

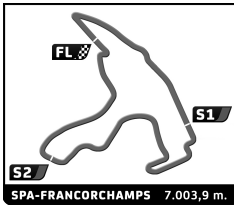
# NK GT&TC SPA SUMMER CLASSIC Qualifying

## 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 |           |
|--|------|-----------------|---------------|-----------------|---------------|---------|--|------|-----------------|-----------------|-----------------|---------------|---------|-----------|
| <b>1</b> 1.Timo Span Mini 1275GT 7                               |      |                 |               |                 |               |         | <b>29</b> 1.Rob de Laat Opel Ascona B 15       |      |                 |                 |                 |               |         |           |
| 1  | 1    | 3:53.178        | 1:26.395      | 1:35.492        | 51.291        | 106.2   | 3:53.178                                       | 1    | 4:01.849        | 1:22.962        | 1:40.068        | 58.819        | 102.4   | 4:01.849  |
| 2  | 1    | 3:08.820        | 57.449        | 1:23.023        | 48.348        | 133.5   | 7:01.998                                       | 2    | 3:19.228        | 59.920          | 1:27.181        | 52.127        | 126.6   | 7:21.077  |
| 3  | 1    | <b>3:04.469</b> | 54.665        | <b>1:22.046</b> | <b>47.758</b> | 136.7   | 10:06.467                                      | 3    | 3:19.175        | 59.478          | 1:27.714        | 51.983        | 126.6   | 10:40.252 |
| 4  | 1    | 4:29.516 B      | 1:00.808      | 1:51.560        | 1:37.148      | 93.6    | 14:35.983                                      | 4    | 5:30.003 B      | 1:52.950        | 2:03.593        | 1:33.460      | 76.4    | 16:10.255 |
| 5  | 1    | 4:32.929        | 2:20.574      | 1:23.909        | 48.446        | 92.4    | 19:08.912                                      | 5    | 5:10.242        | 2:47.453        | 1:30.270        | 52.519        | 81.3    | 21:20.497 |
| 6  | 1    | 3:05.857        | 54.817        | 1:22.932        | 48.108        | 135.7   | 22:14.769                                      | 6    | 3:19.763        | 1:00.923        | 1:27.327        | 51.513        | 126.2   | 24:40.260 |
| 7  | 1    | 3:05.481        | 54.787        | 1:22.134        | 48.560        | 135.9   | 25:20.250                                      | 7    | 3:17.419        | 59.648          | <b>1:26.918</b> | <b>50.853</b> | 127.7   | 27:57.679 |
| 8  | 1    | 3:05.719        | <b>53.994</b> | 1:22.921        | 48.804        | 135.8   | 28:25.969                                      | 8    | <b>3:17.324</b> | <b>58.734</b>   | 1:27.062        | 51.528        | 127.8   | 31:15.003 |
| 9  | 1    | 3:04.811        | 54.545        | 1:22.234        | 48.032        | 136.4   | 31:30.780                                      |      |                 |                 |                 |               |         |           |
| <b>2</b> 1.Jan-Willem Andre De La F Ford Escort MK1 Broadspeed 9 |      |                 |               |                 |               |         | <b>33</b> 1.Gerd Ripper Porsche 911 RSR 10     |      |                 |                 |                 |               |         |           |
| 1  | 1    | 4:14.421        | 1:33.778      | 1:43.315        | 57.328        | 97.4    | 4:14.421                                       | 1    | 3:07.426        | 44.528          | 1:32.602        | 50.296        | 132.2   | 3:07.426  |
| 2  | 1    | 3:30.930        | 1:02.043      | 1:36.073        | 52.814        | 119.5   | 7:45.351                                       | 2    | 3:07.259        | 53.804          | 1:24.928        | 48.527        | 134.6   | 6:14.685  |
| 3  | 1    | 3:57.268 B      | 1:01.551      | 1:37.958        | 1:17.759      | 106.3   | 11:42.619                                      | 3    | 3:03.156        | 52.812          | 1:22.711        | 47.633        | 137.7   | 9:17.841  |
