

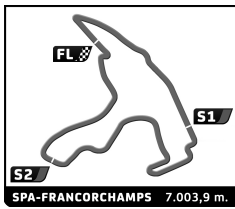
# Autopassion YTCC SPA SUMMER CLASSIC Race 2

## 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 |           |
|----------|------------------------|-----------------|---------------|-----------------|---------------|-----------|----------------------|--|-----------------|----------|-----------------|--------|---------|-----------|
| <b>2</b> | 1. Kaspar Huggenberg   |                 |               |                 |               |           | Crossle C9S<br>Proto | 8 1  | 2:42.342        | 44.586   | 1:15.438        | 42.318 | 155.3   | 21:24.732 |
|          | 1 1                    | 2:50.641        | 50.772        | 1:17.114        | 42.755        | 145.2     | 2:50.641             | 9 1  | <b>2:38.989</b> | 44.991   | <b>1:13.513</b> | 40.485 | 158.6   | 24:03.721 |
|          | 2 1                    | 2:45.278        | 47.944        | 1:15.563        | <b>41.771</b> | 152.6     | 5:35.919             | 10 1   | 2:40.714        | 44.797   | 1:14.529        | 41.388 | 156.9   | 26:44.435 |
|          | 3 1                    | 2:45.704        | <b>46.896</b> | 1:16.464        | 42.344        | 152.2     | 8:21.623             | <b>8</b> 1. Glenn Dudley<br>Lola Wright<br>Proto   |                 |          |                 |        |         |           |
|          | 4 1                    | 2:45.203        | 46.951        | 1:15.710        | 42.542        | 152.6     | 11:06.826            |  |                 |          |                 |        |         |           |
|          | 5 1                    | <b>2:44.652</b> | 47.103        | <b>1:15.452</b> | 42.097        | 153.1     | 13:51.478            |  |                 |          |                 |        |         |           |
|          | 6 1                    | 2:45.557        | 47.381        | 1:15.878        | 42.298        | 152.3     | 16:37.035            |  |                 |          |                 |        |         |           |
|          | 7 1                    | 2:47.510        | 49.064        | 1:15.554        | 42.892        | 150.5     | 19:24.545            |  |                 |          |                 |        |         |           |
|          | 8 1                    | 2:46.680        | 47.353        | 1:16.376        | 42.951        | 151.3     | 22:11.225            |  |                 |          |                 |        |         |           |
|          | 9 1                    | 2:45.474        | 47.006        | 1:15.850        | 42.618        | 152.4     | 24:56.699            |  |                 |          |                 |        |         |           |
|          | 10 1                   | 2:47.363        | 49.064        | 1:15.540        | 42.759        | 150.7     | 27:44.062            |  |                 |          |                 |        |         |           |
|          | 11 1                   | 2:47.902        | 47.872        | 1:16.103        | 43.927        | 150.2     | 30:31.964            |  |                 |          |                 |        |         |           |
|          | 12 1                   | 2:47.558        | 47.573        | 1:16.679        | 43.306        | 150.5     | 33:19.522            |  |                 |          |                 |        |         |           |
| <b>4</b> | 1. Christian Pollmeier |                 |               |                 |               |           | BMW 325i<br>80B      | <b>9</b> 1. Bjorn Hees<br>BMW E30 M3<br>80B        |                 |          |                 |        |         |           |
|          | 1 1                    | 3:33.196        | 1:10.497      | 1:31.304        | 51.395        | 116.2     | 3:33.196             |  |                 |          |                 |        |         |           |
|          | 2 1                    | 3:19.171        | 58.957        | 1:29.365        | 50.849        | 126.6     | 6:52.367             |  |                 |          |                 |        |         |           |
|          | 3 1                    | 3:13.056        | 56.147        | 1:26.551        | 50.358        | 130.6     | 10:05.423            |  |                 |          |                 |        |         |           |
|          | 4 1                    | 3:13.319        | 56.183        | 1:27.473        | 49.663        | 130.4     | 13:18.742            |  |                 |          |                 |        |         |           |
|          | 5 1                    | 3:14.685        | 56.951        | 1:27.731        | 50.003        | 129.5     | 16:33.427            |  |                 |          |                 |        |         |           |
