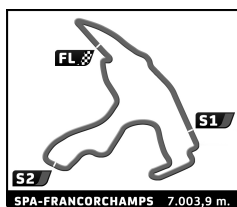


TOUREN WAGEN C L A S S I C S



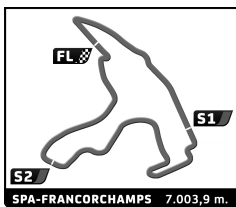
Tourenwagen-Classics SPA SUMMER CLASSIC Race

Sector Analysis

C.H.R.S.N.							1. Michael Meyer						
1. Harald/Ralph Grohs/Bahr							BMW E21 Gruppe 2 Classic						
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph
6							12	1	2:47.889	47.817	1:16.576	43.496	150.2
							13	1	2:48.048	47.857	1:17.320	42.871	150.0
1	1	3:03.478	54.575	1:21.561	47.342	135.0	1	1	3:14.658	1:03.109	1:22.048	49.501	127.3
2	1	4:24.432	1:18.616	1:47.619	1:18.197	95.4	2	1	4:22.583	1:16.728	1:45.903	1:19.952	96.0
3	1	4:26.799	1:23.702	1:55.836	1:07.261	94.5	3	1	4:26.631	1:24.182	1:54.138	1:08.311	94.6
4	1	2:57.611	50.891	1:21.381	45.339	142.0	4	1	2:57.803	52.798	1:19.386	45.619	141.8
5	1	2:58.325	49.875	1:19.738	48.712	141.4	5	1	2:59.783	53.834	1:19.535	46.414	140.2
6	1	2:54.467	49.859	1:19.434	45.174	144.5	6	1	2:58.890	53.175	1:19.254	46.461	140.9
7	1	3:05.650	50.353	1:20.358	54.939	135.8	7	1	2:56.736	51.993	1:18.273	46.470	142.7
8	1	5:07.307	3:05.343	1:17.805	44.159	82.0	8	1	3:11.008	53.150	1:21.045	56.813	132.0
9	1	2:49.755	49.549	1:16.309	43.897	148.5	9	1	5:01.217	2:56.954	1:18.646	45.617	83.7
10	1	2:50.551	49.171	1:17.470	43.910	147.8	10	1	3:00.110	53.180	1:19.747	47.183	140.0
11	1	2:50.143	48.039	1:17.670	44.434	148.2	11	1	2:59.203	53.231	1:20.006	45.966	140.7
10							12	1	2:57.687	52.374	1:19.360	45.953	141.9
1	1	3:05.199	55.592	1:21.196	48.411	133.8	13	1	2:58.266	52.726	1:19.627	45.913	141.4
2	1	4:23.761	1:17.724	1:47.762	1:18.275	95.6	50						
3	1	4:26.804	1:23.648	1:56.000	1:07.156	94.5	1	1	3:24.855	1:07.696	1:27.038	50.121	120.9
4	1	2:53.863	50.298	1:19.425	44.140	145.0	2	1	4:19.393	1:12.358	1:45.700	1:21.335	97.2
5	1	32:47.269	50.715	1:18.421	...	12.8	3	1	4:26.656	1:23.897	1:53.055	1:09.704	94.6
22							4	1	3:12.537	54.506	1:28.257	49.774	131.0
1	1	3:07.985	58.135	1:20.180	49.670	131.8	5	1	3:16.151	53.201	1:30.336	52.614	128.5
2	1	4:23.141	1:16.973	1:47.684	1:18.484	95.8	6	1	3:14.758	54.132	1:30.236	50.390	129.5
3	1	4:28.205	1:23.920	1:55.567	1:08.718	94.0	7	1	3:23.607	53.803	1:30.525	59.279	123.8
4	1	2:56.461	51.015	1:20.414	45.032	142.9	8	1	5:22.709	2:58.973	1:31.006	52.730	78.1
5	1	2:56.561	51.145	1:17.871	47.545	142.8	9	1	3:19.751	53.605	1:35.524	50.622	126.2
6	1	3:14.179	52.117	1:24.070	57.992	129.9	10	1	3:13.048	53.791	1:29.393	49.864	130.6
7	1	5:07.988	3:04.171	1:19.223	44.594	81.9	11	1	3:10.507	52.691	1:28.760	49.056	132.4
8	1	2:52.676	49.867	1:18.278	44.531	146.0	12	1	3:12.705	53.008	1:31.090	48.607	130.8
9	1	2:52.658	49.904	1:17.764	44.990	146.0	51						
10	1	2:53.903	49.906	1:18.318	45.679	145.0	1	1	2:56.997	50.715	1:15.804	50.478	140.0
11	1	2:51.995	49.692	1:17.893	44.410	146.6	2	1	4:27.324	1:22.029	1:48.348	1:16.947	94.3
12	1	2:51.771	49.823	1:17.577	44.371	146.8	3	1	4:26.890	1:22.478	1:57.967	1:06.445	94.5
13	1	2:53.767	50.376	1:18.819	44.572	145.1	4	1	2:44.922	48.182	1:14.229	42.511	152.9
23							5	1	2:51.126	48.866	1:14.875	47.385	147.3
1	1	2:57.738	49.368	1:17.567	50.803	139.4	6	1	4:54.583	2:57.416	1:14.503	42.664	85.6
2	1	4:27.806	1:21.767	1:48.733	1:17.306	94.2	7	1	2:45.365	48.282	1:14.632	42.451	152.5
3	1	4:26.777	1:23.561	1:56.727	1:06.489	94.5	8	1	2:46.396	48.083	1:15.455	42.858	151.5
4	1	2:48.644	48.858	1:16.725	43.061	149.5	9	1	2:43.979	47.935	1:13.788	42.256	153.8
5	1	2:48.245	48.473	1:17.051	42.721	149.9	10	1	2:44.421	47.962	1:13.895	42.564	153.4
6	1	2:55.906	49.082	1:16.891	49.933	143.3	11	1	2:45.540	47.894	1:15.528	42.118	152.3
7	1	5:00.647	3:01.179	1:16.268	43.200	83.9	12	1	2:46.114	47.793	1:15.085	43.236	151.8
8	1	2:46.571	48.415	1:15.414	42.742	151.4	13	1	2:46.222	49.700	1:14.298	42.224	151.7
9	1	2:46.157	47.998	1:15.171	42.988	151.7	52						
10	1	2:46.530	48.148	1:15.753	42.629	151.4	1	1	2:46.997	50.715	1:15.804	50.478	140.0
11	1	2:45.904	48.075	1:14.915	42.914	152.0	2	1	4:27.324	1:22.029	1:48.348	1:16.947	94.3



