 1:19.807 | 45.901        | 142.4 | 28:15.329 |
| 7   | 1 | 3:36.102 | 1:01.334 | 1:39.582 | 55.186   | 116.7 | 26:45.092 | 10  | 1 | <b>2:56.195</b> | 50.887   | 1:19.965 | <b>45.343</b> | 143.1 | 31:11.524 |
| 8   | 1 | 3:36.107 | 1:01.347 | 1:38.313 | 56.447   | 116.7 | 30:21.199 |     |   |                 |          |          |               |       |           |
| 9   | 1 | 3:34.491 | 1:01.264 | 1:37.508 | 55.719   | 117.6 | 33:55.690 |     |   |                 |          |          |               |       |           |

| 55 |   | 1.Tom PEAD      |               | BMW 1600Ti T2B  |               |       |           |
|----|---|-----------------|---------------|-----------------|---------------|-------|-----------|
| 1  | 1 | 4:01.070        | 1:15.792      | 1:43.451        | 1:01.827      | 102.8 | 4:01.070  |
| 2  | 1 | 3:46.016        | 1:03.239      | 1:44.472        | 58.305        | 111.6 | 7:47.086  |
| 3  | 1 | 3:41.818        | 1:03.024      | 1:41.449        | 57.345        | 113.7 | 11:28.904 |
| 4  | 1 | 3:50.152        | 1:03.046      | 1:40.140        | 1:06.966      | 109.6 | 15:19.056 |
| 5  | 1 | 4:54.314        | 2:21.148      | 1:37.614        | 55.552        | 85.7  | 20:13.370 |
| 6  | 1 | 3:31.505        | 1:01.372      | 1:35.934        | 54.199        | 119.2 | 23:44.875 |
| 7  | 1 | 3:27.623        | 1:00.069      | 1:34.210        | 53.344        | 123.1 | 27:12.498 |
| 8  | 1 | 3:24.824        | 58.586        | 1:33.067        | <b>53.171</b> | 123.1 | 30:37.322 |
| 9  | 1 | <b>3:24.743</b> | <b>58.471</b> | <b>1:32.916</b> | 53.356        | 123.2 | 34:02.065 |

| 56 |   | 1.Raphael DE BORMAN |               | FORD CAPRI 3.0 H2CI |               |       |           |
|----|---|---------------------|---------------|---------------------|---------------|-------|-----------|
| 1  | 1 | 3:38.675            | 1:04.097      | 1:40.967            | 53.611        | 113.3 | 3:38.675  |
| 2  | 1 | 3:27.532            | 1:00.766      | 1:33.564            | 53.202        | 121.5 | 7:06.207  |
| 3  | 1 | 3:20.972            | 58.606        | 1:31.244            | 51.122        | 125.5 | 10:27.179 |
| 4  | 1 | 3:18.070            | 58.054        | 1:28.965            | 51.051        | 127.3 | 13:45.249 |
| 5  | 1 | 3:28.312            | 1:00.745      | 1:30.377            | 57.190        | 121.0 | 17:13.561 |
| 6  | 1 | 4:27.826            | 2:08.762      | 1:29.101            | 49.963        | 94.1  | 21:41.387 |
| 7  | 1 | 3:16.423            | 1:00.242      | 1:27.074            | 49.107        | 128.4 | 24:57.810 |
| 8  | 1 | <b>3:12.049</b>     | <b>56.336</b> | <b>1:26.032</b>     | 49.681        | 131.3 | 28:09.859 |
| 9  | 1 | 3:12.572            | 57.148        | 1:26.553            | <b>48.871</b> | 130.9 | 31:22.431 |