|          | 6 1                    | 3:13.280        | 56.229        | 1:27.302        | 49.749        | 130.5     | 19:46.707            |  |                 |          |                 |        |         |           |
|          | 7 1                    | 3:12.585        | 55.702        | 1:26.872        | 50.011        | 130.9     | 22:59.292            |  |                 |          |                 |        |         |           |
|          | 8 1                    | 3:11.790        | 55.557        | 1:26.888        | <b>49.345</b> | 131.5     | 26:11.082            |  |                 |          |                 |        |         |           |
|          | 9 1                    | <b>3:10.032</b> | <b>54.443</b> | <b>1:25.749</b> | 49.840        | 132.7     | 29:21.114            |  |                 |          |                 |        |         |           |
|          | 10 1                   | 3:14.940        | 56.233        | 1:28.262        | 50.445        | 129.3     | 32:36.054            |  |                 |          |                 |        |         |           |
| <b>5</b> | 1. Bira Van Haver      |                 |               |                 |               |           | BMW 325i<br>80B      | <b>18</b> 1. Tijn Jilesen<br>Porsche 964 RS<br>80B |                 |          |                 |        |         |           |
|          | 1 1                    | 3:20.735        | 1:04.947      | 1:27.087        | 48.701        | 123.4     | 3:20.735             |  |                 |          |                 |        |         |           |
|          | 2 1                    | 3:12.915        | 1:00.117      | 1:24.134        | 48.664        | 130.7     | 6:33.650             |  |                 |          |                 |        |         |           |
|          | 3 1                    | 3:07.899        | 56.157        | 1:23.636        | 48.106        | 134.2     | 9:41.549             |  |                 |          |                 |        |         |           |
|          | 4 1                    | <b>3:05.168</b> | 55.744        | 1:21.736        | <b>47.688</b> | 136.2     | 12:46.717            |  |                 |          |                 |        |         |           |
|          | 5 1                    | 3:05.548        | 55.830        | 1:21.637        | 48.081        | 135.9     | 15:52.265            |  |                 |          |                 |        |         |           |
|          | 6 1                    | 3:05.611        | 55.990        | 1:21.259        | 48.362        | 135.8     | 18:57.876            |  |                 |          |                 |        |         |           |
|          | 7 1                    | 3:08.372        | 56.920        | 1:21.920        | 49.532        | 133.9     | 22:06.248            |  |                 |          |                 |        |         |           |
|          | 8 1                    | 3:05.675        | 56.151        | 1:21.426        | 48.098        | 135.8     | 25:11.923            |  |                 |          |                 |        |         |           |
|          | 9 1                    | 3:05.942        | <b>55.151</b> | <b>1:21.057</b> | 49.734        | 135.6     | 28:17.865            |  |                 |          |                 |        |         |           |
|          | 10 1                   | 3:09.851        | 56.344        | 1:21.924        | 51.583        | 132.8     | 31:27.716            |  |                 |          |                 |        |         |           |
| 11 1     | 3:07.767               | 56.007          | 1:22.495      | 49.265          | 134.3         | 34:35.483 |                      |  |                 |          |                 |        |         |           |
| <b>7</b> | 1. Peter Brouwer       |                 |               |                 |               |           | DNRT V8<br>90s       | <b>34</b> 1. Peter Stox<br>Porsche 964 1989<br>80B |                 |          |                 |        |         |           |
|          | 1 1                    | 2:40.827        | 45.182        | 1:14.963        | 40.682        | 154.0     | 2:40.827             |  |                 |          |                 |        |         |           |
|          | 2 1                    | 2:40.002        | 45.252        | 1:14.390        | 40.360        | 157.6     | 5:20.829             |  |                 |          |                 |        |         |           |
|          | 3 1                    | 2:39.555        | 45.211        | 1:13.998        | 40.346        | 158.0     | 8:00.384             |  |                 |          |                 |        |         |           |
