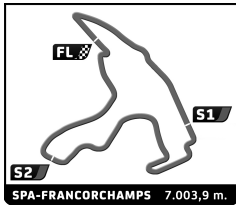


4-AvD Historic Race cup  
SUPERSPA  
Qualifying 2

Sector Analysis

Personal Best Session Best Crossing the pit lane

| Lap   | D | Time       | Sector 1 | Sector 2 | Sector 3 | T.Spd | Elapsed   | Lap  | D | Time       | Sector 1 | Sector 2 | Sector 3 | T.Spd | Elapsed   |
|---|---|------------|----------|----------|----------|-------|-----------|--|---|------------|----------|----------|----------|-------|-----------|
| 1 Swift DB2 FORD HRA<br>1.Roberto COCCIARELLI |   |            |          |          |          |       |           | 29 OPEL Lotus Mk II FOR<br>1.Georges TOMSEN  |   |            |          |          |          |       |           |
| 1   | 1 | 4:50.606   | 2:43.174 | 1:20.786 | 46.646   | 162.9 | 4:50.606  | 1  | 1 | 3:37.840   | 1:26.527 | 1:23.281 | 48.032   | 154.9 | 3:37.840  |
| 2   | 1 | 2:49.718   | 49.294   | 1:15.943 | 44.481   | 199.3 | 7:40.324  | 2  | 1 | 2:48.716   | 48.318   | 1:16.492 | 43.906   | 198.2 | 6:26.556  |
| 3   | 1 | 2:58.942   | 48.514   | 1:16.464 | 53.964   | 183.4 | 10:39.266 | 3  | 1 | 2:46.631   | 47.903   | 1:14.369 | 44.359   | 203.0 | 9:13.187  |
| 4   | 1 | 3:47.457 B | 49.547   | 1:37.239 | 1:20.671 | 197.8 | 14:26.723 | 4  | 1 | 3:24.747 B | 47.985   | 1:23.842 | 1:12.920 | 209.7 | 12:37.934 |
| 5   | 1 | 7:59.036   | 5:58.597 | 1:15.406 | 45.033   | 194.9 | 22:25.759 | 5  | 1 | 8:37.912   | 6:34.795 | 1:17.223 | 45.894   | 190.1 | 21:15.846 |
| 6   | 1 | 2:47.608   | 48.507   | 1:14.274 | 44.827   | 203.4 | 25:13.367 | 6  | 1 | 2:46.236   | 47.343   | 1:14.856 | 44.037   | 216.0 | 24:02.082 |
| 7   | 1 | 3:04.969 B | 49.000   | 1:16.089 | 59.880   | 196.0 | 28:18.336 | 7  | 1 | 2:48.939   | 48.908   | 1:14.078 | 45.953   | 217.3 | 26:51.021 |
| 9 OPEL Lotus Mk II FOR<br>1.Ralf GORAL        |   |            |          |          |          |       |           | 46 REYNARD FFR<br>1.Jannik SADOLIN           |   |            |          |          |          |       |           |
| 1   | 1 | 3:19.370   | 1:17.049 | 1:17.142 | 45.179   | 188.2 | 3:19.370  | 1  | 1 | 3:44.691   | 1:39.242 | 1:19.465 | 45.984   | 146.7 | 3:44.691  |
| 2   | 1 | 2:38.986   | 45.801   | 1:12.276 | 40.909   | 196.4 | 5:58.356  | 2  | 1 | 2:48.588   | 49.843   | 1:13.602 | 45.143   | 192.9 | 6:33.279  |
| 3   | 1 | 2:36.524   | 45.188   | 1:10.511 | 40.825   | 225.0 | 8:34.880  | 3  | 1 | 2:48.586   | 49.322   | 1:14.823 | 44.441   | 195.3 | 9:21.865  |
| 4   | 1 | 2:40.434   | 45.323   | 1:12.948 | 42.163   | 223.6 | 11:15.314 | 4  | 1 | 3:11.059 B | 49.533   | 1:14.401 | 1:07.125 | 197.1 | 12:32.924 |
| 5   | 1 | 3:28.929 B | 50.736   | 1:26.087 | 1:12.106 | 135.2 | 14:44.243 | 5  | 1 | 8:33.028   | 6:35.481 | 1:13.161 | 44.386   | 190.8 | 21:05.952 |
| 6   | 1 | 6:39.269   | 4:44.614 | 1:12.671 | 41.984   | 204.9 | 21:23.512 | 6  | 1 | 2:46.272   | 49.569   | 1:12.109 | 44.594   | 192.5 | 23:52.224 |
| 7   | 1 | 2:38.533   | 46.615   | 1:09.926 | 41.992   | 219.1 | 24:02.045 | 7  | 1 | 2:45.695   | 49.493   | 1:11.955 | 44.247   | 194.9 | 26:37.919 |
| 8   | 1 | 2:34.689   | 44.991   | 1:09.103 | 40.595   | 225.5 | 26:36.734 |  |   |            |          |          |          |       |           |