| 57 |   | 1.Jonathan (Joe) GOMM |               | FORD Escort RS1600 H2B |               |       |           |
|----|---|-----------------------|---------------|------------------------|---------------|-------|-----------|
| 1  | 1 | 3:31.156              | 1:04.423      | 1:35.546               | 51.187        | 117.3 | 3:31.156  |
| 2  | 1 | 3:17.776              | 55.277        | <b>1:30.758</b>        | 51.741        | 127.5 | 6:48.932  |
| 3  | 1 | <b>3:17.328</b>       | <b>55.269</b> | 1:31.381               | <b>50.678</b> | 127.8 | 10:06.260 |

| 63 |   | 1.Lawrence WARR |               | AUSTIN Mini 1275GT T1A |               |       |           |
|----|---|-----------------|---------------|------------------------|---------------|-------|-----------|
| 1  | 1 | 3:46.884        | 1:11.876      | 1:40.049               | 54.959        | 109.2 | 3:46.884  |
| 2  | 1 | 3:28.985        | 1:00.154      | 1:35.284               | 53.547        | 120.7 | 7:15.869  |
| 3  | 1 | 3:26.221        | 1:00.427      | 1:33.310               | 52.484        | 122.3 | 10:42.090 |
| 4  | 1 | 3:25.499        | 1:00.159      | 1:32.979               | 52.361        | 122.7 | 14:07.589 |
| 5  | 1 | 3:34.231        | 1:01.006      | 1:32.093               | 1:01.132      | 117.7 | 17:41.820 |
| 6  | 1 | 4:45.184        | 2:21.426      | <b>1:29.989</b>        | 53.769        | 88.4  | 22:27.004 |
| 7  | 1 | <b>3:21.660</b> | 58.803        | 1:30.852               | 52.005        | 125.0 | 25:48.664 |
| 8  | 1 | 3:22.038        | <b>58.226</b> | 1:31.449               | 52.363        | 124.8 | 29:10.702 |
| 9  | 1 | 3:22.775        | 59.932        | 1:31.305               | <b>51.538</b> | 124.3 | 32:33.477 |

| 66 |   | 1.Nicholas WHALE<br>2.Harry WHALE |               | BMW M3 E30 H4B  |        |       |           |
|----|---|-----------------------------------|---------------|-----------------|--------|-------|-----------|
| 1  | 1 | 3:03.874                          | 56.807        | 1:21.222        | 45.845 | 134.7 | 3:03.874  |
| 2  | 1 | 3:00.221                          | <b>50.633</b> | 1:23.072        | 46.516 | 139.9 | 6:04.095  |
| 3  | 1 | 2:58.980                          | 51.454        | 1:21.416        | 46.110 | 140.9 | 9:03.075  |
| 4  | 1 | 2:58.109                          | 51.185        | 1:20.727        | 46.197 | 141.6 | 12:01.184 |
| 5  | 1 | 3:09.959                          | 51.112        | 1:22.015        | 56.832 | 132.7 | 15:11.143 |
| 6  | 1 | 4:12.442                          | 2:06.117      | <b>1:19.476</b> | 46.849 | 99.9  | 19:23.585 |
| 7  | 1 | 2:57.453                          | 51.429        | 1:20.036        | 45.988 | 142.1 | 22:21.038 |
| 8  | 1 | 2:57.207                          | 51.273        | 1:19.734        | 46.200 | 142.3 | 25:18.245 |