| 4  | 1    | 11:09.429       | 8:42.931      | 1:35.250        | <b>51.248</b> | 37.7    | 22:52.048                                      | 4    | 4:07.496 B      | 52.933          | 1:46.220        | 1:28.343      | 101.9   | 13:25.337 |
| 5  | 1    | 3:28.207        | 59.094        | 1:33.843        | 55.270        | 121.1   | 26:20.255                                      | 5    | 5:28.612        | 3:18.269        | 1:23.557        | 46.786        | 76.7    | 18:53.949 |
| 6  | 1    | 3:28.502        | 1:02.779      | <b>1:33.496</b> | 52.227        | 120.9   | 29:48.757                                      | 6    | 3:01.344        | 52.296          | 1:22.010        | 47.038        | 139.0   | 21:55.293 |
| 7  | 1    | <b>3:25.080</b> | <b>58.682</b> | 1:33.540        | 52.858        | 122.9   | 33:13.837                                      | 7    | 3:00.815        | 52.230          | 1:22.152        | <b>46.433</b> | 139.4   | 24:56.108 |
|  |      |                 |               |                 |               |         |  | 8    | <b>2:59.591</b> | <b>51.581</b>   | <b>1:20.871</b> | 47.139        | 140.4   | 27:55.699 |
|  |      |                 |               |                 |               |         |  | 9    | 3:01.743        | 51.965          | 1:22.037        | 47.741        | 138.7   | 30:57.442 |
| <b>4</b> 1.Onno van Vlaanderen Darvian MK5 1                     |      |                 |               |                 |               |         | <b>37</b> 1.Carst Span Morris Cooper S 2       |      |                 |                 |                 |               |         |           |
| 1  | 1    | 3:50.064        | 1:10.230      | 1:42.489        | 57.345        | 107.7   | 3:50.064                                       | 1    | 3:40.317        | 1:08.710        | 1:39.422        | 52.185        | 112.5   | 3:40.317  |
| 2  | 1    | 3:32.356        | 1:00.734      | 1:33.957        | 57.665        | 118.7   | 7:22.420                                       | 2    | <b>3:21.985</b> | 59.376          | <b>1:30.926</b> | <b>51.683</b> | 124.8   | 7:02.302  |
| 3  | 1    | 3:55.575 B      | 1:01.259      | 1:37.903        | 1:16.413      | 107.0   | 11:17.995                                      |      |                 |                 |                 |               |         |           |
| 4  | 1    | 8:29.234        | 5:57.781      | 1:36.442        | 55.011        | 49.5    | 19:47.229                                      |      |                 |                 |                 |               |         |           |
| 5  | 1    | 3:29.658        | 1:01.151      | 1:33.716        | 54.791        | 120.3   | 23:16.887                                      |      |                 |                 |                 |               |         |           |
| 6  | 1    | 3:28.323        | 1:01.091      | 1:31.616        | 55.616        | 121.0   | 26:45.210                                      |      |                 |                 |                 |               |         |           |
| 7  | 1    | 3:24.971        | 1:00.626      | 1:30.716        | 53.629        | 123.0   | 30:10.181                                      |      |                 |                 |                 |               |         |           |
| 8  | 1    | <b>3:20.577</b> | <b>58.430</b> | <b>1:29.640</b> | <b>52.507</b> | 125.7   | 33:30.758                                      |      |                 |                 |                 |               |         |           |
| <b>19</b> 1.Manfred Pledl Ford Escort 4                          |      |                 |               |                 |               |         | <b>41</b> 1.Klaas Span Morris Mini Cooper S 2  |      |                 |                 |                 |               |         |           |