| 12 OPEL Lotus Mk II FOR<br>1.David SCHNEIDER  |   |            |          |          |          |       |           | 59 REYNARD SF86 FFR<br>1.Henk VAN DER SPOEL  |   |            |          |          |          |       |           |
| 1   | 1 | 3:20.869   | 1:17.608 | 1:17.039 | 46.222   | 202.6 | 3:20.869  | 1  | 1 | 3:37.050   | 1:37.176 | 1:14.039 | 45.835   | 170.6 | 3:37.050  |
| 2   | 1 | 2:35.739   | 44.567   | 1:11.060 | 40.112   | 191.8 | 5:56.608  | 2  | 1 | 2:47.770   | 49.629   | 1:15.279 | 42.862   | 201.5 | 6:24.820  |
| 3   | 1 | 2:33.385   | 44.270   | 1:08.589 | 40.526   | 220.4 | 8:29.993  | 3  | 1 | 2:43.346   | 48.430   | 1:11.932 | 42.984   | 202.2 | 9:08.166  |
| 4   | 1 | 2:33.149   | 44.117   | 1:08.509 | 40.523   | 222.7 | 11:03.142 | 4  | 1 | 2:49.416   | 48.506   | 1:12.490 | 48.420   | 204.2 | 11:57.582 |
| 5   | 1 | 3:35.276 B | 44.373   | 1:28.446 | 1:22.457 | 185.9 | 14:38.418 | 5  | 1 | 3:59.809 B | 1:14.864 | 1:32.244 | 1:12.701 | 119.3 | 15:57.391 |
| 6   | 1 | 7:28.886   | 4:59.873 | 1:38.050 | 50.963   | 158.6 | 22:07.304 | 6  | 1 | 5:38.986   | 3:40.084 | 1:15.256 | 43.646   | 185.2 | 21:36.377 |
| 7   | 1 | 2:34.453   | 44.524   | 1:09.363 | 40.566   | 220.0 | 24:41.757 | 7  | 1 | 2:48.506   | 48.459   | 1:12.052 | 47.995   | 206.9 | 24:24.883 |
| 8   | 1 | 2:42.093   | 44.265   | 1:13.142 | 44.686   | 220.0 | 27:23.850 | 8  | 1 | 3:02.014 B | 47.713   | 1:12.357 | 1:01.944 | 213.0 | 27:26.897 |
| 15 PILBEAM SP1-02 FFR<br>1.Lars CLASEN        |   |            |          |          |          |       |           | 60 OPEL Lotus Mk II FOR<br>1.Alan WILLIAMSON |   |            |          |          |          |       |           |
| 1   | 1 | 4:03.004   | 2:01.035 | 1:17.632 | 44.337   | 169.0 | 4:03.004  | 1  | 1 | 3:01.532   | 1:00.322 | 1:17.220 | 43.990   | 142.7 | 3:01.532  |
| 2   | 1 | 2:47.178   | 50.050   | 1:13.453 | 43.675   | 189.8 | 6:50.182  | 2  | 1 | 2:42.762   | 48.382   | 1:12.047 | 42.333   | 210.5 | 5:44.294  |
| 3   | 1 | 2:53.003   | 49.465   | 1:13.837 | 49.701   | 192.9 | 9:43.185  | 3  | 1 | 2:41.606   | 47.814   | 1:10.873 | 42.919   | 213.0 | 8:25.900  |
| 4   | 1 | 3:10.809 B | 49.595   | 1:16.111 | 1:05.103 | 193.9 | 12:53.994 | 4  | 1 | 2:43.844   | 49.508   | 1:11.917 | 42.419   | 208.5 | 11:09.744 |
|   |   |            |          |          |          |       |           | 5  | 1 | 3:31.960 B | 51.215   | 1:26.963 | 1:13.782 | 146.1 | 14:41.704 |
|   |   |            |          |          |          |       |           | 6  | 1 | 7:06.241   | 5:00.572 | 1:20.357 | 45.312   | 190.8 | 21:47.945 |
|   |   |            |          |          |          |       |           | 7  | 1 | 2:41.974   | 47.858   | 1:12.002 | 42.114   | 213.4 | 24:29.919 |
|   |   |            |          |          |          |       |           | 8  | 1 | 2:43.213   | 48.490   | 1:11.319 | 43.404   | 205.7 | 27:13.132 |
| 22 PRS RH02 FFR<br>1.Roel MULDER              |   |            |          |          |          |       |           | 69 REYNARD SF84 FFR<br>1.Onno ZUIDEMA        |   |            |          |          |          |       |           |