Tourenwagen CLASSICS



Tourenwagen-Classics SPA SUMMER CLASSIC Race

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
1	1	2:57.429	50.000	1:17.238	50.191	139.6	2:57.429	6	1	2:57.161	51.929	1:19.958	45.274	142.3	20:50.293
2	1	4:27.412	1:21.956	1:48.311	1:17.145	94.3	7:24.841	7	1	3:04.024 B	51.346	1:19.754	52.924	137.0	23:54.317
3	1	4:27.052	1:23.818	1:56.602	1:06.632	94.4	11:51.893	8	1	5:14.730	3:11.463	1:18.300	44.967	80.1	29:09.047
4	1	2:45.555	47.757	1:14.997	42.801	152.3	14:37.448	9	1	2:55.569	50.896	1:19.680	44.993	143.6	32:04.616
5	1	2:46.991	48.568	1:15.798	42.625	151.0	17:24.439	10	1	2:56.067	50.781	1:20.077	45.209	143.2	35:00.683
6	1	2:57.987 B	47.332	1:15.508	55.147	141.7	20:22.426	11	1	2:56.249	50.939	1:20.600	44.710	143.1	37:56.932
7	1	4:57.646	2:57.212	1:16.773	43.661	84.7	25:20.072	12	1	2:57.531	50.543	1:21.917	45.071	142.0	40:54.463
8	1	2:47.690	48.176	1:16.511	43.003	150.4	28:07.762	13	1	2:55.500	51.015	1:20.010	44.475	143.7	43:49.963
9	1	2:47.429	48.239	1:16.395	42.795	150.6	30:55.191								
10	1	2:46.650	47.740	1:16.610	42.300	151.3	33:41.841								
11	1	2:46.069	47.895	1:15.887	42.287	151.8	36:27.910								
12	1	2:47.364	47.682	1:16.595	43.087	150.7	39:15.274								
13	1	2:47.974	47.956	1:16.842	43.176	150.1	42:03.248								