| 69 |   | 1.Simon WATTS<br>2.Roberto GIORDANELLI |                 | FORD Lotus Cortina UC |               |       |           |
|----|---|--|-----------------|-----------------------|---------------|-------|-----------|
| 1  | 1 | 4:01.648                               | 1:18.044        | 1:41.937              | 1:01.667      | 102.5 | 4:01.648  |
| 2  | 1 | 3:40.494                               | 1:03.364        | 1:41.571              | 55.559        | 114.4 | 7:42.142  |
| 3  | 1 | 3:36.696                               | 1:02.713        | 1:36.668              | 57.315        | 116.4 | 11:18.838 |
| 4  | 1 | 3:33.958                               | 1:02.261        | 1:36.780              | 54.917        | 117.8 | 14:52.796 |
| 5  | 1 | 3:38.758                               | 1:01.208        | 1:34.914              | 1:02.636      | 115.3 | 18:31.554 |
| 6  | 1 | 4:43.626                               | 2:16.419        | 1:33.054              | 54.153        | 88.9  | 23:15.180 |
| 7  | 1 | 3:27.214                               | 1:00.470        | 1:33.546              | 53.198        | 121.7 | 26:42.394 |
| 8  | 1 | 3:25.650                               | <b>1:00.013</b> | 1:33.032              | 52.605        | 122.6 | 30:08.044 |
| 9  | 1 | <b>3:23.198</b>                        | 1:01.015        | <b>1:30.056</b>       | <b>52.127</b> | 124.1 | 33:31.242 |

| 75 |   | 1.Eric MESTDAGH |               | BMW CSL H2C     |               |       |           |
|----|---|-----------------|---------------|-----------------|---------------|-------|-----------|
| 1  | 1 | 3:58.784        | 56.555        | 2:05.720        | 56.509        | 103.8 | 3:58.784  |
| 2  | 1 | 3:19.955        | <b>56.703</b> | 1:31.526        | 51.726        | 126.1 | 7:18.739  |
| 3  | 1 | <b>3:17.284</b> | 56.813        | <b>1:29.291</b> | <b>51.180</b> | 127.8 | 10:36.023 |

| 77 |   | 1.Glynn ALLEN<br>2.Darren ROBERTS |                 | ALFA ROMEO 2000 GTV T1B |               |       |           |
|----|---|-----------------------------------|-----------------|-------------------------|---------------|-------|-----------|
| 1  | 1 | 4:02.832                          | 1:21.184        | 1:42.678                | 58.970        | 102.0 | 4:02.832  |
| 2  | 1 | 3:47.771                          | 1:05.318        | 1:44.246                | 58.207        | 110.7 | 7:50.603  |
| 3  | 1 | 3:41.218                          | 1:03.715        | 1:40.103                | 57.400        | 114.0 | 11:31.821 |
| 4  | 1 | 3:42.679                          | 1:03.926        | 1:40.974                | 57.779        | 113.2 | 15:14.500 |
| 5  | 1 | 3:44.423                          | 1:02.841        | 1:36.684                | 1:04.898      | 112.4 | 18:58.923 |
| 6  | 1 | 4:47.658                          | 2:19.488        | 1:33.571                | 54.599        | 87.7  | 23:46.581 |
| 7  | 1 | 3:31.360                          | 1:00.902        | 1:34.024                | 56.434        | 119.3 | 27:17.941 |
| 8  | 1 | <b>3:25.127</b>                   | <b>1:00.793</b> | <b>1:32.113</b>         | 52.221        | 122.9 | 30:43.068 |
| 9  | 1 | 3:25.160                          | 1:01.193        | 1:32.203                | <b>51.764</b> | 122.9 | 34:08.228 |

| 78 |   | 1.Alain PAGES   |               | FORD Lotus Cortina UC |               |       |           |
|----|---|-----------------|---------------|-----------------------|---------------|-------|-----------|
| 1  | 1 | 3:49.622        | 1:14.983      | 1:38.950              | 55.689        | 107.9 | 3:49.622  |
| 2  | 1 | 3:33.946        | 1:02.484      | 1:36.379              | 55.083        | 117.9 | 7:23.568  |
| 3  | 1 | 3:32.484        | 1:02.359      | 1:35.431              | 54.694        | 118.7 | 10:56.052 |
| 4  | 1 | 3:38.701        | 1:02.641      | 1:33.834              | 1:02.226      | 115.3 | 14:34.753 |
| 5  | 1 | 4:52.197        | 2:26.176      | 1:31.886              | 54.135        | 86.3  | 19:26.950 |
| 6  | 1 | 3:26.027        | 1:01.075      | 1:30.806              | 54.146        | 122.4 | 22:52.977 |
| 7  | 1 | 3:24.025        | 1:00.569      | 1:31.089              | 52.367        | 123.6 | 26:17.002 |
| 8  | 1 | 3:20.232        | <b>58.508</b> | 1:29.788              | 51.936        | 125.9 | 29:37.234 |
| 9  | 1 | <b>3:18.637</b> | 58.916        | <b>1:28.742</b>       | <b>50.979</b> | 126.9 | 32:55.871 |