|          | 4 1                    | 2:40.287        | 45.377        | 1:14.208        | 40.702        | 157.3     | 10:40.671            |  |                 |          |                 |        |         |           |
|          | 5 1                    | 2:39.017        | <b>44.270</b> | 1:14.360        | 40.387        | 158.6     | 13:19.688            |  |                 |          |                 |        |         |           |
|          | 6 1                    | 2:40.012        | 44.921        | 1:14.759        | <b>40.332</b> | 157.6     | 15:59.700            |  |                 |          |                 |        |         |           |
|          | 7 1                    | 2:42.690        | 47.267        | 1:14.552        | 40.871        | 155.0     | 18:42.390            |  |                 |          |                 |        |         |           |





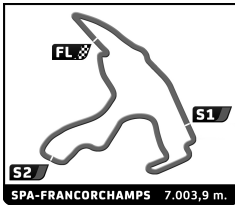
# Autopassion YTCC SPA SUMMER CLASSIC Race 2

## 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   |  |
|-----|---|-------------------|---------------|-----------------|---------------|-------|-----------|------------|--|----------|---------------|-----------------|---------------|-------|-----------|--|
|     |   |                   |               |                 |               |       |           | <b>75</b>  | 1. Laurent Jossieau<br>Citroen AX Sport<br>80A                 |          |               |                 |               |       |           |  |
| 12  | 1 | 2:52.662          | 50.203        | 1:17.430        | 45.029        | 146.0 | 35:16.066 | 1          | 1  | 5:19.041 | 1:16.325      | 3:10.837        | 51.879        | 77.7  | 5:19.041  |  |
| 2   | 1 | 3:17.516          | 58.517        | 1:27.815        | 51.184        | 127.7 | 8:36.557  | 2          | 1  | 3:17.269 | 57.326        | 1:28.527        | 51.416        | 127.8 | 11:53.826 |  |
| 3   | 1 | 3:17.269          | 57.326        | 1:28.527        | 51.416        | 127.8 | 11:53.826 | 3          | 1  | 3:13.689 | 57.346        | 1:26.242        | <b>50.101</b> | 130.2 | 15:07.515 |  |
| 4   | 1 | 3:13.689          | 57.346        | 1:26.242        | <b>50.101</b> | 130.2 | 15:07.515 | 4          | 1  | 3:14.633 | 58.147        | <b>1:25.711</b> | 50.775        | 129.5 | 18:22.148 |  |
| 5   | 1 | 3:14.633          | 58.147        | <b>1:25.711</b> | 50.775        | 129.5 | 18:22.148 | 5          | 1  | 3:15.260 | 57.667        | 1:26.567        | 51.026        | 129.1 | 21:37.408 |  |
| 6   | 1 | 3:15.260          | 57.667        | 1:26.567        | 51.026        | 129.1 | 21:37.408 | 6          | 1  | 3:14.486 | <b>57.008</b> | 1:26.506        | 50.972        | 129.6 | 24:51.894 |  |
| 7   | 1 | 3:14.486          | <b>57.008</b> | 1:26.506        | 50.972        | 129.6 | 24:51.894 | 7          | 1  | 3:15.787 | 59.051        | 1:26.452        | 50.284        | 128.8 | 28:07.681 |  |
| 8   | 1 | 3:15.787          | 59.051        | 1:26.452        | 50.284        | 128.8 | 28:07.681 | 8          | 1  | 3:14.606 | 57.211        | 1:25.738        | 51.657        | 129.6 | 31:22.287 |  |
| 9   | 1 | 3:14.606          | 57.211        | 1:25.738        | 51.657        | 129.6 | 31:22.287 | 9          | 1  | 3:14.396 | 57.686        | 1:25.991        | 50.719        | 129.7 | 34:36.683 |  |
| 10  | 1 | 3:14.396          | 57.686        | 1:25.991        | 50.719        | 129.7 | 34:36.683 |            |  |          |               |                 |               |       |           |  |
|     |   |                   |               |                 |               |       |           | <b>49</b>  | 1. Eric Douart<br>BMW M3 GTR E36<br>90s                        |          |               |                 |               |       |           |  |
| 1   | 1 | 2:59.696          | 55.321        | <b>1:19.777</b> | <b>44.598</b> | 137.9 | 2:59.696  |            |  |          |               |                 |               |       |           |  |
|     |   |                   |               |                 |               |       |           | <b>54</b>  | 1. Leonard Batenburg<br>BMW M3 E30<br>80B                      |          |               |                 |               |       |           |  |
| 1   | 1 | 2:50.444          | 50.527        | 1:16.414        | 43.503        | 145.4 | 2:50.444  |            |  |          |               |                 |               |       |           |  |
| 2   | 1 | 2:46.992          | 48.810        | 1:15.605        | <b>42.577</b> | 151.0 | 5:37.436  |            |  |          |               |                 |               |       |           |  |
| 3   | 1 | 2:47.555          | 49.703        | 1:15.107        | 42.745        | 150.5 | 8:24.991  |            |  |          |               |                 |               |       |           |  |
