

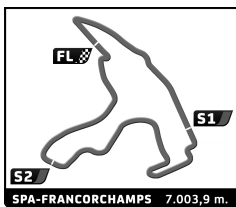
NK GT&TC SPA SUMMER CLASSIC Race 1

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
1 1.Timo Span Mini 1275GT 7								3	1	3:07.181	55.890	1:22.788	48.503	134.7	9:24.092
								4	1	3:06.924	55.926	1:22.693	48.305	134.9	12:31.016
								5	1	3:08.583	55.805	1:23.798	48.980	133.7	15:39.599
								6	1	3:07.099	55.682	1:22.646	48.771	134.8	18:46.698
								7	1	3:06.270	55.711	1:22.299	48.260	135.4	21:52.968
								8	1	3:06.090	56.078	1:21.482	48.530	135.5	24:59.058
								9	1	3:06.601	55.744	1:22.603	48.254	135.1	28:05.659
2 1.Jan-Willem Andre De La P Ford Escort MK1 Broadspeed 9								33 1.Gerd Rijper Porsche 911 RSR 10							
								1	1	3:06.060	54.374	1:23.798	47.888	133.2	3:06.060
								2	1	3:04.089	53.140	1:23.001	47.948	137.0	6:10.149
								3	1	3:02.979	52.833	1:23.143	47.003	137.8	9:13.128
								4	1	3:01.468	53.369	1:21.593	46.506	138.9	12:14.596
								5	1	3:03.272	54.436	1:21.770	47.066	137.6	15:17.868
								6	1	3:02.392	52.674	1:22.946	46.772	138.2	18:20.260
								7	1	3:02.852	52.498	1:22.640	47.714	137.9	21:23.112
								8	1	3:02.388	52.721	1:22.627	47.040	138.2	24:25.500
								9	1	2:59.014	52.227	1:21.203	45.584	140.9	27:24.514
4 1.Onno van Vlaanderen Darvian MK5 1								41 1.Klaas Span Morris Mini Cooper S 2							
								1	1	3:29.220	1:04.287	1:31.741	53.192	118.4	3:29.220
								2	1	3:23.855	59.302	1:31.818	52.735	123.7	6:53.075
								3	1	3:22.609	58.879	1:30.904	52.826	124.4	10:15.684
								4	1	3:21.833	59.017	1:30.679	52.137	124.9	13:37.517
								5	1	3:21.447	59.225	1:29.876	52.346	125.2	16:58.964
								6	1	3:24.980	58.899	1:32.107	53.974	123.0	20:23.944
								7	1	3:22.079	58.713	1:30.988	52.378	124.8	23:46.023
								8	1	3:20.950	58.772	1:30.369	51.809	125.5	27:06.973
19 1.Manfred Pledl Ford Escort 4								49 1.Jeroen Feijten Simca Rally 2 gr2 7							
								1	1	3:06.906	54.860	1:24.021	48.025	132.6	3:06.906
								2	1	3:04.073	54.377	1:21.999	47.697	137.0	6:10.979
								3	1	3:02.897	53.866	1:21.595	47.436	137.9	9:13.876
								4	1	3:02.851	54.099	1:21.469	47.283	137.9	12:16.727
								5	1	3:02.906	53.856	1:21.638	47.412	137.9	15:19.633
								6	1	3:05.349	55.029	1:22.340	47.980	136.0	18:24.982
								7	1	3:05.357	54.581	1:22.615	48.161	136.0	21:30.339
								8	1	3:05.540	54.540	1:23.027	47.973	135.9	24:35.879
								9	1	3:05.892	54.512	1:22.944	48.436	135.6	27:41.771
29 1.Rob de Laat Opel Ascona B 15								59 1.Hans de Graaf Porsche 911 10							
								1	1	2:56.187	51.705	1:19.881	44.601	140.6	2:56.187
								2	1	2:52.898	49.627	1:18.569	44.702	145.8	5:49.085
								3	1	2:52.677	50.576	1:17.846	44.255	146.0	8:41.762
								4	1	2:54.622	50.290	1:19.620	44.712	144.4	11:36.384
								5	1	2:52.111	49.957	1:17.958	44.196	146.5	14:28.495
								6	1	2:52.193	50.374	1:17.763	44.056	146.4	17:20.688
								7	1	2:53.047	49.897	1:18.110	45.040	145.7	20:13.735