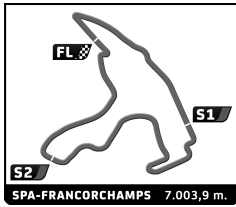
| 80 |   | 1.Jonathan MILES<br>2.Adrian MILES |               | FORD Cortina Mk2 H1A |               |       |           |
|----|---|------------------------------------|---------------|----------------------|---------------|-------|-----------|
| 1  | 1 | 4:03.913                           | 1:24.233      | 1:41.396             | 58.284        | 101.6 | 4:03.913  |
| 2  | 1 | 3:45.017                           | 1:03.864      | 1:43.485             | 57.668        | 112.1 | 7:48.930  |
| 3  | 1 | 3:41.287                           | 1:02.976      | 1:41.022             | 57.289        | 113.9 | 11:30.217 |
| 4  | 1 | 3:51.082                           | 1:02.628      | 1:41.234             | 1:07.220      | 109.1 | 15:21.299 |
| 5  | 1 | 5:02.589                           | 2:34.639      | 1:34.088             | 53.862        | 83.3  | 20:23.888 |
| 6  | 1 | 3:24.709                           | 59.218        | <b>1:32.933</b>      | 52.558        | 123.2 | 23:48.597 |
| 7  | 1 | 3:26.137                           | 58.193        | 1:33.337             | 54.607        | 122.3 | 27:14.734 |
| 8  | 1 | 3:28.416                           | 1:00.950      | 1:33.545             | 53.921        | 121.0 | 30:43.150 |
| 9  | 1 | <b>3:24.280</b>                    | <b>57.925</b> | 1:34.037             | <b>52.318</b> | 123.4 | 34:07.430 |