| 1  | 1    | 3:47.689        | 1:25.999      | 1:31.302        | 50.388        | 108.8   | 3:47.689                                       | 1    | 4:15.644        | 1:34.935        | 1:43.508        | 57.201        | 96.9    | 4:15.644  |
| 2  | 1    | 2:59.544        | 51.153        | 1:22.767        | 45.624        | 140.4   | 6:47.233                                       | 2    | 3:33.588        | 1:02.582        | 1:35.990        | 55.016        | 118.1   | 7:49.232  |
| 3  | 1    | 2:56.017        | 51.153        | 1:18.594        | 46.270        | 143.2   | 9:43.250                                       | 3    | 4:08.769 B      | 1:01.326        | 1:40.625        | 1:26.818      | 101.4   | 11:58.001 |
| 4  | 1    | 3:44.375 B      | 51.464        | 1:29.752        | 1:23.159      | 112.4   | 13:27.625                                      | 4    | 10:34.213       | 8:00.827        | 1:35.341        | 58.045        | 39.8    | 22:32.214 |
| 5  | 1    | 5:58.388        | 3:50.892      | 1:22.805        | 44.691        | 70.4    | 19:26.013                                      | 5    | 3:32.600        | 1:01.253        | 1:35.091        | 56.256        | 118.6   | 26:04.814 |
| 6  | 1    | 2:52.503        | 50.707        | 1:17.181        | 44.615        | 146.2   | 22:18.516                                      | 6    | <b>3:26.859</b> | 1:00.511        | <b>1:32.404</b> | <b>53.944</b> | 121.9   | 29:31.673 |
| 7  | 1    | 2:54.069        | <b>50.101</b> | 1:19.274        | 44.694        | 144.9   | 25:12.585                                      | 7    | 3:33.480        | <b>1:00.171</b> | 1:32.604        | 1:00.705      | 118.1   | 33:05.153 |
| 8  | 1    | <b>2:51.607</b> | 50.301        | <b>1:16.925</b> | <b>44.381</b> | 146.9   | 28:04.192                                      |      |                 |                 |                 |               |         |           |
| 9  | 1    | 3:20.092 B      | 51.330        | 1:19.044        | 1:09.718      | 126.0   | 31:24.284                                      |      |                 |                 |                 |               |         |           |
| <b>23</b> 1.Peter Stöhrmann Ford Escort RS1600 4                 |      |                 |               |                 |               |         | <b>49</b> 1.Jeroen Feijten Simca Rally 2 gr2 7 |      |                 |                 |                 |               |         |           |
| 1  | 1    | 4:28.703        | 1:32.303      | 1:53.022        | 1:03.378      | 92.2    | 4:28.703                                       | 1    | 3:40.870        | 1:11.835        | 1:36.949        | 52.086        | 112.2   | 3:40.870  |
| 2  | 1    | <b>2:59.727</b> | <b>53.080</b> | <b>1:20.044</b> | <b>46.603</b> | 140.3   | 7:28.430                                       | 2    | 3:10.139        | 56.402          | 1:25.821        | 47.916        | 132.6   | 6:51.009  |
| 3  | 1    | 7:57.011 B      | 54.062        | 4:34.205        | 2:28.744      | 52.9    | 15:25.441                                      | 3    | 3:04.801        | 54.170          | 1:23.253        | 47.378        | 136.4   | 9:55.810  |
|  |      |                 |               |                 |               |         |  | 4    | 3:54.012 B      | 57.026          | 1:38.406        | 1:18.580      | 107.7   | 13:49.822 |
|  |      |                 |               |                 |               |         |  | 5    | 5:32.802        | 3:22.070        | 1:22.977        | 47.755        | 75.8    | 19:22.624 |
|  |      |                 |               |                 |               |         |  | 6    | <b>3:06.356</b> | 54.446          | 1:22.647        | 49.263        | 135.3   | 22:28.980 |