54		1. Leonard Batenburg		BMW M3 Gr. A		DTM-88	
1	1	2:56.427	49.471	1:16.057	50.899	140.4	2:56.427
2	1	4:26.879	1:21.565	1:48.476	1:16.838	94.5	7:23.306
3	1	4:27.190	1:22.762	1:57.933	1:06.495	94.4	11:50.496
4	1	2:45.864	48.449	1:14.185	43.230	152.0	14:36.360
5	1	2:46.522	48.585	1:15.330	42.607	151.4	17:22.882
6	1	2:45.140	47.900	1:14.076	43.164	152.7	20:08.022
7	1	2:50.963 B	48.198	1:14.701	48.064	147.5	22:58.985
8	1	4:51.786	2:54.011	1:14.297	43.478	86.4	27:50.771
9	1	2:44.762	47.993	1:14.203	42.566	153.0	30:35.533
10	1	2:44.290	47.771	1:14.054	42.465	153.5	33:19.823
11	1	2:46.995	49.411	1:14.983	42.601	151.0	36:06.818
12	1	2:45.561	48.235	1:14.596	42.730	152.3	38:52.379
13	1	2:45.437	48.822	1:14.400	42.215	152.4	41:37.816

63		1. Jens Böhler		BMW M3 E30 Gruppe A		DTM-88	
1	1	3:00.581	53.437	1:19.203	47.941	137.2	3:00.581
2	1	4:26.242	1:20.349	1:48.122	1:17.771	94.7	7:26.823
3	1	4:26.458	1:23.685	1:56.237	1:06.536	94.6	11:53.281
4	1	2:54.736	51.515	1:18.036	45.185	144.3	14:48.017
5	1	2:54.018	51.068	1:17.928	45.022	144.9	17:42.035
6	1	2:53.384	51.128	1:17.714	44.542	145.4	20:35.419
7	1	3:01.657 B	51.251	1:18.624	51.782	138.8	23:37.076
8	1	5:01.540	2:58.206	1:18.414	44.920	83.6	28:38.616
9	1	2:56.273	51.362	1:19.910	45.001	143.0	31:34.889
10	1	3:03.259	51.621	1:20.353	51.285	137.6	34:38.148
11	1	2:55.679	50.954	1:18.720	46.005	143.5	37:33.827
12	1	3:00.076	51.560	1:21.488	47.028	140.0	40:33.903
13	1	2:56.096	51.522	1:19.038	45.536	143.2	43:29.999

66		1. Markus Schenkl		BMW M3 - Gruppe A / BTC		DTM-88	
1	1	3:07.404	57.590	1:20.296	49.518	132.2	3:07.404
2	1	4:22.985	1:17.014	1:47.433	1:18.538	95.9	7:30.389
3	1	4:28.171	1:23.978	1:55.387	1:08.806	94.0	11:58.560
4	1	2:57.096	51.140	1:20.728	45.228	142.4	14:55.656
5	1	2:57.476	51.874	1:19.699	45.903	142.1	17:53.132

77		1. André Nösse		BMW M3 E30 Gruppe A		DTM-88	
1	1	3:06.220	56.307	1:20.643	49.270	133.0	3:06.220
2	1	4:23.437	1:17.165	1:47.774	1:18.498	95.7	7:29.657
3	1	4:26.997	1:23.472	1:56.082	1:07.443	94.4	11:56.654
4	1	2:56.721	51.114	1:20.206	45.401	142.7	14:53.375
5	1	2:57.778	50.874	1:19.345	47.559	141.8	17:51.153
6	1	3:02.964 B	50.750	1:19.431	52.783	137.8	20:54.117
7	1	5:07.895	3:03.487	1:19.977	44.431	81.9	26:02.012
8	1	2:53.817	50.485	1:18.870	44.462	145.1	28:55.829
9	1	2:55.532	50.901	1:19.773	44.858	143.6	31:51.361
10	1	2:55.269	51.300	1:18.955	45.014	143.9	34:46.630
11	1	2:54.841	50.444	1:19.504	44.893	144.2	37:41.471
12	1	2:55.228	50.669	1:19.580	44.979	143.9	40:36.699
13	1	2:55.892	50.334	1:19.660	45.898	143.4	43:32.591

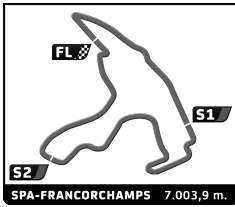
84		1. Reinier van Abbe		BMW M3 E30 Gruppe A		DTC	
1	1	3:25.593	1:09.624	1:25.684	50.285	120.5	3:25.593
2	1	4:19.548	1:12.509	1:45.313	1:21.726	97.1	7:45.141
3	1	4:26.852	1:23.713	1:52.853	1:10.286	94.5	12:11.993
4	1	35:39.207 B	55.846	1:26.225	...	11.8	47:51.200