| 1   | 1 | 4:19.266   | 2:09.150 | 1:24.168 | 45.948   | 146.9 | 4:19.266  | 1  | 1 | 3:43.845   | 1:39.964 | 1:17.401 | 46.480   | 152.3 | 3:43.845  |
| 2   | 1 | 2:53.932   | 50.691   | 1:17.715 | 45.526   | 189.5 | 7:13.198  | 2  | 1 | 2:54.536   | 49.205   | 1:12.648 | 52.683   | 196.0 | 6:38.381  |
| 3   | 1 | 2:52.462   | 50.743   | 1:16.662 | 45.057   | 191.8 | 10:05.660 | 3  | 1 | 2:44.050   | 48.982   | 1:11.498 | 43.570   | 197.1 | 9:22.431  |
| 4   | 1 | 3:38.985 B | 51.120   | 1:31.864 | 1:16.001 | 189.1 | 13:44.645 | 4  | 1 | 3:08.308 B | 48.598   | 1:13.724 | 1:05.986 | 200.4 | 12:30.739 |
| 5   | 1 | 7:43.890   | 5:32.947 | 1:23.638 | 47.305   | 182.4 | 21:28.535 | 5  | 1 | 8:29.741   | 6:30.871 | 1:14.787 | 44.083   | 188.2 | 21:00.480 |
| 6   | 1 | 2:53.612   | 51.279   | 1:16.866 | 45.467   | 199.6 | 24:22.147 | 6  | 1 | 2:44.458   | 48.816   | 1:12.117 | 43.525   | 196.7 | 23:44.938 |
| 7   | 1 | 2:52.827   | 50.253   | 1:16.938 | 45.636   | 198.9 | 27:14.974 | 7  | 1 | 2:43.536   | 48.707   | 1:11.407 | 43.422   | 198.9 | 26:28.474 |
| 28 OPEL Lotus Mk II FOR<br>1.Jochen THISSEN   |   |            |          |          |          |       |           | 71 ROYAL RP27 FFR<br>1.Stefan SCHROYEN       |   |            |          |          |          |       |           |
| 1   | 1 | 3:34.954   | 1:27.105 | 1:21.379 | 46.470   | 152.3 | 3:34.954  | 1  | 1 | 2:56.860   | ...      | 1:29.270 | 51.949   | 148.8 | 2:56.860  |
| 2   | 1 | 2:40.310   | 46.894   | 1:12.053 | 41.363   | 216.9 | 6:15.264  | 2  | 1 | 3:06.674   | 55.176   | 1:22.160 | 49.338   | 173.9 | 25:03.534 |
| 3   | 1 | 2:37.898   | 46.380   | 1:09.879 | 41.639   | 218.2 | 8:53.162  |  |   |            |          |          |          |       |           |

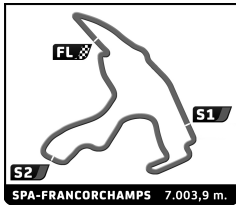


4-AvD Historic Race cup  
SUPERSPA  
Qualifying 2

Sector Analysis

■ Personal Best   ■ Session Best   ■ Crossing the pit lane

| Lap  | D | Time     | Sector 1 | Sector 2 | Sector 3 | T.Spd | Elapsed   | Lap | D | Time     | Sector 1 | Sector 2 | Sector 3 | T.Spd | Elapsed   |
|--|---|----------|----------|----------|----------|-------|-----------|-----|---|----------|----------|----------|----------|-------|-----------|
| 74 1.Roel GERAERTS ROYAL RP27 FFR                |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 3  | 1 | 3:06.991 | 54.518   | 1:22.153 | 50.320   | 185.2 | 28:10.525 | 4   | 1 | 3:28.462 | 49.704   | 1:20.457 | 1:18.301 | 192.2 | 13:27.766 |
| 5  | 1 | 7:53.538 | 5:54.639 | 1:13.530 | 45.369   | 188.5 | 21:21.304 | 6   | 1 | 2:48.166 | 49.949   | 1:14.321 | 43.896   | 177.6 | 24:09.470 |
| 7  | 1 | 2:47.001 | 49.346   | 1:12.686 | 44.969   | 192.5 | 26:56.471 |     |   |          |          |          |          |       |           |
| 124 1.Pietro TENCONI DALLARA F382 Alfa Romeo HRA |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1  | 1 | 4:42.025 | 2:31.818 | 1:23.459 | 46.748   | 130.8 | 4:42.025  | 1   | 1 | 3:34.964 | 1:25.047 | 1:23.186 | 46.731   | 141.7 | 3:34.964  |
| 2  | 1 | 2:57.389 | 51.049   | 1:19.642 | 46.698   | 192.5 | 7:39.414  | 2   | 1 | 2:42.579 | 48.520   | 1:11.284 | 42.775   | 201.5 | 6:17.543  |
