

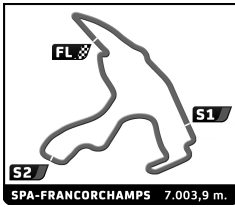
NK GT&TC SPA SUMMER CLASSIC Race 2

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. Carst Span							Mini 1275GT										
								7										
		1	1	3:16.775	58.464	1:27.690	50.621	125.9	3:16.775	4	1	3:07.784	56.338	1:22.861	48.585	134.3	12:40.317	
		2	1	3:16.515	58.167	1:27.738	50.610	128.3	6:33.290	5	1	3:07.624	55.482	1:23.381	48.761	134.4	15:47.941	
		3	1	3:14.481	57.691	1:26.895	49.895	129.6	9:47.771	6	1	3:07.363	56.188	1:22.518	48.657	134.6	18:55.304	
		4	1	3:12.839	56.520	1:26.221	50.098	130.8	13:00.610	7	1	3:07.356	56.822	1:22.049	48.485	134.6	22:02.660	
		5	1	3:12.839	57.228	1:25.481	50.130	130.8	16:13.449	8	1	3:07.827	56.143	1:22.961	48.723	134.2	25:10.487	
		6	1	3:12.751	57.380	1:25.871	49.500	130.8	19:26.200	9	1	3:08.032	55.997	1:22.924	49.111	134.1	28:18.519	
		7	1	3:12.412	57.723	1:25.100	49.589	131.0	22:38.612									
2	1. Jan-Willem Andre De La P							Ford Escort MK1 Broadspeed										
								9										
		1	1	3:25.470	1:03.773	1:30.671	51.026	120.6	3:25.470									
		2	1	3:20.327	57.616	1:30.690	52.021	125.9	6:45.797									
		3	1	3:20.064	58.500	1:30.543	51.021	126.0	10:05.861									
		4	1	3:16.949	57.468	1:28.779	50.702	128.0	13:22.810									
		5	1	3:15.834	57.004	1:28.845	49.985	128.8	16:38.644									
		6	1	3:14.577	57.039	1:27.692	49.846	129.6	19:53.221									
		7	1	3:17.372	57.664	1:28.644	51.064	127.7	23:10.593									
4	1. Onno van Vlaanderen							Darvian MK5										
								1										
		1	1	3:24.624	1:02.154	1:30.059	52.411	121.1	3:24.624									
		2	1	3:20.425	57.869	1:29.938	52.618	125.8	6:45.049									
		3	1	3:22.591	59.489	1:31.143	51.959	124.5	10:07.640									
		4	1	3:16.739	57.454	1:27.837	51.448	128.2	13:24.379									
		5	1	3:16.241	56.914	1:28.034	51.293	128.5	16:40.620									
		6	1	3:18.877	57.758	1:29.084	52.035	126.8	19:59.497									
		7	1	3:18.831	57.784	1:29.411	51.636	126.8	23:18.328									
19	1. Manfred Pledl							Ford Escort										
								4										
		1	1	2:52.461	50.504	1:17.208	44.749	143.7	2:52.461									
		2	1	2:54.245	50.851	1:18.834	44.560	144.7	5:46.706									
		3	1	2:54.485	51.065	1:18.310	45.110	144.5	8:41.191									
		4	1	2:53.212	50.431	1:17.663	45.118	145.6	11:34.403									
		5	1	2:53.415	50.414	1:17.655	45.346	145.4	14:27.818									
		6	1	2:52.982	50.261	1:17.824	44.897	145.8	17:20.800									
		7	1	2:55.608	50.673	1:18.910	46.025	143.6	20:16.408									
29	1. Rob de Laat							Opel Ascona B										
								15										
		1	1	3:12.911	57.674	1:25.619	49.618	128.4	3:12.911									
		2	1	3:10.439	57.200	1:23.916	49.323	132.4	6:23.350									
		3	1	3:09.183	57.535	1:22.829	48.819	133.3	9:32.533									
		33	1. Gerd Ripper							Porsche 911 RSR								
										10								
				1	1	3:04.731	53.542	1:23.112	48.077	134.1	3:04.731							
				2	1	3:03.196	53.205	1:22.335	47.656	137.6	6:07.927							
3	1			3:02.975	53.264	1:22.625	47.086	137.8	9:10.902									
4	1			3:04.441	53.459	1:23.799	47.183	136.7	12:15.343									