| 4   | 1 | <b>2:45.958</b>   | <b>48.485</b> | <b>1:14.802</b> | 42.671        | 151.9 | 11:10.949 |            |  |          |               |                 |               |       |           |  |
| 5   | 1 | 2:48.660          | 48.599        | 1:17.099        | 42.962        | 149.5 | 13:59.609 |            |  |          |               |                 |               |       |           |  |
| 6   | 1 | 3:03.880 <b>B</b> | 49.458        | 1:16.091        | 58.331        | 137.1 | 17:03.489 |            |  |          |               |                 |               |       |           |  |
|     |   |                   |               |                 |               |       |           | <b>55</b>  | 1. Erwin / Armand Lieshout,<br>Porsche 964RSR 1989<br>80B      |          |               |                 |               |       |           |  |
| 1   | 1 | 3:08.333          | 58.071        | 1:24.204        | 46.058        | 131.5 | 3:08.333  |            |  |          |               |                 |               |       |           |  |
| 2   | 1 | 3:00.324          | 51.469        | 1:22.158        | 46.697        | 139.8 | 6:08.657  |            |  |          |               |                 |               |       |           |  |
| 3   | 1 | 2:58.456          | 50.816        | 1:22.100        | 45.540        | 141.3 | 9:07.113  |            |  |          |               |                 |               |       |           |  |
| 4   | 1 | 2:57.109          | <b>50.296</b> | 1:21.428        | 45.385        | 142.4 | 12:04.222 |            |  |          |               |                 |               |       |           |  |
| 5   | 1 | 2:57.174          | 50.847        | 1:20.898        | 45.429        | 142.3 | 15:01.396 |            |  |          |               |                 |               |       |           |  |
| 6   | 1 | 2:57.653          | 51.069        | 1:20.955        | 45.629        | 141.9 | 17:59.049 |            |  |          |               |                 |               |       |           |  |
| 7   | 1 | 2:56.961          | 50.734        | 1:20.821        | 45.406        | 142.5 | 20:56.010 |            |  |          |               |                 |               |       |           |  |
| 8   | 1 | 2:56.317          | 50.439        | 1:20.554        | 45.324        | 143.0 | 23:52.327 |            |  |          |               |                 |               |       |           |  |
| 9   | 1 | 2:56.311          | 50.616        | 1:20.972        | <b>44.723</b> | 143.0 | 26:48.638 |            |  |          |               |                 |               |       |           |  |
| 10  | 1 | <b>2:55.584</b>   | 50.486        | <b>1:19.868</b> | 45.230        | 143.6 | 29:44.222 |            |  |          |               |                 |               |       |           |  |
| 11  | 1 | 3:00.299          | 51.201        | 1:21.220        | 47.878        | 139.8 | 32:44.521 |            |  |          |               |                 |               |       |           |  |
|     |   |                   |               |                 |               |       |           | <b>76</b>  | 1. Patrick Andriessen<br>Renault Alpine V6 GTA Turbo 88<br>80B |          |               |                 |               |       |           |  |
| 1   | 1 | 2:59.893          | 54.652        | 1:19.650        | 45.591        | 137.7 | 2:59.893  |            |  |          |               |                 |               |       |           |  |
| 2   | 1 | 2:53.989          | 50.205        | 1:18.622        | 45.162        | 144.9 | 5:53.882  |            |  |          |               |                 |               |       |           |  |
| 3   | 1 | 2:52.590          | 49.189        | 1:18.498        | 44.903        | 146.1 | 8:46.472  |            |  |          |               |                 |               |       |           |  |
| 4   | 1 | <b>2:52.214</b>   | 49.370        | 1:18.849        | <b>43.995</b> | 146.4 | 11:38.686 |            |  |          |               |                 |               |       |           |  |
| 5   | 1 | 3:32.292 <b>B</b> | <b>48.972</b> | <b>1:17.256</b> | 1:26.064      | 118.8 | 15:10.978 |            |  |          |               |                 |               |       |           |  |
|     |   |                   |               |                 |               |       |           | <b>78</b>  | 1. Mark Verheagh<br>BMW M3 30<br>80B                           |          |               |                 |               |       |           |  |