|  |      |                 |               |                 |               |         |  | 7    | <b>3:03.636</b> | <b>53.842</b>   | <b>1:21.839</b> | 47.955        | 137.3   | 25:32.616 |
|  |      |                 |               |                 |               |         |  | 8    | 3:04.539        | 54.470          | 1:22.712        | 47.357        | 136.6   | 28:37.155 |
|  |      |                 |               |                 |               |         |  | 9    | 3:03.881        | 53.984          | 1:22.948        | <b>46.949</b> | 137.1   | 31:41.036 |





# NK GT&TC SPA SUMMER CLASSIC Qualifying

## 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 |
|--|---|------|----------|----------|----------|-----|---------|---|---|------|----------|----------|----------|-----|---------|
| <b>59</b> 1.Hans de Graaf Porsche 911 10                 |   |      |          |          |          |     |         | 3 1 3:00.485 51.357 1:21.620 47.508 139.7 9:55.224        |   |      |          |          |          |     |         |
| 1 1 3:04.053 49.326 1:28.029 46.698 134.6 3:04.053       |   |      |          |          |          |     |         | 4 1 3:49.460 B 52.082 1:41.068 1:16.310 109.9 13:44.684   |   |      |          |          |          |     |         |
| 2 1 2:52.587 50.542 1:18.190 43.855 146.1 5:56.640       |   |      |          |          |          |     |         | 5 1 5:55.437 3:30.651 1:34.361 50.425 70.9 19:40.121      |   |      |          |          |          |     |         |
| 3 1 2:50.583 49.949 1:16.947 43.687 147.8 8:47.223       |   |      |          |          |          |     |         | 6 1 2:59.670 50.971 1:21.183 47.516 140.3 22:39.791       |   |      |          |          |          |     |         |
| 4 1 3:52.180 B 52.395 1:25.595 1:34.190 108.6 12:39.403  |   |      |          |          |          |     |         | 7 1 3:01.094 51.686 1:21.597 47.811 139.2 25:40.885       |   |      |          |          |          |     |         |
| 5 1 6:04.567 4:02.110 1:18.105 44.352 69.2 18:43.970     |   |      |          |          |          |     |         | 8 1 3:00.019 51.639 1:21.350 47.030 140.1 28:40.904       |   |      |          |          |          |     |         |
| 6 1 2:49.027 49.123 1:16.072 43.832 149.2 21:32.997      |   |      |          |          |          |     |         | 9 1 2:58.953 50.889 1:21.717 46.347 140.9 31:39.857       |   |      |          |          |          |     |         |
| 7 1 2:54.154 52.567 1:17.865 43.722 144.8 24:27.151      |   |      |          |          |          |     |         |   |   |      |          |          |          |     |         |
| 8 1 2:50.498 49.354 1:17.279 43.865 147.9 27:17.649      |   |      |          |          |          |     |         |   |   |      |          |          |          |     |         |
| 9 1 2:49.272 48.799 1:16.770 43.703 149.0 30:06.921      |   |      |          |          |          |     |         |   |   |      |          |          |          |     |         |
| 10 1 2:53.091 48.980 1:16.350 47.761 145.7 33:00.012     |   |      |          |          |          |     |         |   |   |      |          |          |          |     |         |
| <b>67</b> 1.Cees Lubbers BMW 635 CSI 16                  |   |      |          |          |          |     |         | BMW 2002 TI 9   |   |      |          |          |          |     |         |
| 1 1 5:41.229 3:26.280 1:26.519 48.430 72.6 5:41.229      |   |      |          |          |          |     |         | 1 1 3:16.592 52.349 1:32.361 51.882 126.0 3:16.592        |   |      |          |          |          |     |         |