5	1			3:02.841	53.360	1:22.197	47.284	137.9	15:18.184									
6	1			3:02.321	52.770	1:22.317	47.234	138.3	18:20.505									
7	1			3:03.257	53.811	1:21.624	47.822	137.6	21:23.762									
41	1. Timo Span							Morris Mini Cooper S										
								2										
		1	1	3:18.869	1:00.153	1:28.565	50.151	124.6	3:18.869									
		2	1	3:15.759	59.659	1:25.647	50.453	128.8	6:34.628									
		3	1	3:12.081	56.277	1:25.252	50.552	131.3	9:46.709									
		4	1	3:12.466	57.024	1:25.364	50.078	131.0	12:59.175									
		5	1	3:12.469	56.696	1:25.245	50.528	131.0	16:11.644									
		6	1	3:11.972	57.023	1:24.695	50.254	131.3	19:23.616									
		7	1	3:12.432	56.814	1:25.360	50.258	131.0	22:36.048									
49	1. Jeroen Feijten							Simca Rally 2 gr2										
								7										
		1	1	3:06.056	54.491	1:23.875	47.690	133.2	3:06.056									
		2	1	3:08.156	54.043	1:25.465	48.648	134.0	6:14.212									
		3	1	3:08.046	55.274	1:24.274	48.498	134.1	9:22.258									
		4	1	3:07.662	54.993	1:23.904	48.765	134.4	12:29.920									
		5	1	3:06.788	55.194	1:23.354	48.240	135.0	15:36.708									
		6	1	3:07.165	54.694	1:23.417	49.054	134.7	18:43.873									
		7	1	3:07.495	55.158	1:23.361	48.976	134.5	21:51.368									
59	1. Hans de Graaf							Porsche 911										
								10										
		1	1	2:53.791	50.872	1:18.449	44.470	142.6	2:53.791									
		2	1	2:52.423	49.292	1:18.727	44.404	146.2	5:46.214									
		3	1	2:54.163	50.466	1:19.142	44.555	144.8	8:40.377									
		4	1	2:53.430	50.355	1:18.262	44.813	145.4	11:33.807									
		5	1	2:53.377	50.023	1:18.358	44.996	145.4	14:27.184									
		6	1	2:53.022	50.399	1:17.706	44.917	145.7	17:20.206									
		7	1	2:54.695	50.981	1:18.907	44.807	144.3	20:14.901									





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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	2:55.690	50.963	1:19.260	45.467	143.5	23:10.591								BMW 2002 TI	9
9	1	2:54.614	50.600	1:19.049	44.965	144.4	26:05.205									
67 1. Cees Lubbers BMW 635 CSI 16																
1	1	3:04.127	53.863	1:23.644	46.620	134.6	3:04.127									
2	1	3:02.652	53.317	1:21.784	47.551	138.0	6:06.779									
3	1	3:02.433	53.439	1:22.513	46.481	138.2	9:09.212									
4	1	3:01.795	53.032	1:22.246	46.517	138.7	12:11.007									
5	1	3:01.726	52.745	1:22.263	46.718	138.7	15:12.733									
6	1	3:01.777	52.796	1:22.049	46.932	138.7	18:14.510									
7	1	3:03.030	53.327	1:22.756	46.947	137.8	21:17.540									
8	1	3:03.046	53.223	1:23.075	46.748	137.7	24:20.586									
9	1	3:03.333	53.062	1:23.353	46.918	137.5	27:23.919									
69 1. Jan Willem Oosterhagen Ford Escort RS2000 9																
1	1	3:03.798	53.664	1:22.479	47.655	134.8	3:03.798									
2	1	3:03.875	53.624	1:22.110	48.141	137.1	6:07.673									
3	1	3:02.718	52.770	1:22.615	47.333	138.0	9:10.391									
4	1	3:05.253	54.240	1:23.795	47.218	136.1	12:15.644									
5	1	3:02.137	52.856	1:22.062	47.219	138.4	15:17.781									
6	1	3:04.677	52.845	1:23.896	47.936	136.5	18:22.458									