| 1   | 1 | 3:01.681          | 58.125        | 1:19.292        | 44.264        | 136.4 | 3:01.681  |            |  |          |               |                 |               |       |           |  |
| 2   | 1 | 2:52.577          | 50.583        | 1:17.484        | 44.510        | 146.1 | 5:54.258  |            |  |          |               |                 |               |       |           |  |
| 3   | 1 | 2:53.446          | 49.801        | 1:18.464        | 45.181        | 145.4 | 8:47.704  |            |  |          |               |                 |               |       |           |  |
| 4   | 1 | 2:51.788          | 49.455        | 1:17.674        | 44.659        | 146.8 | 11:39.492 |            |  |          |               |                 |               |       |           |  |
| 5   | 1 | <b>2:49.397</b>   | 49.488        | <b>1:16.352</b> | 43.557        | 148.8 | 14:28.889 |            |  |          |               |                 |               |       |           |  |
| 6   | 1 | 2:50.476          | 49.757        | 1:17.241        | <b>43.478</b> | 147.9 | 17:19.365 |            |  |          |               |                 |               |       |           |  |
| 7   | 1 | 2:52.295          | <b>49.179</b> | 1:16.877        | 46.239        | 146.3 | 20:11.660 |            |  |          |               |                 |               |       |           |  |
| 8   | 1 | 2:49.849          | 49.577        | 1:16.422        | 43.850        | 148.5 | 23:01.509 |            |  |          |               |                 |               |       |           |  |
| 9   | 1 | 2:50.670          | 49.821        | 1:17.106        | 43.743        | 147.7 | 25:52.179 |            |  |          |               |                 |               |       |           |  |
| 10  | 1 | 2:52.419          | 50.051        | 1:16.729        | 45.639        | 146.2 | 28:44.598 |            |  |          |               |                 |               |       |           |  |
|     |   |                   |               |                 |               |       |           | <b>103</b> | 1. Brian Mikkelsen<br>Nissan 350<br>90s                        |          |               |                 |               |       |           |  |
| 1   | 1 | 4:00.209 <b>B</b> | 1:00.300      | 1:45.390        | 1:14.519      | 103.1 | 4:00.209  |            |  |          |               |                 |               |       |           |  |
| 2   | 1 | 3:52.649          | 1:48.181      | 1:18.846        | 45.622        | 108.4 | 7:52.858  |            |  |          |               |                 |               |       |           |  |
| 3   | 1 | 2:56.611          | 51.230        | 1:19.888        | 45.493        | 142.8 | 10:49.469 |            |  |          |               |                 |               |       |           |  |
| 4   | 1 | 2:55.441          | 50.998        | 1:19.095        | 45.348        | 143.7 | 13:44.910 |            |  |          |               |                 |               |       |           |  |
| 5   | 1 | 3:02.347          | 52.902        | 1:20.049        | 49.396        | 138.3 | 16:47.257 |            |  |          |               |                 |               |       |           |  |
| 6   | 1 | 2:56.931          | <b>50.803</b> | 1:19.155        | 46.973        | 142.5 | 19:44.188 |            |  |          |               |                 |               |       |           |  |
| 7   | 1 | <b>2:54.340</b>   | 51.059        | <b>1:18.212</b> | <b>45.069</b> | 144.6 | 22:38.528 |            |  |          |               |                 |               |       |           |  |
| 8   | 1 | 2:55.285          | 50.900        | 1:18.968        | 45.417        | 143.8 | 25:33.813 |            |  |          |               |                 |               |       |           |  |
| 9   | 1 | 2:59.576          | 51.080        | 1:20.255        | 48.241        | 140.4 | 28:33.389 |            |  |          |               |                 |               |       |           |  |
| 10  | 1 | 2:57.064          | 51.154        | 1:19.791        | 46.119        | 142.4 | 31:30.453 |            |  |          |               |                 |               |       |           |  |
| 11  | 1 | 2:55.356          | 50.854        | 1:18.968        | 45.534        | 143.8 | 34:25.809 |            |  |          |               |                 |               |       |           |  |





# Autopassion YTCC SPA SUMMER CLASSIC Race 2

## Sector Analysis

— Invalidated Lap

■ Personal Best

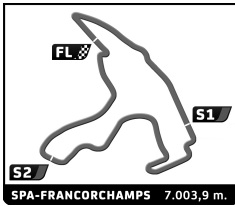
■ Session Best