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Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
8	1	2:53.090	49.914	1:18.916	44.260	145.7	23:06.825								
9	1	2:52.450	49.715	1:18.648	44.087	146.2	25:59.275								
BMW 635 CSI 16															
67	1. Cees Lubbers														
1	1	3:07.023	55.275	1:24.053	47.695	132.5	3:07.023								
2	1	3:03.415	52.352	1:23.412	47.651	137.5	6:10.438								
3	1	3:00.950	52.557	1:22.072	46.321	139.3	9:11.388								
4	1	3:01.827	51.866	1:22.728	47.233	138.7	12:13.215								
5	1	3:03.999	54.076	1:22.753	47.170	137.0	15:17.214								
6	1	3:01.269	52.400	1:22.941	45.928	139.1	18:18.483								
7	1	3:04.781	52.727	1:24.693	47.361	136.5	21:23.264								
8	1	3:01.596	51.929	1:22.828	46.839	138.8	24:24.860								
9	1	2:58.648	51.980	1:20.874	45.794	141.1	27:23.508								
Ford Escort RS2000 9															
69	1. Jan Willem Oosterhagen														
1	1	2:59.611	52.314	1:20.906	46.391	137.9	2:59.611								
2	1	3:00.753	52.549	1:21.686	46.518	139.5	6:00.364								
3	1	3:00.371	52.756	1:21.154	46.461	139.8	9:00.735								
4	1	3:00.953	52.792	1:21.568	46.593	139.3	12:01.688								
5	1	3:00.377	52.790	1:20.971	46.616	139.8	15:02.065								
6	1	3:00.687	52.855	1:21.204	46.628	139.5	18:02.752								
7	1	3:02.642	52.828	1:22.603	47.211	138.1	21:05.394								
8	1	3:03.410	53.302	1:22.819	47.289	137.5	24:08.804								
9	1	3:04.073	53.317	1:23.082	47.674	137.0	27:12.877								
Opel Opel-manta-B 15															
76	1. Wichard Theunissen														
1	1	3:10.583	56.343	1:25.436	48.804	130.0	3:10.583								
2	1	3:09.133	55.540	1:24.756	48.837	133.3	6:19.716								
3	1	3:06.693	55.403	1:23.557	47.733	135.1	9:26.409								
4	1	3:05.579	54.292	1:23.257	48.030	135.9	12:31.988								
5	1	3:06.747	54.409	1:23.652	48.686	135.0	15:38.735								
6	1	3:07.498	55.191	1:23.350	48.957	134.5	18:46.233								
7	1	3:08.792	56.479	1:23.852	48.461	133.6	21:55.025								
8	1	3:05.288	54.607	1:22.854	47.827	136.1	25:00.313								
9	1	3:07.460	54.465	1:23.777	49.218	134.5	28:07.773								
Ford Escort MK2 9															
101	1. Michel Vereeken														
1	1	3:05.366	53.933	1:23.810	47.623	133.7	3:05.366								
2	1	3:03.935	52.888	1:23.616	47.431	137.1	6:09.301								
3	1	3:03.201	52.442	1:23.951	46.808	137.6	9:12.502								
4	1	3:00.920	51.173	1:22.657	47.090	139.4	12:13.422								
5	1	3:03.179	52.871	1:22.958	47.350	137.6	15:16.601								
6	1	3:02.468	52.165	1:24.361	45.942	138.2	18:19.069								
7	1	3:03.390	51.853	1:24.084	47.453	137.5	21:22.459								
8	1	3:02.888	52.071	1:22.966	47.851	137.9	24:25.347								
9	1	3:04.269	52.776	1:23.484	48.009	136.8	27:29.616								
BMW 2002 TI 9															
143	1. Stefan Jacobs														
1	1	3:23.547	1:01.166	1:30.748	51.633	121.7	3:23.547								
2	1	3:21.717	59.284	1:30.457	51.976	125.0	6:45.264								
3	1	3:19.847	59.116	1:29.682	51.049	126.2	10:05.111								
4	1	3:19.688	59.594	1:29.128	50.966	126.3	13:24.799								
5	1	3:20.837	59.090	1:29.485	52.262	125.5	16:45.636								
6	1	3:17.865	58.426	1:28.931	50.508	127.4	20:03.501								
7	1	3:20.261	58.045	1:30.061	52.155	125.9	23:23.762								
8	1	3:16.627	58.817	1:27.544	50.266	128.2	26:40.389								
Alfa Romeo 1750 gtm 4															
151	1. André Kardol														
1	1	3:17.338	58.461	1:27.621	51.256	125.5	3:17.338								
2	1	3:15.198	57.824	1:26.995	50.379	129.2	6:32.536								
3	1	3:14.776	57.434	1:27.046	50.296	129.5	9:47.312								
4	1	3:17.078	58.193	1:28.014	50.871	127.9	13:04.390								
5	1	3:16.077	57.967	1:27.759	50.351	128.6	16:20.467								
6	1	3:17.592	57.503	1:28.484	51.605	127.6	19:38.059								
7	1	3:16.447	57.791	1:27.417	51.239	128.4	22:54.506								
8	1	3:17.135	57.753	1:28.727	50.655	127.9	26:11.641								
Triumph TR4 4															
186	1. Marnix Dierick														
1	1	3:20.885	1:01.514	1:28.589	50.782	123.3	3:20.885								
2	1	3:16.866	57.816	1:28.094	50.956	128.1	6:37.751								
Datsun 240Z 4															
240	1. Pierre Dumont														
1	1	3:27.332	1:03.515	1:30.348	53.469	119.5	3:27.332								
2	1	3:21.465	57.741	1:30.993	52.731	125.2	6:48.797								
3	1	3:19.579	56.441	1:30.567	52.571	126.3	10:08.376								
4	1	3:18.716	56.736	1:30.251	51.729	126.9	13:27.092								
5	1	3:19.695	57.179	1:29.947	52.569	126.3	16:46.787								
6	1	3:17.535	56.973	1:28.019	52.543	127.6	20:04.322								
7	1	3:19.977	56.869	1:29.918	53.190	126.1	23:24.299								
8	1	3:16.294	56.825	1:27.523	51.946	128.5	26:40.593								