7	1	3:06.770	53.917	1:24.186	48.667	135.0	21:29.228									
8	1	3:08.224	53.677	1:25.628	48.919	134.0	24:37.452									
9	1	3:06.534	54.325	1:23.791	48.418	135.2	27:43.986									
76 1. Wichard Theunissen Opel Opel-manta-B 15																
1	1	3:11.918	57.170	1:25.634	49.114	129.1	3:11.918									
2	1	3:10.331	55.961	1:25.601	48.769	132.5	6:22.249									
3	1	3:09.719	55.670	1:25.042	49.007	132.9	9:31.968									
4	1	3:07.866	54.841	1:24.433	48.592	134.2	12:39.834									
5	1	3:07.308	54.826	1:24.240	48.242	134.6	15:47.142									
6	1	3:10.531	57.241	1:24.501	48.789	132.3	18:57.673									
7	1	3:07.286	55.185	1:23.886	48.215	134.6	22:04.959									
8	1	3:06.446	54.735	1:23.592	48.119	135.2	25:11.405									
9	1	3:07.509	55.179	1:24.068	48.262	134.5	28:18.914									
101 1. Michel Vereeken Ford Escort MK2 9																
1	1	3:05.051	54.100	1:23.845	47.106	133.9	3:05.051									
2	1	3:03.610	53.179	1:23.288	47.143	137.3	6:08.661									
3	1	3:02.883	52.866	1:23.054	46.963	137.9	9:11.544									
4	1	3:02.968	52.024	1:24.057	46.887	137.8	12:14.512									
5	1	3:02.052	52.363	1:22.799	46.890	138.5	15:16.564									
6	1	3:03.321	52.394	1:23.369	47.558	137.5	18:19.885									
7	1	3:03.079	52.005	1:23.636	47.438	137.7	21:22.964									
8	1	3:03.227	52.248	1:24.600	46.379	137.6	24:26.191									
9	1	3:04.064	52.807	1:23.881	47.376	137.0	27:30.255									
143 1. Stefan Jacobs BMW 2002 TI 9																
1	1	3:19.363	59.577	1:28.784	51.002	124.3	3:19.363									
2	1	3:16.295	57.411	1:28.848	50.036	128.5	6:35.658									
3	1	3:16.816	57.139	1:28.605	51.072	128.1	9:52.474									
4	1	3:16.826	57.200	1:28.338	51.288	128.1	13:09.300									
5	1	3:17.326	58.411	1:28.240	50.675	127.8	16:26.626									
6	1	3:17.493	58.060	1:28.643	50.790	127.7	19:44.119									
7	1	3:17.324	57.976	1:29.352	49.996	127.8	23:01.443									
8	1	3:17.161	58.024	1:28.974	50.163	127.9	26:18.604									
151 1. André Kardol Alfa Romeo 1750 gtm 4																
1	1	3:20.226	1:00.544	1:28.645	51.037	123.7	3:20.226									
2	1	3:15.939	58.264	1:27.606	50.069	128.7	6:36.165									
3	1	3:16.400	56.835	1:28.860	50.705	128.4	9:52.565									
4	1	3:17.443	57.762	1:28.288	51.393	127.7	13:10.008									
5	1	3:17.185	57.995	1:28.404	50.786	127.9	16:27.193									
6	1	3:17.624	57.638	1:28.977	51.009	127.6	19:44.817									
7	1	3:16.408	57.393	1:28.614	50.401	128.4	23:01.225									
8	1	3:18.359	58.348	1:29.462	50.549	127.1	26:19.584									
240 1. Pierre Dumont Datsun 240Z 4																
1	1	3:25.452	1:01.881	1:29.015	54.556	120.6	3:25.452									
2	1	3:22.894	59.027	1:30.016	53.851	124.3	6:48.346									
3	1	3:20.591	56.941	1:30.917	52.733	125.7	10:08.937									
4	1	3:17.333	56.581	1:28.433	52.319	127.8	13:26.270									
5	1	3:16.465	55.918	1:27.865	52.682	128.3	16:42.735									
6	1	3:17.024	56.251	1:28.927	51.846	128.0	19:59.759									
7	1	3:18.720	57.732	1:30.217	50.771	126.9	23:18.479									
8	1	3:15.595	57.762	1:26.050	51.783	128.9	26:34.074									