■ 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>114</b> 1. Lando Graf von Wedel BMW 325 i 80B                         |   |      |          |          |          |     |         | 7 1 2:48.790 48.055 1:17.006 43.729 149.4 20:00.886                              |   |      |          |          |          |     |         |
| 1 1 3:00.248 55.912 1:19.302 45.034 137.4 3:00.248                       |   |      |          |          |          |     |         | 8 1 2:50.570 48.315 1:18.337 43.918 147.8 22:51.456                              |   |      |          |          |          |     |         |
| 2 1 2:54.009 50.144 1:18.475 45.390 144.9 5:54.257                       |   |      |          |          |          |     |         | 9 1 2:49.542 48.257 1:17.555 43.730 148.7 25:40.998                              |   |      |          |          |          |     |         |
| 3 1 2:52.650 50.336 1:17.508 44.806 146.0 8:46.907                       |   |      |          |          |          |     |         | 10 1 2:51.709 48.664 1:17.177 45.868 146.8 28:32.707                             |   |      |          |          |          |     |         |
| 4 1 2:50.479 49.991 1:16.316 44.172 147.9 11:37.386                      |   |      |          |          |          |     |         | 11 1 2:52.691 49.772 1:17.553 45.366 146.0 31:25.398                             |   |      |          |          |          |     |         |
| 5 1 <b>2:49.741</b> 49.958 <b>1:15.573</b> 44.210 148.5 14:27.127        |   |      |          |          |          |     |         | 12 1 2:49.940 48.413 1:17.348 44.179 148.4 34:15.338                             |   |      |          |          |          |     |         |
| 6 1 2:51.197 50.255 1:16.209 44.733 147.3 17:18.324                      |   |      |          |          |          |     |         | <b>128</b> 1. John Carlsson Porsche 944 80B                                      |   |      |          |          |          |     |         |
| 7 1 2:52.486 49.981 1:16.702 45.803 146.2 20:10.810                      |   |      |          |          |          |     |         | 1 1 3:08.637 59.071 1:23.442 46.124 131.3 3:08.637                               |   |      |          |          |          |     |         |
| 8 1 2:51.575 50.739 1:16.605 44.231 147.0 23:02.385                      |   |      |          |          |          |     |         | 2 1 2:55.280 50.872 1:18.153 46.255 143.9 6:03.917                               |   |      |          |          |          |     |         |
| 9 1 2:50.823 50.870 1:16.154 <b>43.799</b> 147.6 25:53.208               |   |      |          |          |          |     |         | 3 1 2:54.091 50.385 1:18.414 45.292 144.8 8:58.008                               |   |      |          |          |          |     |         |
| 10 1 2:51.106 <b>49.820</b> 1:16.599 44.687 147.4 28:44.314              |   |      |          |          |          |     |         | 4 1 2:53.757 49.997 1:18.031 45.729 145.1 11:51.765                              |   |      |          |          |          |     |         |
| 11 1 3:02.251 50.219 1:17.126 54.906 138.3 31:46.565                     |   |      |          |          |          |     |         | 5 1 2:51.744 49.519 1:17.195 45.030 146.8 14:43.509                              |   |      |          |          |          |     |         |
| 12 1 2:53.711 52.146 1:17.241 44.324 145.1 34:40.276                     |   |      |          |          |          |     |         | 6 1 2:52.668 49.716 1:17.992 44.960 146.0 17:36.177                              |   |      |          |          |          |     |         |
| <b>115</b> 1. Alexis Christian Graf von Porsche Cup 1991 90s             |   |      |          |          |          |     |         | 7 1 2:51.708 49.752 1:17.623 44.333 146.8 20:27.885                              |   |      |          |          |          |     |         |
| 1 1 3:09.185 59.729 1:23.187 46.269 131.0 3:09.185                       |   |      |          |          |          |     |         | 8 1 2:51.486 49.676 1:17.347 44.463 147.0 23:19.371                              |   |      |          |          |          |     |         |
| 2 1 2:57.131 51.781 1:19.221 46.129 142.3 6:06.316                       |   |      |          |          |          |     |         | 9 1 2:51.172 49.777 1:16.607 44.788 147.3 26:10.543                              |   |      |          |          |          |     |         |
| 3 1 2:56.692 52.338 1:18.467 45.887 142.7 9:03.008                       |   |      |          |          |          |     |         | 10 1 2:51.809 49.094 1:16.133 46.582 146.8 29:02.352                             |   |      |          |          |          |     |         |