| 2 1 3:03.421 54.569 1:22.470 46.382 137.5 8:44.650       |   |      |          |          |          |     |         | 2 1 3:19.629 58.487 1:29.028 52.114 126.3 6:36.221        |   |      |          |          |          |     |         |
| 3 1 4:03.052 B 53.215 1:30.621 1:39.216 103.7 12:47.702  |   |      |          |          |          |     |         | 3 1 3:17.940 58.167 1:29.387 50.386 127.4 9:54.161        |   |      |          |          |          |     |         |
| 4 1 6:56.940 4:41.396 1:25.761 49.783 60.5 19:44.642     |   |      |          |          |          |     |         | 4 1 4:00.212 B 59.436 1:42.281 1:18.495 105.0 13:54.373   |   |      |          |          |          |     |         |
| 5 1 2:59.874 52.460 1:21.962 45.452 140.2 22:44.516      |   |      |          |          |          |     |         | 5 1 6:03.663 3:41.529 1:31.290 50.844 69.3 19:58.036      |   |      |          |          |          |     |         |
| 6 1 3:05.439 52.712 1:22.948 49.779 136.0 25:49.955      |   |      |          |          |          |     |         | 6 1 3:20.533 58.995 1:30.323 51.215 125.7 23:18.569       |   |      |          |          |          |     |         |
| 7 1 2:59.620 52.624 1:20.981 46.015 140.4 28:49.575      |   |      |          |          |          |     |         | 7 1 3:21.928 58.063 1:29.669 54.196 124.9 26:40.497       |   |      |          |          |          |     |         |
| 8 1 3:35.158 B 52.891 1:27.047 1:15.220 117.2 32:24.733  |   |      |          |          |          |     |         | 8 1 3:19.566 58.520 1:29.614 51.432 126.3 30:00.063       |   |      |          |          |          |     |         |
|  |   |      |          |          |          |     |         | 9 1 3:17.605 57.969 1:28.989 50.647 127.6 33:17.668       |   |      |          |          |          |     |         |
| <b>69</b> 1.Jan Willem Oosterhagen Ford Escort RS2000 9  |   |      |          |          |          |     |         | Alfa Romeo 1750 gtam 4                                    |   |      |          |          |          |     |         |
| 1 1 3:45.537 1:24.790 1:32.027 48.720 109.8 3:45.537     |   |      |          |          |          |     |         | 1 1 3:50.930 1:12.762 1:40.750 57.418 107.3 3:50.930      |   |      |          |          |          |     |         |
| 2 1 3:43.560 B 52.926 1:30.089 1:20.545 112.8 7:29.097   |   |      |          |          |          |     |         | 2 1 3:26.846 59.987 1:34.146 52.713 121.9 7:17.776        |   |      |          |          |          |     |         |
| 3 1 5:15.388 B 2:08.921 1:29.771 1:36.696 79.9 12:44.485 |   |      |          |          |          |     |         | 3 1 3:17.114 57.548 1:29.745 49.821 127.9 10:34.890       |   |      |          |          |          |     |         |
| 4 1 6:44.921 4:32.551 1:25.872 46.498 62.3 19:29.406     |   |      |          |          |          |     |         | 4 1 5:31.807 B 1:55.561 2:03.819 1:32.427 76.0 16:06.697  |   |      |          |          |          |     |         |
| 5 1 3:00.882 52.860 1:21.035 46.987 139.4 22:30.288      |   |      |          |          |          |     |         | 5 1 4:27.595 2:05.511 1:31.076 51.008 94.2 20:34.292      |   |      |          |          |          |     |         |
| 6 1 2:59.238 51.917 1:19.809 47.512 140.7 25:29.526      |   |      |          |          |          |     |         | 6 1 3:13.528 57.588 1:26.468 49.472 130.3 23:47.820       |   |      |          |          |          |     |         |
| 7 1 2:58.398 52.146 1:20.186 46.066 141.3 28:27.924      |   |      |          |          |          |     |         | 7 1 3:13.000 57.461 1:26.020 49.519 130.6 27:00.820       |   |      |          |          |          |     |         |