**GRID 12**

**U2TC & HTCC**



# U2TC & Historic Touring Car Challenge with SPA SIX HOURS Race 2

## Analysis

Personal Best Session Best B Crossing the finish line in pit lane

| Lap        | D  | Time            | Sector 1      | Sector 2        | Sector 3        | Kph      | Elapsed   | Lap       | D | Time     | Sector 1 | Sector 2 | Sector 3 | Kph   | Elapsed   |
|------------|--|-----------------|---------------|-----------------|-----------------|----------|-----------|-----------|---|----------|----------|----------|----------|-------|-----------|
| <b>81</b>  | 1.Ian GOFF<br>2.Max GOFF<br>FORD Sierra Cosworth RS500<br>H4B                  |                 |               |                 |                 |          |           | 6         | 1 | 4:43.443 | 2:16.840 | 1:33.538 | 53.065   | 89.0  | 22:33.476 |
| 1          | 1  | 2:59.945        |               |                 |                 | 137.7    | 2:59.945  |           |   |          |          |          |          |       |           |
| 2          | 1  | 3:01.341        |               |                 |                 | 139.0    | 6:01.286  |           |   |          |          |          |          |       |           |
| 3          | 1  | 3:03.292        |               |                 |                 | 137.6    | 9:04.578  |           |   |          |          |          |          |       |           |
| 4          | 1  | 3:02.432        |               |                 |                 | 138.2    | 12:07.010 |           |   |          |          |          |          |       |           |
| 5          | 1  | 3:15.368        | <b>B</b>      |                 |                 | 129.1    | 15:22.378 |           |   |          |          |          |          |       |           |
| 6          | 1  | 4:18.130        |               |                 |                 | 97.7     | 19:40.508 |           |   |          |          |          |          |       |           |
| 7          | 1  | 3:00.104        |               |                 |                 | 140.0    | 22:40.612 |           |   |          |          |          |          |       |           |
| 8          | 1  | 3:01.081        |               |                 |                 | 139.2    | 25:41.693 |           |   |          |          |          |          |       |           |
| 9          | 1  | <b>2:57.168</b> |               |                 |                 | 142.3    | 28:38.861 |           |   |          |          |          |          |       |           |
| 10         | 1  | 3:00.781        |               |                 |                 | 139.5    | 31:39.642 |           |   |          |          |          |          |       |           |
| <b>84</b>  | 1.Stephen JONES<br>MORRIS Mini Cooper S<br>UB                                  |                 |               |                 |                 |          |           | 6         | 1 | 4:43.443 | 2:16.840 | 1:33.538 | 53.065   | 89.0  | 22:33.476 |
| 1          | 1  | 3:58.280        | 1:17.533      | 1:42.812        | 57.935          | 104.0    | 3:58.280  |           |   |          |          |          |          |       |           |
| 2          | 1  | 3:33.675        | 1:02.976      | 1:35.506        | 55.193          | 118.0    | 7:31.955  |           |   |          |          |          |          |       |           |
| 3          | 1  | 3:29.955        | 1:02.971      | 1:32.927        | 54.057          | 120.1    | 11:01.910 |           |   |          |          |          |          |       |           |
| 4          | 1  | 3:27.017        | 1:02.429      | 1:31.321        | 53.267          | 121.8    | 14:28.927 |           |   |          |          |          |          |       |           |
| 5          | 1  | 3:32.863        | <b>B</b>      | 1:01.432        | 1:30.630        | 1:00.801 | 118.5     | 18:01.790 |   |          |          |          |          |       |           |
| 6          | 1  | 4:46.096        | 2:23.435      | 1:30.797        | 51.864          | 88.1     | 22:47.886 |           |   |          |          |          |          |       |           |
| 7          | 1  | 3:21.992        | 1:01.155      | 1:29.138        | 51.699          | 124.8    | 26:09.878 |           |   |          |          |          |          |       |           |
| 8          | 1  | 3:20.460        | 59.603        | 1:29.558        | 51.299          | 125.8    | 29:30.338 |           |   |          |          |          |          |       |           |