| 4 1 2:56.613 52.528 <b>1:18.375</b> 45.710 142.8 11:59.621               |   |      |          |          |          |     |         | 11 1 <b>2:48.782</b> <b>49.056</b> <b>1:15.894</b> <b>43.832</b> 149.4 31:51.134 |   |      |          |          |          |     |         |
| 5 1 2:56.775 51.768 1:19.471 45.536 142.6 14:56.396                      |   |      |          |          |          |     |         | 12 1 2:50.388 50.035 1:16.385 43.968 148.0 34:41.522                             |   |      |          |          |          |     |         |
| 6 1 2:57.227 52.658 1:18.891 45.678 142.3 17:53.623                      |   |      |          |          |          |     |         | <b>130</b> 1. Ruud Poels Porsche 964 RS 1989 80B                                 |   |      |          |          |          |     |         |
| 7 1 2:56.550 51.690 1:19.313 45.547 142.8 20:50.173                      |   |      |          |          |          |     |         | 1 1 3:07.561 58.357 1:23.165 46.039 132.1 3:07.561                               |   |      |          |          |          |     |         |
| 8 1 2:56.879 52.242 1:19.021 45.616 142.6 23:47.052                      |   |      |          |          |          |     |         | 2 1 2:59.560 51.254 1:21.800 46.506 140.4 6:07.121                               |   |      |          |          |          |     |         |
| 9 1 2:58.358 51.934 1:20.144 46.280 141.4 26:45.410                      |   |      |          |          |          |     |         | 3 1 2:58.547 51.887 1:21.691 44.969 141.2 9:05.668                               |   |      |          |          |          |     |         |
| 10 1 <b>2:55.644</b> 51.643 1:18.911 <b>45.090</b> 143.6 29:41.054       |   |      |          |          |          |     |         | 4 1 2:56.267 50.982 1:20.577 44.708 143.0 12:01.935                              |   |      |          |          |          |     |         |
| 11 1 2:55.645 <b>51.009</b> 1:18.947 45.689 143.6 32:36.699              |   |      |          |          |          |     |         | 5 1 2:55.289 50.665 1:20.328 <b>44.296</b> 143.8 14:57.224                       |   |      |          |          |          |     |         |
| <b>117</b> 1. Jurgen Rudolph Porsche Cup 1991 90s                        |   |      |          |          |          |     |         | 6 1 2:57.545 52.763 1:19.941 44.841 142.0 17:54.769                              |   |      |          |          |          |     |         |
| 1 1 2:59.444 54.351 1:19.821 45.272 138.1 2:59.444                       |   |      |          |          |          |     |         | 7 1 2:57.312 <b>50.212</b> 1:22.077 45.023 142.2 20:52.081                       |   |      |          |          |          |     |         |
| 2 1 2:54.097 50.171 1:19.012 44.914 144.8 5:53.541                       |   |      |          |          |          |     |         | 8 1 2:55.467 50.887 1:20.016 44.564 143.7 23:47.548                              |   |      |          |          |          |     |         |
| 3 1 2:52.193 49.051 1:18.798 44.344 146.4 8:45.734                       |   |      |          |          |          |     |         | 9 1 2:58.108 51.104 1:21.650 45.354 141.6 26:45.656                              |   |      |          |          |          |     |         |
| 4 1 2:51.177 48.609 1:18.734 43.834 147.3 11:36.911                      |   |      |          |          |          |     |         | 10 1 <b>2:54.816</b> 50.387 <b>1:19.672</b> 44.757 144.2 29:40.472               |   |      |          |          |          |     |         |
| 5 1 <b>2:50.190</b> <b>47.719</b> <b>1:17.490</b> 44.981 148.2 14:27.101 |   |      |          |          |          |     |         | 11 1 2:55.652 50.266 1:19.769 45.617 143.5 32:36.124                             |   |      |          |          |          |     |         |
| 6 1 2:50.297 48.787 1:17.622 43.888 148.1 17:17.398                      |   |      |          |          |          |     |         | <b>141</b> 1. Axel Hageman BMW M1 70B  |   |      |          |          |          |     |         |
| 7 1 2:50.483 48.427 1:18.014 44.042 147.9 20:07.881                      |   |      |          |          |          |     |         | 1 1 3:39.643 1:17.417 1:32.759 49.467 112.8 3:39.643                             |   |      |          |          |          |     |         |
| 8 1 2:51.875 48.586 1:18.482 44.807 146.7 22:59.756                      |   |      |          |          |          |     |         | 2 1 3:07.447 51.425 1:26.835 49.187 134.5 6:47.090                               |   |      |          |          |          |     |         |