88		1. Peter Zimmermann		BMW 325i Gruppe A		DTC	
1	1	3:16.559	1:03.052	1:24.004	49.503	126.0	3:16.559
2	1	4:23.046	1:16.604	1:46.134	1:20.308	95.9	7:39.605
3	1	4:26.694	1:23.849	1:53.744	1:09.101	94.5	12:06.299
4	1	3:03.135	53.175	1:22.769	47.191	137.7	15:09.434
5	1	3:04.004	53.323	1:22.690	47.991	137.0	18:13.438
6	1	3:03.577	52.833	1:22.695	48.049	137.3	21:17.015
7	1	3:15.819 B	52.745	1:22.518	1:00.556	128.8	24:32.834
8	1	5:14.464	3:04.019	1:22.901	47.544	80.2	29:47.298
9	1	3:04.537	53.207	1:23.534	47.796	136.6	32:51.835
10	1	3:05.650	53.164	1:24.267	48.219	135.8	35:57.485
11	1	3:03.518	54.129	1:22.963	46.426	137.4	39:01.003
12	1	3:00.967	52.458	1:22.350	46.159	139.3	42:01.970

93		1. Steffen Lykke Gregersen		BMW M3 E30		DTM-92	
1	1	2:53.729	46.561	1:15.531	51.637	142.6	2:53.729
2	1	4:26.473	1:21.818	1:48.190	1:16.465	94.6	7:20.202
3	1	4:27.257	1:22.490	1:58.671	1:06.096	94.3	11:47.459