| 9          | 1  | <b>3:17.038</b> | <b>58.895</b> | <b>1:27.714</b> | <b>50.429</b>   | 128.0    | 32:47.376 |           |   |          |          |          |          |       |           |
| <b>85</b>  | 1.Sean BROWN<br>2.Daniel BROWN<br>FORD Sierra Cosworth RS500<br>H4B            |                 |               |                 |                 |          |           | 7         | 1 | 3:25.214 | 57.995   | 1:34.057 | 53.162   | 122.9 | 25:58.690 |
| 1          | 1  | 3:13.791        | 59.199        | 1:25.839        | 48.753          | 127.8    | 3:13.791  |           |   |          |          |          |          |       |           |
| 2          | 1  | 3:06.362        | 51.419        | 1:25.892        | 49.051          | 135.3    | 6:20.153  |           |   |          |          |          |          |       |           |
| 3          | 1  | 3:06.466        | 52.633        | 1:25.639        | 48.194          | 135.2    | 9:26.619  |           |   |          |          |          |          |       |           |
| 4          | 1  | 3:13.895        | <b>B</b>      | 51.770          | 1:24.626        | 57.499   | 130.0     | 12:40.514 |   |          |          |          |          |       |           |
| 5          | 1  | 4:15.187        | 2:07.675      | 1:21.622        | 45.890          | 98.8     | 16:55.701 |           |   |          |          |          |          |       |           |
| 6          | 1  | 2:58.291        | 49.632        | 1:22.647        | 46.012          | 141.4    | 19:53.992 |           |   |          |          |          |          |       |           |
| 7          | 1  | 2:56.679        | 49.926        | 1:21.206        | 45.547          | 142.7    | 22:50.671 |           |   |          |          |          |          |       |           |
| 8          | 1  | 2:56.935        | <b>49.030</b> | 1:21.860        | 46.045          | 142.5    | 25:47.606 |           |   |          |          |          |          |       |           |
| 9          | 1  | <b>2:54.970</b> | 49.309        | <b>1:20.214</b> | <b>45.447</b>   | 144.1    | 28:42.576 |           |   |          |          |          |          |       |           |
| 10         | 1  | 3:00.711        | 51.422        | 1:23.072        | 46.217          | 139.5    | 31:43.287 |           |   |          |          |          |          |       |           |
| <b>94</b>  | 1.Till BECHTOLSHEIMER<br>2.Damien FAULKNER<br>MG Metro Turbo<br>H3B            |                 |               |                 |                 |          |           | 7         | 1 | 3:22.909 | 58.091   | 1:32.699 | 52.119   | 124.3 | 29:21.599 |
| 1          | 1  | 7:17.056        | 4:53.178      | 1:31.920        | 51.958          | 56.7     | 7:17.056  |           |   |          |          |          |          |       |           |
| 2          | 1  | 3:16.223        | 56.570        | 1:29.388        | 50.265          | 128.5    | 10:33.279 |           |   |          |          |          |          |       |           |
| 3          | 1  | 3:15.572        | 56.753        | 1:28.742        | 50.077          | 128.9    | 13:48.851 |           |   |          |          |          |          |       |           |
| 4          | 1  | 3:20.783        | <b>B</b>      | 55.312          | 1:27.721        | 57.750   | 125.6     | 17:09.634 |   |          |          |          |          |       |           |
| 5          | 1  | 4:38.235        | 2:22.740      | 1:26.863        | 48.632          | 90.6     | 21:47.869 |           |   |          |          |          |          |       |           |
| 6          | 1  | 3:08.409        | 54.957        | 1:25.527        | 47.925          | 133.8    | 24:56.278 |           |   |          |          |          |          |       |           |
| 7          | 1  | <b>3:07.529</b> | <b>54.246</b> | <b>1:24.243</b> | 49.040          | 134.5    | 28:03.807 |           |   |          |          |          |          |       |           |
| 8          | 1  | 3:09.590        | 55.562        | 1:26.625        | <b>47.403</b>   | 133.0    | 31:13.397 |           |   |          |          |          |          |       |           |
| <b>98</b>  | 1.Graham PATTLE<br>2.Mark BURTON<br>FORD Lotus Cortina<br>UC                   |                 |               |                 |                 |          |           | 6         | 1 | 4:43.443 | 2:16.840 | 1:33.538 | 53.065   | 89.0  | 22:33.476 |
| 1          | 1  | 3:46.457        | 1:11.531      | 1:39.357        | 55.569          | 109.4    | 3:46.457  |           |   |          |          |          |          |       |           |