| 9 1 2:51.652 48.974 1:18.858 <b>43.820</b> 146.9 25:51.408               |   |      |          |          |          |     |         | 3 1 3:04.892 <b>50.527</b> 1:25.594 48.771 136.4 9:51.982                        |   |      |          |          |          |     |         |
| 10 1 2:51.669 48.760 1:18.462 44.447 146.9 28:43.077                     |   |      |          |          |          |     |         | 4 1 <b>3:03.727</b> 50.591 <b>1:25.123</b> <b>48.013</b> 137.2 12:55.709         |   |      |          |          |          |     |         |
| 11 1 3:01.845 49.017 1:19.258 53.570 138.7 31:44.922                     |   |      |          |          |          |     |         | <b>165</b> 1. Bjarne Haa Honda Integra 1998 90s                                  |   |      |          |          |          |     |         |
| <b>124</b> 1. Marcel Rijswijk, van Porsche 964 1989 80B                  |   |      |          |          |          |     |         | 1 1 3:24.764 1:05.013 1:29.793 49.958 121.0 3:24.764                             |   |      |          |          |          |     |         |
| 1 1 3:07.470 1:00.928 1:21.755 44.787 132.2 3:07.470                     |   |      |          |          |          |     |         | 2 1 3:11.446 56.277 1:26.060 49.109 131.7 6:36.210                               |   |      |          |          |          |     |         |
| 2 1 2:48.945 48.466 1:16.720 43.759 149.2 5:56.415                       |   |      |          |          |          |     |         | 3 1 3:07.448 53.539 1:24.986 48.923 134.5 9:43.658                               |   |      |          |          |          |     |         |
| 3 1 2:50.402 <b>47.598</b> 1:17.859 44.945 148.0 8:46.817                |   |      |          |          |          |     |         | 4 1 3:07.540 53.915 1:25.037 48.588 134.4 12:51.198                              |   |      |          |          |          |     |         |
| 4 1 2:48.791 48.145 1:17.027 43.619 149.4 11:35.608                      |   |      |          |          |          |     |         | 5 1 3:04.391 54.139 <b>1:22.067</b> 48.185 136.7 15:55.589                       |   |      |          |          |          |     |         |
| 5 1 <b>2:47.860</b> 48.435 <b>1:15.947</b> <b>43.478</b> 150.2 14:23.468 |   |      |          |          |          |     |         | 6 1 <b>3:03.577</b> 53.472 1:22.326 <b>47.779</b> 137.3 18:59.166                |   |      |          |          |          |     |         |
| 6 1 2:48.628 48.666 1:16.275 43.687 149.5 17:12.096                      |   |      |          |          |          |     |         | 7 1 3:05.692 54.942 1:22.273 48.477 135.8 22:04.858                              |   |      |          |          |          |     |         |







# Autopassion YTCC 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 |
|-----|---|-----------------|---------------|-----------------|---------------|-------|-----------|-----|---|------|----------|----------|----------|-----|---------|
| 2   | 1 | 2:52.809        | 49.270        | 1:18.787        | 44.752        | 145.9 | 5:49.492  |     |   |      |          |          |          |     |         |
| 3   | 1 | 2:52.720        | 49.641        | 1:18.626        | 44.453        | 146.0 | 8:42.212  |     |   |      |          |          |          |     |         |
| 4   | 1 | 2:51.477        | 49.195        | 1:18.386        | 43.896        | 147.0 | 11:33.689 |     |   |      |          |          |          |     |         |
| 5   | 1 | <b>2:50.615</b> | <b>48.471</b> | <b>1:17.534</b> | 44.610        | 147.8 | 14:24.304 |     |   |      |          |          |          |     |         |
| 6   | 1 | 2:53.340        | 49.842        | 1:18.853        | 44.645        | 145.5 | 17:17.644 |     |   |      |          |          |          |     |         |
| 7   | 1 | 2:51.550        | 49.045        | 1:18.116        | 44.389        | 147.0 | 20:09.194 |     |   |      |          |          |          |     |         |
| 8   | 1 | 2:50.782        | 48.661        | 1:17.755        | 44.366        | 147.6 | 22:59.976 |     |   |      |          |          |          |     |         |
| 9   | 1 | 2:51.829        | 49.478        | 1:18.362        | 43.989        | 146.7 | 25:51.805 |     |   |      |          |          |          |     |         |
| 10  | 1 | 2:54.386        | 48.659        | 1:18.276        | 47.451        | 144.6 | 28:46.191 |     |   |      |          |          |          |     |         |
| 11  | 1 | 3:03.907        | 48.748        | 1:17.566        | 57.593        | 137.1 | 31:50.098 |     |   |      |          |          |          |     |         |
| 12  | 1 | 2:51.009        | 49.292        | 1:17.865        | <b>43.852</b> | 147.4 | 34:41.107 |     |   |      |          |          |          |     |         |