Tourenwagen CLASSICS



Tourenwagen-Classics SPA SUMMER CLASSIC Race

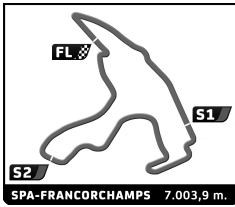
Sector Analysis

— 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
111 1. Harry Bryzmann Alfa Romeo 156 DTC								11 1 3:02.397 52.838 1:22.953 46.606 138.2 39:03.617							
5 1 2:43.021 46.258 1:15.425 41.338 154.7 17:13.980								12 1 3:04.601 53.358 1:23.254 47.989 136.6 42:08.218							
6 1 2:51.602 B 46.138 1:15.468 49.996 146.9 20:05.582															
7 1 4:55.626 2:58.337 1:15.540 41.749 85.3 25:01.208															
8 1 2:43.603 46.420 1:15.554 41.629 154.1 27:44.811															
9 1 2:43.114 45.994 1:15.636 41.484 154.6 30:27.925															
10 1 2:44.893 46.161 1:16.138 42.594 152.9 33:12.818															
11 1 2:46.199 48.625 1:15.828 41.746 151.7 35:59.017															
12 1 2:44.109 46.415 1:16.037 41.657 153.6 38:43.126															
13 1 2:45.218 46.766 1:16.397 42.055 152.6 41:28.344															
303 1. Oliver Sellnick Mercedes-Benz 190 E 2.5 16v DTC								1 1 3:30.788 1:10.706 1:29.057 51.025 117.5 3:30.788							
2 1 4:15.248 1:08.092 1:45.563 1:21.593 98.8 7:46.036								2 1 4:15.248 1:08.092 1:45.563 1:21.593 98.8 7:46.036							
3 1 4:28.895 1:23.756 1:52.630 1:12.509 93.8 12:14.931								3 1 4:28.895 1:23.756 1:52.630 1:12.509 93.8 12:14.931							
4 1 3:17.534 57.911 1:29.195 50.428 127.6 15:32.465								4 1 3:17.534 57.911 1:29.195 50.428 127.6 15:32.465							
5 1 3:17.862 57.800 1:28.876 51.186 127.4 18:50.327								5 1 3:17.862 57.800 1:28.876 51.186 127.4 18:50.327							
6 1 3:17.347 57.948 1:28.831 50.568 127.8 22:07.674								6 1 3:17.347 57.948 1:28.831 50.568 127.8 22:07.674							
7 1 3:18.048 57.847 1:29.374 50.827 127.3 25:25.722								7 1 3:18.048 57.847 1:29.374 50.827 127.3 25:25.722							
8 1 3:15.779 57.486 1:27.763 50.530 128.8 28:41.501								8 1 3:15.779 57.486 1:27.763 50.530 128.8 28:41.501							
9 1 3:26.394 B 57.120 1:28.849 1:00.425 122.2 32:07.895								9 1 3:26.394 B 57.120 1:28.849 1:00.425 122.2 32:07.895							
10 1 5:18.722 3:01.342 1:27.625 49.755 79.1 37:26.617								10 1 5:18.722 3:01.342 1:27.625 49.755 79.1 37:26.617							
11 1 3:15.605 57.899 1:28.101 49.605 128.9 40:42.222								11 1 3:15.605 57.899 1:28.101 49.605 128.9 40:42.222							
12 1 3:14.738 57.215 1:27.294 50.229 129.5 43:56.960								12 1 3:14.738 57.215 1:27.294 50.229 129.5 43:56.960							
304 1. Dirk/Erik Van Rompuy/Qv BMW M3 E30 DTM DTM-92								1 1 2:54.415 48.447 1:15.462 50.506 142.0 2:54.415							
2 1 4:26.346 1:21.669 1:48.174 1:16.503 94.7 7:20.761								2 1 4:26.346 1:21.669 1:48.174 1:16.503 94.7 7:20.761							
3 1 4:27.430 1:22.368 1:58.748 1:06.314 94.3 11:48.191								3 1 4:27.430 1:22.368 1:58.748 1:06.314 94.3 11:48.191							
4 1 2:44.612 47.076 1:15.267 42.269 153.2 14:32.803								4 1 2:44.612 47.076 1:15.267 42.269 153.2 14:32.803							
5 1 2:45.207 47.278 1:15.518 42.411 152.6 17:18.010								5 1 2:45.207 47.278 1:15.518 42.411 152.6 17:18.010							
6 1 2:44.799 47.450 1:15.063 42.286 153.0 20:02.809								6 1 2:44.799 47.450 1:15.063 42.286 153.0 20:02.809							
7 1 2:51.323 B 47.280 1:14.922 49.121 147.2 22:54.132								7 1 2:51.323 B 47.280 1:14.922 49.121 147.2 22:54.132							
8 1 5:01.529 2:56.626 1:19.945 44.958 83.6 27:55.661								8 1 5:01.529 2:56.626 1:19.945 44.958 83.6 27:55.661							
9 1 2:52.425 48.923 1:19.023 44.479 146.2 30:48.086								9 1 2:52.425 48.923 1:19.023 44.479 146.2 30:48.086							
10 1 2:51.013 48.843 1:18.040 44.130 147.4 33:39.099								10 1 2:51.013 48.843 1:18.040 44.130 147.4 33:39.099							
11 1 2:52.747 49.061 1:19.302 44.384 146.0 36:31.846								11 1 2:52.747 49.061 1:19.302 44.384 146.0 36:31.846							
12 1 2:51.372 48.168 1:18.815 44.389 147.1 39:23.218								12 1 2:51.372 48.168 1:18.815 44.389 147.1 39:23.218							
13 1 2:52.709 49.103 1:19.321 44.285 146.0 42:15.927								13 1 2:52.709 49.103 1:19.321 44.285 146.0 42:15.927							
311 1. Helmut Baumann VOLVO 850 T5 - 97 Kombi A-98								1 1 3:10.775 1:00.221 1:21.284 49.270 129.9 3:10.775							
2 1 4:24.174 1:17.297 1:47.048 1:19.829 95.4 7:34.949								2 1 4:24.174 1:17.297 1:47.048 1:19.829 95.4 7:34.949							