| 8 1 2:57.422 51.661 1:19.704 46.057 142.1 31:25.346      |   |      |          |          |          |     |         | 8 1 3:41.676 B 58.127 1:32.759 1:10.790 113.7 30:42.496   |   |      |          |          |          |     |         |
| <b>76</b> 1.Wichard Theunissen Opel Opel-manta-B 15      |   |      |          |          |          |     |         | Triumph TR4 4   |   |      |          |          |          |     |         |
| 1 1 4:01.429 1:29.226 1:34.596 57.607 102.6 4:01.429     |   |      |          |          |          |     |         | 1 1 3:22.799 52.588 1:34.983 55.228 122.2 3:22.799        |   |      |          |          |          |     |         |
| 2 1 3:24.407 1:01.641 1:31.394 51.372 123.4 7:25.836     |   |      |          |          |          |     |         | 2 1 3:20.971 59.685 1:29.793 51.493 125.5 6:43.770        |   |      |          |          |          |     |         |
| 3 1 3:14.698 56.217 1:27.916 50.565 129.5 10:40.534      |   |      |          |          |          |     |         | 3 1 3:21.313 58.166 1:31.509 51.638 125.2 10:05.083       |   |      |          |          |          |     |         |
| 4 1 5:39.434 B 1:57.347 2:01.456 1:40.631 74.3 16:19.968 |   |      |          |          |          |     |         | 4 1 4:34.140 B 1:02.752 1:51.869 1:39.519 92.0 14:39.223  |   |      |          |          |          |     |         |
| 5 1 5:46.862 3:27.996 1:28.246 50.620 72.7 22:06.830     |   |      |          |          |          |     |         | 5 1 4:39.424 2:17.924 1:30.009 51.491 90.2 19:18.647      |   |      |          |          |          |     |         |
| 6 1 3:10.820 55.416 1:26.016 49.388 132.1 25:17.650      |   |      |          |          |          |     |         | 6 1 3:18.065 58.087 1:28.897 51.081 127.3 22:36.712       |   |      |          |          |          |     |         |
| 7 1 3:10.149 54.812 1:26.355 48.982 132.6 28:27.799      |   |      |          |          |          |     |         | 7 1 3:19.337 57.658 1:29.586 52.093 126.5 25:56.049       |   |      |          |          |          |     |         |
| 8 1 3:07.371 54.357 1:24.463 48.551 134.6 31:35.170      |   |      |          |          |          |     |         | 8 1 3:17.880 57.652 1:28.517 51.711 127.4 29:13.929       |   |      |          |          |          |     |         |
|  |   |      |          |          |          |     |         | 9 1 3:52.279 B 59.024 1:31.894 1:21.361 108.6 33:06.208   |   |      |          |          |          |     |         |
| <b>101</b> 1.Michel Vereeken Ford Escort MK2 9           |   |      |          |          |          |     |         | Datsun 240Z 4   |   |      |          |          |          |     |         |
| 1 1 3:48.468 1:13.600 1:40.453 54.415 108.4 3:48.468     |   |      |          |          |          |     |         | 1 1 3:59.457 1:17.209 1:45.546 56.702 103.5 3:59.457      |   |      |          |          |          |     |         |
| 2 1 3:06.271 55.050 1:22.867 48.354 135.4 6:54.739       |   |      |          |          |          |     |         | 2 1 3:29.377 1:00.005 1:34.084 55.288 120.4 7:28.834      |   |      |          |          |          |     |         |
|  |   |      |          |          |          |     |         | 3 1 3:53.131 B 1:00.046 1:35.791 1:17.294 108.2 11:21.965 |   |      |          |          |          |     |         |
|  |   |      |          |          |          |     |         | 4 1 9:43.145 7:03.995 1:35.421 1:03.729 43.2 21:05.110    |   |      |          |          |          |     |         |
|  |   |      |          |          |          |     |         | 5 1 5:44.796 B 1:25.487 1:42.191 2:37.118 73.1 26:49.906  |   |      |          |          |          |     |         |