| 3  | 1 | 3:04.008 | 51.069   | 1:20.862 | 52.077   | 187.2 | 10:43.422 | 3   | 1 | 2:41.791 | 47.427   | 1:11.761 | 42.603   | 206.9 | 8:59.334  |
| 4  | 1 | 3:47.766 | 51.021   | 1:36.270 | 1:20.475 | 193.9 | 14:31.188 | 4   | 1 | 2:43.379 | 47.783   | 1:11.810 | 43.786   | 203.8 | 11:42.713 |
| 5  | 1 | 7:25.541 | 5:18.959 | 1:20.090 | 46.492   | 191.5 | 21:56.729 | 5   | 1 | 3:55.001 | 51.012   | 1:40.397 | 1:23.592 | 135.3 | 15:37.714 |
| 6  | 1 | 2:56.068 | 51.229   | 1:18.885 | 45.954   | 195.3 | 24:52.797 | 6   | 1 | 5:48.867 | 3:53.712 | 1:12.388 | 42.767   | 198.9 | 21:26.581 |
| 7  | 1 | 2:54.418 | 50.617   | 1:18.118 | 45.683   | 196.7 | 27:47.215 | 7   | 1 | 2:40.501 | 47.472   | 1:10.678 | 42.351   | 205.3 | 24:07.082 |
| 8  | 1 | 2:54.299 | 47.277   | 1:10.887 | 56.135   | 205.3 | 27:01.381 |     |   |          |          |          |          |       |           |
| 93 1.Angela GRASSO DALLARA F382 ALFA Romeo HRA   |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1  | 1 | 3:41.360 | 1:15.900 | 1:31.414 | 54.046   | 138.6 | 3:41.360  | 1   | 1 | 3:28.481 | 1:23.970 | 1:21.237 | 43.274   | 159.5 | 3:28.481  |
| 2  | 1 | 3:02.137 | 52.295   | 1:21.734 | 48.108   | 182.1 | 6:43.497  | 2   | 1 | 2:39.395 | 45.572   | 1:11.854 | 41.969   | 206.9 | 6:07.876  |
| 3  | 1 | 3:02.296 | 52.366   | 1:23.374 | 46.556   | 176.8 | 9:45.793  | 3   | 1 | 2:38.774 | 45.204   | 1:12.799 | 40.771   | 194.9 | 8:46.650  |
| 4  | 1 | 3:46.823 | 54.711   | 1:34.162 | 1:17.950 | 162.4 | 13:32.616 | 4   | 1 | 2:37.355 | 44.604   | 1:11.745 | 41.006   | 217.3 | 11:24.005 |
| 5  | 1 | 8:08.558 | 5:53.410 | 1:26.426 | 48.722   | 180.6 | 21:41.174 | 5   | 1 | 3:29.679 | 49.776   | 1:29.033 | 1:10.870 | 146.3 | 14:53.684 |
| 6  | 1 | 3:00.531 | 51.599   | 1:21.778 | 47.154   | 157.0 | 24:41.705 | 6   | 1 | 7:16.407 | 5:24.111 | 1:11.156 | 41.140   | 190.1 | 22:10.091 |
| 7  | 1 | 3:03.416 | 53.892   | 1:22.565 | 46.959   | 163.1 | 27:45.121 | 7   | 1 | 2:34.235 | 44.189   | 1:09.786 | 40.260   | 210.5 | 24:44.326 |
| 8  | 1 | 3:03.416 | 53.892   | 1:22.565 | 46.959   | 163.1 | 27:45.121 | 8   | 1 | 2:58.130 | 44.061   | 1:12.091 | 1:01.978 | 234.8 | 27:42.456 |
| 95 1.Geert WYNANTS ROYAL RP27 FFR                |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1  | 1 | 4:06.171 | 2:01.854 | 1:19.384 | 44.933   | 149.8 | 4:06.171  | 1   | 1 | 3:38.503 | 1:24.733 | 1:24.501 | 49.269   | 130.1 | 3:38.503  |
| 2  | 1 | 2:46.645 | 49.581   | 1:12.822 | 44.242   | 196.0 | 6:52.816  | 2   | 1 | 2:54.533 | 50.950   | 1:15.981 | 47.602   | 205.7 | 6:33.036  |
| 3  | 1 | 2:47.781 | 50.010   | 1:13.349 | 44.422   | 196.7 | 9:40.597  | 3   | 1 | 2:47.208 | 49.405   | 1:14.749 | 43.054   | 207.3 | 9:20.244  |
| 4  | 1 | 3:10.569 | 49.409   | 1:13.733 | 1:07.427 | 195.7 | 12:51.166 | 4   | 1 | 3:26.106 | 49.269   | 1:19.426 | 1:17.411 | 208.9 | 12:46.350 |
| 5  | 1 | 8:16.965 | 6:18.110 |          |          | 192.5 | 21:08.131 |     |   |          |          |          |          |       |           |
| 6  | 1 | 2:45.738 | 48.821   |          |          | 197.8 | 23:53.869 |     |   |          |          |          |          |       |           |