| 2          | 1  | 3:34.497        | 1:01.615      | 1:36.710        | 56.172          | 117.6    | 7:20.954  |           |   |          |          |          |          |       |           |
| 3          | 1  | 3:29.358        | 1:01.079      | 1:34.641        | 53.638          | 120.4    | 10:50.312 |           |   |          |          |          |          |       |           |
| 4          | 1  | 3:28.192        | 1:00.673      | 1:34.180        | 53.339          | 121.1    | 14:18.504 |           |   |          |          |          |          |       |           |
| 5          | 1  | 3:31.529        | <b>B</b>      | 1:00.438        | 1:31.461        | 59.630   | 119.2     | 17:50.033 |   |          |          |          |          |       |           |
| <b>115</b> | 1.Jonathan KENT<br>AUSTIN Mini<br>UB   |                 |               |                 |                 |          |           | 6         | 1 | 4:43.443 | 2:16.840 | 1:33.538 | 53.065   | 89.0  | 22:33.476 |
| 1          | 1  | 4:02.395        |               |                 |                 |          | 102.2     | 4:02.395  |   |          |          |          |          |       |           |
| 2          | 1  | 3:47.002        |               |                 |                 |          | 111.1     | 7:49.397  |   |          |          |          |          |       |           |
| 3          | 1  | 3:41.774        |               |                 |                 |          | 113.7     | 11:31.171 |   |          |          |          |          |       |           |
| 4          | 1  | 3:38.117        |               |                 |                 |          | 115.6     | 15:09.288 |   |          |          |          |          |       |           |
| 5          | 1  | 3:44.177        | <b>B</b>      |                 |                 |          | 112.5     | 18:53.465 |   |          |          |          |          |       |           |
| 6          | 1  | 4:52.512        |               |                 |                 |          | 86.2      | 23:45.977 |   |          |          |          |          |       |           |
| 7          | 1  | 3:29.419        |               |                 |                 |          | 120.4     | 27:15.396 |   |          |          |          |          |       |           |
| 8          | 1  | 3:26.929        |               |                 |                 |          | 121.8     | 30:42.325 |   |          |          |          |          |       |           |
| 9          | 1  | <b>3:23.989</b> |               |                 |                 |          | 123.6     | 34:06.314 |   |          |          |          |          |       |           |
| <b>120</b> | 1.Carey-Brian MCMAHON<br>FORD Sierra Cosworth RS500<br>H4Bi                    |                 |               |                 |                 |          |           | 6         | 1 | 4:43.443 | 2:16.840 | 1:33.538 | 53.065   | 89.0  | 22:33.476 |
| 1          | 1  | 4:27.363        | <b>B</b>      | 57.019          | <b>2:22.695</b> | 1:07.649 | 92.7      | 4:27.363  |   |          |          |          |          |       |           |
| <b>134</b> | 1.Shaun BALFE<br>FORD Cortina<br>UC  |                 |               |                 |                 |          |           | 6         | 1 | 4:43.443 | 2:16.840 | 1:33.538 | 53.065   | 89.0  | 22:33.476 |
| 1          | 1  | 3:44.016        | 1:07.558      | 1:40.368        | 56.090          | 110.6    | 3:44.016  |           |   |          |          |          |          |       |           |
| 2          | 1  | 3:31.813        | 1:01.903      | 1:35.042        | 54.868          | 119.0    | 7:15.829  |           |   |          |          |          |          |       |           |
| 3          | 1  | 3:36.848        | <b>B</b>      | 1:01.488        | 1:33.779        | 1:01.581 | 116.3     | 10:52.677 |   |          |          |          |          |       |           |
| 4          | 1  | 4:35.156        | 2:10.980      | 1:30.719        | 53.457          | 91.6     | 15:27.833 |           |   |          |          |          |          |       |           |
| 5          | 1  | 3:21.136        | 59.668        | 1:28.332        | 53.136          | 125.4    | 18:48.969 |           |   |          |          |          |          |       |           |
| 6          | 1  | 3:18.599        | 59.326        | 1:27.361        | 51.912          | 127.0    | 22:07.568 |           |   |          |          |          |          |       |           |