3 1 4:26.520 1:23.743 1:54.468 1:08.309 94.6 12:01.469								3 1 4:26.520 1:23.743 1:54.468 1:08.309 94.6 12:01.469							
4 1 2:57.526 51.414 1:20.308 45.804 142.0 14:58.995								4 1 2:57.526 51.414 1:20.308 45.804 142.0 14:58.995							
5 1 2:59.257 51.878 1:21.135 46.244 140.7 17:58.252								5 1 2:59.257 51.878 1:21.135 46.244 140.7 17:58.252							
6 1 2:58.389 51.280 1:20.946 46.163 141.3 20:56.641								6 1 2:58.389 51.280 1:20.946 46.163 141.3 20:56.641							
7 1 3:14.585 B 52.941 1:20.808 1:00.836 129.6 24:11.226								7 1 3:14.585 B 52.941 1:20.808 1:00.836 129.6 24:11.226							
8 1 5:20.508 3:13.492 1:20.678 46.338 78.7 29:31.734								8 1 5:20.508 3:13.492 1:20.678 46.338 78.7 29:31.734							
9 1 2:59.627 52.403 1:21.049 46.175 140.4 32:31.361								9 1 2:59.627 52.403 1:21.049 46.175 140.4 32:31.361							
10 1 2:58.242 51.257 1:21.381 45.604 141.5 35:29.603								10 1 2:58.242 51.257 1:21.381 45.604 141.5 35:29.603							
11 1 2:58.519 51.313 1:21.202 46.004 141.2 38:28.122								11 1 2:58.519 51.313 1:21.202 46.004 141.2 38:28.122							
12 1 2:59.264 51.201 1:22.493 45.570 140.7 41:27.386								12 1 2:59.264 51.201 1:22.493 45.570 140.7 41:27.386							
13 1 2:58.468 51.591 1:20.621 46.256 141.3 44:25.854								13 1 2:58.468 51.591 1:20.621 46.256 141.3 44:25.854							
312 1. Michael Tapella VOLVO 850 T5 - 96 Kombi A-98								1 1 3:10.775 1:00.221 1:21.284 49.270 129.9 3:10.775							
2 1 4:24.174 1:17.297 1:47.048 1:19.829 95.4 7:34.949								2 1 4:24.174 1:17.297 1:47.048 1:19.829 95.4 7:34.949							
3 1 4:26.520 1:23.743 1:54.468 1:08.309 94.6 12:01.469								3 1 4:26.520 1:23.743 1:54.468 1:08.309 94.6 12:01.469							
4 1 2:57.526 51.414 1:20.308 45.804 142.0 14:58.995								4 1 2:57.526 51.414 1:20.308 45.804 142.0 14:58.995							
5 1 2:59.257 51.878 1:21.135 46.244 140.7 17:58.252								5 1 2:59.257 51.878 1:21.135 46.244 140.7 17:58.252							
6 1 2:58.389 51.280 1:20.946 46.163 141.3 20:56.641								6 1 2:58.389 51.280 1:20.946 46.163 141.3 20:56.641							
7 1 3:14.585 B 52.941 1:20.808 1:00.836 129.6 24:11.226								7 1 3:14.585 B 52.941 1:20.808 1:00.836 129.6 24:11.226							
8 1 5:20.508 3:13.492 1:20.678 46.338 78.7 29:31.734								8 1 5:20.508 3:13.492 1:20.678 46.338 78.7 29:31.734							
9 1 2:59.627 52.403 1:21.049 46.175 140.4 32:31.361								9 1 2:59.627 52.403 1:21.049 46.175 140.4 32:31.361							
10 1 2:58.242 51.257 1:21.381 45.604 141.5 35:29.603								10 1 2:58.242 51.257 1:21.381 45.604 141.5 35:29.603							
11 1 2:58.519 51.313 1:21.202 46.004 141.2 38:28.122								11 1 2:58.519 51.313 1:21.202 46.004 141.2 38:28.122							
12 1 2:59.264 51.201 1:22.493 45.570 140.7 41:27.386								12 1 2:59.264 51.201 1:22.493 45.570 140.7 41:27.386							
13 1 2:58.468 51.591 1:20.621 46.256 141.3 44:25.854								13 1 2:58.468 51.591 1:20.621 46.256 141.3 44:25.854							
201 1. Roland Hölischer Mercedes 190E 2.3-16V DTC								1 1 3:20.877 1:04.662 1:25.645 50.570 123.3 3:20.877							
2 1 4:19.502 1:13.313 1:45.842 1:20.347 97.2 7:40.379								2 1 4:19.502 1:13.313 1:45.842 1:20.347 97.2 7:40.379							
3 1 4:27.006 1:24.177 1:53.548 1:09.281 94.4 12:07.385								3 1 4:27.006 1:24.177 1:53.548 1:09.281 94.4 12:07.385							
4 1 3:09.309 55.723 1:25.583 48.003 133.2 15:16.694								4 1 3:09.309 55.723 1:25.583 48.003 133.2 15:16.694							
5 1 3:07.321 53.682 1:24.107 49.532 134.6 18:24.015								5 1 3:07.321 53.682 1:24.107 49.532 134.6 18:24.015							
6 1 3:07.784 54.898 1:24.741 48.145 134.3 21:31.799								6 1 3:07.784 54.898 1:24.741 48.145 134.3 21:31.799							
7 1 3:17.343 B 54.300 1:26.495 56.548 127.8 24:49.142								7 1 3:17.343 B 54.300 1:26.495 56.548 127.8 24:49.142							
8 1 5:03.049 2:51.585 1:24.123 47.341 83.2 29:52.191								8 1 5:03.049 2:51.585 1:24.123 47.341 83.2 29:52.191							
9 1 3:06.204 54.272 1:24.272 47.660 135.4 32:58.395								9 1 3:06.204 54.272 1:24.272 47.660 135.4 32:58.395							
10 1 3:02.825 52.578 1:23.128 47.119 137.9 36:01.220								10 1 3:02.825 52.578 1:23.128 47.119 137.9 36:01.220							