| 7  | 1 | 2:45.203 | 49.449   |          |          | 197.8 | 26:39.072 |     |   |          |          |          |          |       |           |
| 96 1.Pascal MONBARON OPEL Lotus Mk II FOR        |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1  | 1 | 2:55.701 | 59.043   | 1:13.690 | 42.968   | 170.6 | 2:55.701  | 1   | 1 | 3:14.777 | 1:09.931 | 1:20.488 | 44.358   | 134.8 | 3:14.777  |
| 2  | 1 | 2:36.670 | 46.691   | 1:08.923 | 41.056   | 212.2 | 5:32.371  | 2   | 1 | 2:35.537 | 46.721   | 1:08.394 | 40.422   | 203.0 | 5:50.314  |
| 3  | 1 | 2:36.820 | 45.944   | 1:09.543 | 41.333   | 216.0 | 8:09.191  | 3   | 1 | 2:33.740 | 45.438   | 1:07.403 | 40.899   | 213.4 | 8:24.054  |
| 4  | 1 | 2:35.197 | 45.812   | 1:08.384 | 41.001   | 216.9 | 10:44.388 | 4   | 1 | 2:33.577 | 45.012   | 1:07.738 | 40.827   | 215.6 | 10:57.631 |
| 5  | 1 | 3:44.902 | 45.431   | 1:37.498 | 1:21.973 | 219.1 | 14:29.290 | 5   | 1 | 3:36.449 | 45.639   | 1:29.590 | 1:21.220 | 213.4 | 14:34.080 |
| 6  | 1 | 6:53.301 | 4:58.595 | 1:12.605 | 42.101   | 195.3 | 21:22.591 | 6   | 1 | 6:46.909 | 4:53.273 | 1:10.593 | 43.043   | 210.1 | 21:20.989 |
| 7  | 1 | 2:39.918 | 47.517   | 1:10.642 | 41.759   | 214.3 | 24:02.509 | 7   | 1 | 2:33.145 | 45.278   | 1:07.544 | 40.323   | 214.7 | 23:54.134 |
| 8  | 1 | 2:32.666 | 45.593   | 1:06.488 | 40.585   | 212.2 | 26:26.800 |     |   |          |          |          |          |       |           |
| 100 1.Heinz LANGE RALT RT31 ALFA Novamotor HRA   |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1  | 1 | 4:35.844 | 2:23.710 | 1:24.031 | 48.103   | 157.4 | 4:35.844  | 1   | 1 | 3:35.671 | 1:36.099 | 1:14.011 | 45.561   | 173.1 | 3:35.671  |
| 2  | 1 | 2:54.741 | 51.422   | 1:18.316 | 45.003   | 195.3 | 7:30.585  | 2   | 1 | 2:37.816 | 47.546   | 1:09.313 | 40.957   | 214.7 | 6:13.487  |
| 3  | 1 | 2:49.151 | 49.471   | 1:15.164 | 44.516   | 199.6 | 10:19.736 | 3   | 1 | 2:34.160 | 45.335   | 1:08.059 | 40.766   | 217.3 | 8:47.647  |
| 4  | 1 | 3:47.534 | 53.724   | 1:28.345 | 1:25.465 | 198.2 | 14:07.270 | 4   | 1 | 2:34.578 | 45.155   | 1:08.772 | 40.651   | 218.2 | 11:22.225 |
| 5  | 1 | 9:12.708 | 7:10.256 | 1:16.661 | 45.791   | 185.9 | 23:19.978 | 5   | 1 | 3:23.660 | 49.983   | 1:26.253 | 1:07.424 | 169.3 | 14:45.885 |
| 6  | 1 | 2:47.762 | 49.208   | 1:14.824 | 43.730   | 200.4 | 26:07.740 | 6   | 1 | 6:27.190 | 4:31.925 | 1:12.338 | 42.927   | 211.8 | 21:13.075 |
| 7  | 1 | 2:46.069 | 48.758   | 1:13.933 | 43.378   | 202.6 | 28:53.809 | 7   | 1 | 2:33.645 | 45.192   | 1:08.071 | 40.382   | 218.2 | 23:46.720 |
| 8  | 1 | 2:34.070 | 45.986   | 1:07.486 | 40.598   | 215.1 | 26:20.790 |     |   |          |          |          |          |       |           |
| 113 1.Günter BECKER REYNARD 387 VW Spieß HRA     |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1  | 1 | 4:21.891 | 2:13.796 | 1:22.444 | 45.651   | 149.8 | 4:21.891  | 1   | 1 | 3:35.671 | 1:36.099 | 1:14.011 | 45.561   | 173.1 | 3:35.671  |
| 2  | 1 | 2:50.515 | 50.893   | 1:14.499 | 45.123   | 190.1 | 7:12.406  | 2   | 1 | 2:37.816 | 47.546   | 1:09.313 | 40.957   | 214.7 | 6:13.487  |
| 3  | 1 | 2:46.898 | 49.645   | 1:13.474 | 43.779   | 181.2 | 9:59.304  | 3   | 1 | 2:34.160 | 45.335   | 1:08.059 | 40.766   | 217.3 | 8:47.647  |