| 7          | 1  | 3:18.359        | 58.734        | 1:27.728        | 51.897          | 127.1    | 25:25.927 |           |   |          |          |          |          |       |           |
| 8          | 1  | 3:18.238        | <b>57.924</b> | 1:27.671        | 52.643          | 127.2    | 28:44.165 |           |   |          |          |          |          |       |           |
| 9          | 1  | <b>3:15.694</b> | 58.374        | <b>1:26.715</b> | <b>50.605</b>   | 128.8    | 31:59.859 |           |   |          |          |          |          |       |           |
| <b>144</b> | 1.Tom BELL<br>2.Joe FERGUSON<br>AUSTIN MINI COOPER<br>UB                       |                 |               |                 |                 |          |           | 6         | 1 | 4:43.443 | 2:16.840 | 1:33.538 | 53.065   | 89.0  | 22:33.476 |
| 1          | 1  | 3:41.213        | 1:08.644      | 1:37.866        | 54.703          | 112.0    | 3:41.213  |           |   |          |          |          |          |       |           |
| 2          | 1  | 3:27.170        | 59.600        | 1:33.745        | 53.825          | 121.7    | 7:08.383  |           |   |          |          |          |          |       |           |
| 3          | 1  | 3:23.129        | 1:00.086      | 1:30.841        | 52.202          | 124.1    | 10:31.512 |           |   |          |          |          |          |       |           |
| 4          | 1  | 3:19.873        | 59.270        | 1:28.593        | 52.010          | 126.2    | 13:51.385 |           |   |          |          |          |          |       |           |
| 5          | 1  | 3:28.947        | <b>B</b>      | 59.134          | 1:29.585        | 1:00.228 | 120.7     | 17:20.332 |   |          |          |          |          |       |           |
| 6          | 1  | 4:36.589        | 2:14.559      | 1:29.360        | 52.670          | 91.2     | 21:56.921 |           |   |          |          |          |          |       |           |
| 7          | 1  | 3:17.993        | 58.910        | 1:28.022        | 51.061          | 127.3    | 25:14.914 |           |   |          |          |          |          |       |           |
| 8          | 1  | <b>3:16.169</b> | <b>58.294</b> | <b>1:27.211</b> | <b>50.664</b>   | 128.5    | 28:31.083 |           |   |          |          |          |          |       |           |
| 9          | 1  | 3:19.572        | 58.502        | 1:28.607        | 52.463          | 126.3    | 31:50.655 |           |   |          |          |          |          |       |           |
| <b>736</b> | 1.Guillaume COLINET<br>2.Gregoire COLINET<br>ALFA ROMEO Giulia Sprint GT<br>UC |                 |               |                 |                 |          |           | 6         | 1 | 4:43.443 | 2:16.840 | 1:33.538 | 53.065   | 89.0  | 22:33.476 |
| 1          | 1  | 3:56.736        | 1:16.808      | 1:42.560        | 57.368          | 104.7    | 3:56.736  |           |   |          |          |          |          |       |           |
| 2          | 1  | 4:40.627        | 1:02.685      | 2:37.299        | 1:00.643        | 89.8     | 8:37.363  |           |   |          |          |          |          |       |           |
| 3          | 1  | 3:41.694        | <b>B</b>      | 1:02.609        | 1:35.211        | 1:03.874 | 113.7     | 12:19.057 |   |          |          |          |          |       |           |
| 4          | 1  | 4:44.891        | 2:13.992      | 1:34.850        | 56.049          | 88.5     | 17:03.948 |           |   |          |          |          |          |       |           |
| 5          | 1  | 3:25.964        | 1:01.232      | 1:31.667        | 53.065          | 122.4    | 20:29.912 |           |   |          |          |          |          |       |           |
| 6          | 1  | 3:22.548        | 1:00.380      | 1:30.175        | 51.993          | 124.5    | 23:52.460 |           |   |          |          |          |          |       |           |
| 7          | 1  | 3:23.394        | 59.933        | <b>1:29.169</b> | 54.292          | 124.0    | 27:15.854 |           |   |          |          |          |          |       |           |
| 8          | 1  | <b>3:20.910</b> | <b>59.085</b> | 1:29.928        | 51.897          | 125.5    | 30:36.764 |           |   |          |          |          |          |       |           |
| 9          | 1  | 3:23.055        | 59.461        | 1:32.539        | <b>51.055</b>   | 124.2    | 33:59.819 |           |   |          |          |          |          |       |           |