Tourenwagen CLASSICS



Tourenwagen-Classics SPA SUMMER CLASSIC Race

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	3:09.813	59.238	1:21.121	49.454	130.5	3:09.813	8	1	4:56.864	2:58.959	1:15.608	42.297	84.9	27:52.295
2	1	4:24.356	1:17.448	1:46.991	1:19.917	95.4	7:34.169	9	1	2:44.381	46.932	1:14.700	42.749	153.4	30:36.676
3	1	4:26.636	1:23.635	1:54.729	1:08.272	94.6	12:00.805	10	1	2:45.247	47.031	1:14.480	43.736	152.6	33:21.923
4	1	2:56.519	50.539	1:20.577	45.403	142.8	14:57.324	11	1	2:51.848	49.269	1:16.649	45.930	146.7	36:13.771
5	1	2:57.178	50.772	1:20.376	46.030	142.3	17:54.502	12	1	2:51.145	49.504	1:16.887	44.754	147.3	39:04.916
6	1	2:57.635	51.098	1:21.296	45.241	141.9	20:52.137	13	1	2:53.642	52.393	1:17.128	44.121	145.2	41:58.558
7	1	3:04.504	B 51.398	1:19.690	53.416	136.7	23:56.641								
8	1	5:02.191	2:57.166	1:19.791	45.234	83.4	28:58.832								
9	1	2:56.102	50.521	1:20.060	45.521	143.2	31:54.934								
10	1	3:10.581	B 50.548	1:20.010	1:00.023	132.3	35:05.515								
11	1	4:05.908	1:49.149	1:27.003	49.756	102.5	39:11.423								
12	1	3:15.678	55.898	1:29.209	50.571	128.9	42:27.101								

313 1.Klaus Niesen
VOLVO 850 T5 - 95 Lim
A-98

1	1	3:14.155	1:02.240	1:22.389	49.526	127.6	3:14.155
2	1	4:22.580	1:16.672	1:46.003	1:19.905	96.0	7:36.735
3	1	4:26.879	1:23.923	1:54.406	1:08.550	94.5	12:03.614
4	1	3:00.770	52.128	1:21.846	46.796	139.5	15:04.384
5	1	3:13.913	B 52.638	1:22.441	58.834	130.0	18:18.297
6	1	5:05.567	2:57.627	1:21.873	46.067	82.5	23:23.864
7	1	3:02.005	52.480	1:22.636	46.889	138.5	26:25.869
8	1	3:00.858	51.850	1:22.631	46.377	139.4	29:26.727
9	1	2:59.112	51.770	1:21.125	46.217	140.8	32:25.839
10	1	2:58.183	51.871	1:20.809	45.503	141.5	35:24.022
11	1	2:57.714	51.437	1:20.637	45.640	141.9	38:21.736
12	1	2:59.081	51.752	1:21.337	45.992	140.8	41:20.817
13	1	2:58.513	51.816	1:21.159	45.538	141.2	44:19.330

325 Schmicke Performance
1.Max Herrig
BMW 325i
DTC

1	1	3:22.791	1:06.877	1:25.214	50.700	122.2	3:22.791
2	1	4:19.754	1:12.913	1:46.116	1:20.725	97.1	7:42.545
3	1	4:26.585	1:23.908	1:53.396	1:09.281	94.6	12:09.130
4	1	3:10.136	55.501	1:25.801	48.834	132.6	15:19.266
5	1	3:09.545	54.790	1:25.629	49.126	133.0	18:28.811
6	1	3:10.909	55.428	1:25.900	49.581	132.1	21:39.720
7	1	3:18.815	B 54.780	1:25.565	58.470	126.8	24:58.535
8	1	5:06.514	2:52.232	1:24.593	49.689	82.3	30:05.049
9	1	3:10.708	54.952	1:25.575	50.181	132.2	33:15.757
10	1	3:09.531	55.622	1:25.131	48.778	133.0	36:25.288
11	1	3:10.429	55.572	1:25.943	48.914	132.4	39:35.717
12	1	3:08.974	55.138	1:25.050	48.786	133.4	42:44.691