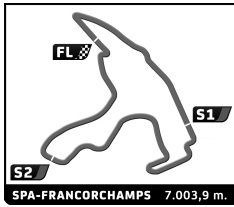


## 4-AvD Historic Race cup SUPERSPA Qualifying 2

### Sector Analysis

■ Personal Best    
 ■ Session Best    
 ■ Crossing the pit lane

| Lap   | D | Time     | Sector 1 | Sector 2 | Sector 3 | T.Spd | Elapsed   | Lap | D | Time     | Sector 1 | Sector 2 | Sector 3 | T.Spd | Elapsed   |
|---|---|----------|----------|----------|----------|-------|-----------|-----|---|----------|----------|----------|----------|-------|-----------|
| 208 1.Jochem SIHORSCH RALT RT3/84 VW Brabham Judd HRA   |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1   | 1 | 4:08.565 | 1:58.804 | 1:23.770 | 45.991   | 129.8 | 4:08.565  | 1   | 1 | 3:46.267 | 1:38.573 | 1:19.892 | 47.802   | 145.2 | 3:46.267  |
| 2   | 1 | 2:49.098 | 50.341   | 1:14.491 | 44.266   | 196.7 | 6:57.663  | 2   | 1 | 2:46.455 | 48.715   | 1:13.926 | 43.814   | 203.8 | 6:32.722  |
| 3   | 1 | 2:48.958 | 48.948   | 1:15.477 | 44.533   | 201.1 | 9:46.621  | 3   | 1 | 2:44.490 | 48.559   | 1:12.588 | 43.343   | 203.4 | 9:17.212  |
| 4   | 1 | 3:31.521 | 50.452   | 1:20.911 | 1:20.158 | 198.2 | 13:18.142 | 4   | 1 | 3:02.100 | 48.233   | 1:12.268 | 1:01.599 | 204.2 | 12:19.312 |
| 5   | 1 | 8:02.735 | 6:00.237 | 1:17.200 | 45.298   | 200.4 | 21:20.877 | 5   | 1 | 8:48.168 | 6:44.169 | 1:17.833 | 46.166   | 163.1 | 21:07.480 |
| 6   | 1 | 2:48.165 | 49.578   | 1:14.691 | 43.896   | 196.4 | 24:09.042 | 6   | 1 | 2:44.536 | 48.814   | 1:12.405 | 43.317   | 203.4 | 23:52.016 |
| 7   | 1 | 2:46.913 | 48.715   | 1:13.513 | 44.685   | 198.5 | 26:55.955 | 7   | 1 | 2:42.390 | 48.172   | 1:11.427 | 42.791   | 206.5 | 26:34.406 |
| 234 1.Louis HENKEFEND MARTINI MK31 TOYOTA Novamotor HRA |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1   | 1 | 2:56.618 | 1:00.074 | 1:13.365 | 43.179   | 177.6 | 2:56.618  | 1   | 1 | 4:32.335 | 2:11.666 | 1:29.863 | 50.806   | 151.5 | 4:32.335  |
| 2   | 1 | 2:38.795 | 47.547   |          |          | 206.9 | 5:35.413  | 2   | 1 | 3:00.560 | 52.539   | 1:19.755 | 48.266   | 185.9 | 7:32.895  |
| 3   | 1 | 2:38.309 | 46.830   | 1:09.292 | 42.187   | 207.7 | 8:13.722  | 3   | 1 | 3:42.702 | 51.661   | 1:20.449 | 1:30.592 | 186.2 | 11:15.597 |
| 4   | 1 | 2:43.435 | 47.854   | 1:11.397 | 44.184   | 209.3 | 10:57.157 |     |   |          |          |          |          |       |           |
| 5   | 1 | 3:39.906 | 46.974   | 1:30.459 | 1:22.473 | 210.1 | 14:37.063 |     |   |          |          |          |          |       |           |
| 6   | 1 | 6:57.812 | 5:00.013 | 1:15.487 | 42.312   | 166.4 | 21:34.875 |     |   |          |          |          |          |       |           |
| 7   | 1 | 2:39.193 | 46.083   | 1:10.567 | 42.543   | 213.4 | 24:14.068 |     |   |          |          |          |          |       |           |
| 8   | 1 | 2:40.740 | 46.469   | 1:11.122 | 43.149   | 209.7 | 26:54.808 |     |   |          |          |          |          |       |           |
| 255 1.Daniel HORNING RALT RT3/83 TOYOTA Novamotor HRA   |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1   | 1 | 3:57.248 | 1:47.175 | 1:22.229 | 47.844   | 156.7 | 3:57.248  |     |   |          |          |          |          |       |           |
| 2   | 1 | 2:46.741 | 47.684   | 1:12.631 | 46.426   | 210.5 | 6:43.989  |     |   |          |          |          |          |       |           |
| 3   | 1 | 3:02.338 | 47.991   | 1:11.365 | 1:02.982 | 208.1 | 9:46.327  |     |   |          |          |          |          |       |           |
| 288 1.Elio COCCIARELLI RALT RT3/84 ALFA Novamotor HRA   |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1   | 1 | 3:36.521 | 1:22.352 | 1:25.573 | 48.596   | 169.5 | 3:36.521  |     |   |          |          |          |          |       |           |
| 2   | 1 | 2:51.560 | 48.607   | 1:18.132 | 44.821   | 204.5 | 6:28.081  |     |   |          |          |          |          |       |           |
| 3   | 1 | 2:49.569 | 48.504   | 1:16.336 | 44.729   | 207.3 | 9:17.650  |     |   |          |          |          |          |       |           |
| 4   | 1 | 3:09.709 | 48.790   | 1:17.526 | 1:03.393 | 208.5 | 12:27.359 |     |   |          |          |          |          |       |           |
| 5   | 1 | 8:46.535 | 6:45.858 | 1:17.194 | 43.483   | 172.0 | 21:13.894 |     |   |          |          |          |          |       |           |
| 6   | 1 | 2:40.873 | 47.300   | 1:10.761 | 42.812   | 209.7 | 23:54.767 |     |   |          |          |          |          |       |           |
| 7   | 1 | 2:41.780 | 47.275   | 1:12.107 | 42.398   | 208.9 | 26:36.547 |     |   |          |          |          |          |       |           |
| 302 1.Jürgen MEYER REYNARD SF86 FORD HRA                |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1   | 1 | 3:19.041 | 1:11.704 | 1:20.936 | 46.401   | 133.5 | 3:19.041  |     |   |          |          |          |          |       |           |
| 2   | 1 | 2:44.572 | 49.494   | 1:12.195 | 42.883   | 199.6 | 6:03.613  |     |   |          |          |          |          |       |           |
| 3   | 1 | 2:46.193 | 49.298   | 1:13.594 | 43.301   | 199.3 | 8:49.806  |     |   |          |          |          |          |       |           |
| 4   | 1 | 3:06.997 | 48.451   | 1:16.249 | 1:02.297 | 201.5 | 11:56.803 |     |   |          |          |          |          |       |           |
| 316 1.Burkhard METZGER DULON MP18 FORD HRA              |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1   | 1 | 3:22.904 | 1:13.630 | 1:22.738 | 46.536   | 156.1 | 3:22.904  |     |   |          |          |          |          |       |           |
| 2   | 1 | 2:51.372 | 49.707   | 1:16.815 | 44.850   | 198.9 | 6:14.276  |     |   |          |          |          |          |       |           |
| 3   | 1 | 2:49.390 | 49.747   | 1:15.555 | 44.088   | 201.5 | 9:03.666  |     |   |          |          |          |          |       |           |
| 4   | 1 | 2:53.423 | 49.179   | 1:14.813 | 49.431   | 200.7 | 11:57.089 |     |   |          |          |          |          |       |           |
| 5   | 1 | 3:58.084 | 1:14.932 | 1:31.860 | 1:11.292 | 125.9 | 15:55.173 |     |   |          |          |          |          |       |           |
| 6   | 1 | 5:46.745 | 3:41.408 | 1:19.817 | 45.520   | 154.3 | 21:41.918 |     |   |          |          |          |          |       |           |