330 1.Sjaco Griffioen
BMW E30 M3
DTM-92

1	1	2:56.000	49.218	1:16.076	50.706	140.8	2:56.000
2	1	4:26.546	1:21.437	1:48.301	1:16.808	94.6	7:22.546
3	1	4:26.896	1:22.343	1:58.544	1:06.009	94.5	11:49.442
4	1	2:45.697	47.804	1:15.036	42.857	152.2	14:35.139
5	1	2:46.223	48.072	1:15.910	42.241	151.7	17:21.362
6	1	2:43.768	47.035	1:14.276	42.457	154.0	20:05.130
7	1	2:50.301	B 47.527	1:14.032	48.742	148.1	22:55.431

354 1.Jan van Elderen
Ford Sierra Cosworth RS500
A-88

1	1	2:55.519	47.798	1:17.215	50.506	141.2	2:55.519
2	1	4:26.482	1:21.634	1:48.107	1:16.741	94.6	7:22.001
3	1	4:26.889	1:22.507	1:58.435	1:05.947	94.5	11:48.890
4	1	2:46.896	47.026	1:16.954	42.916	151.1	14:35.786
5	1	2:44.899	47.184	1:15.871	41.844	152.9	17:20.685
6	1	3:01.236	B 46.266	1:16.669	58.301	139.1	20:21.921
7	1	4:42.005	2:43.317	1:16.168	42.520	89.4	25:03.926
8	1	2:46.376	46.642	1:17.009	42.725	151.5	27:50.302
9	1	2:44.508	46.407	1:16.115	41.986	153.3	30:34.810
10	1	2:44.255	46.155	1:15.927	42.173	153.5	33:19.065
11	1	2:45.162	45.981	1:16.801	42.380	152.7	36:04.227
12	1	2:45.366	46.548	1:16.735	42.083	152.5	38:49.593
13	1	2:45.273	46.299	1:16.810	42.164	152.6	41:34.866

402 ADAC Pfalz e.V.
1.Nico Ullmer
Volkswagen Lupo BTC 1600
DTC

1	1	3:16.054	1:02.348	1:23.633	50.073	126.4	3:16.054
2	1	4:22.174	1:16.459	1:45.866	1:19.849	96.2	7:38.228
3	1	4:26.058	1:24.318	1:53.721	1:08.019	94.8	12:04.286
4	1	3:02.806	53.530	1:21.956	47.320	137.9	15:07.092
5	1	3:04.480	53.206	1:22.807	48.467	136.7	18:11.572
6	1	3:02.324	53.771	1:21.580	46.973	138.3	21:13.896
7	1	3:10.103	B 52.981	1:22.015	55.107	132.6	24:23.999
8	1	5:17.844	3:08.194	1:22.848	46.802	79.3	29:41.843
9	1	3:02.084	53.097	1:22.107	46.880	138.5	32:43.927
10	1	3:02.525	53.173	1:22.295	47.057	138.1	35:46.452
11	1	3:04.281	53.829	1:22.733	47.719	136.8	38:50.733
12	1	3:02.840	53.941	1:21.734	47.165	137.9	41:53.573

675 1.Albrecht Kamenzin
BMW 325 DTC
DTC

1	1	3:22.017	1:05.499	1:25.488	51.030	122.6	3:22.017
2	1	4:19.567	1:13.030	1:45.842	1:20.695	97.1	7:41.584
3	1	4:26.861	1:23.984	1:53.355	1:09.522	94.5	12:08.445
4	1	3:07.749	54.398	1:24.906	48.445	134.3	15:16.194
5	1	3:16.245	B 54.461	1:26.251	55.533	128.5	18:32.439
6	1	5:20.789	3:06.092	1:27.485	47.212	78.6	23:53.228
7	1	3:06.228	53.320	1:25.315	47.593	135.4	26:59.456
8	1	3:04.286	52.781	1:24.475	47.030	136.8	30:03.742
9	1	3:03.926	52.713	1:24.415	46.798	137.1	33:07.668
10	1	3:11.792	55.038	1:28.034	48.720	131.5	36:19.460
11	1	3:16.062	B 53.854	1:27.738	54.470	128.6	39:35.522
12	1	3:37.377	1:25.370	1:24.515	47.492	116.0	43:12.899