| 7   | 1 | 2:50.981 | 50.946   | 1:15.950 | 44.085   | 187.8 | 24:32.899 |     |   |          |          |          |          |       |           |
| 8   | 1 | 3:02.455 | 49.271   | 1:16.184 | 57.000   | 203.0 | 27:35.354 |     |   |          |          |          |          |       |           |
| 333 1.Stefan KRÄMER REYNARD SF83 FORD HRA               |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1   | 1 | 3:46.267 | 1:38.573 | 1:19.892 | 47.802   | 145.2 | 3:46.267  |     |   |          |          |          |          |       |           |
| 2   | 1 | 2:46.455 | 48.715   | 1:13.926 | 43.814   | 203.8 | 6:32.722  |     |   |          |          |          |          |       |           |
| 3   | 1 | 2:44.490 | 48.559   | 1:12.588 | 43.343   | 203.4 | 9:17.212  |     |   |          |          |          |          |       |           |
| 4   | 1 | 3:02.100 | 48.233   | 1:12.268 | 1:01.599 | 204.2 | 12:19.312 |     |   |          |          |          |          |       |           |
| 5   | 1 | 8:48.168 | 6:44.169 | 1:17.833 | 46.166   | 163.1 | 21:07.480 |     |   |          |          |          |          |       |           |
| 6   | 1 | 2:44.536 | 48.814   | 1:12.405 | 43.317   | 203.4 | 23:52.016 |     |   |          |          |          |          |       |           |
| 7   | 1 | 2:42.390 | 48.172   | 1:11.427 | 42.791   | 206.5 | 26:34.406 |     |   |          |          |          |          |       |           |
| 433 1.Harald SCHMEYER MARCH 733 LOTUS TC HRA            |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1   | 1 | 4:32.335 | 2:11.666 | 1:29.863 | 50.806   | 151.5 | 4:32.335  |     |   |          |          |          |          |       |           |
| 2   | 1 | 3:00.560 | 52.539   | 1:19.755 | 48.266   | 185.9 | 7:32.895  |     |   |          |          |          |          |       |           |
| 3   | 1 | 3:42.702 | 51.661   | 1:20.449 | 1:30.592 | 186.2 | 11:15.597 |     |   |          |          |          |          |       |           |
| 555 1.Toni KRUMBACH REYNARD FF83 FORD HRA               |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1   | 1 | 4:13.698 | 1:56.996 | 1:27.602 | 49.100   | 179.7 | 4:13.698  |     |   |          |          |          |          |       |           |
| 2   | 1 | 3:04.307 | 54.170   | 1:22.450 | 47.687   | 188.5 | 7:18.005  |     |   |          |          |          |          |       |           |
| 3   | 1 | 3:01.418 | 53.957   | 1:20.079 | 47.382   | 188.5 | 10:19.423 |     |   |          |          |          |          |       |           |
| 4   | 1 | 3:57.535 | 55.069   | 1:37.952 | 1:24.514 | 188.8 | 14:16.958 |     |   |          |          |          |          |       |           |
| 5   | 1 | 7:55.114 | 5:36.423 | 1:26.541 | 52.150   | 180.6 | 22:12.072 |     |   |          |          |          |          |       |           |
| 6   | 1 | 3:02.750 | 53.105   | 1:21.268 | 48.377   | 189.8 | 25:14.822 |     |   |          |          |          |          |       |           |
| 7   | 1 | 3:02.074 | 53.014   | 1:21.175 | 47.885   | 190.8 | 28:16.896 |     |   |          |          |          |          |       |           |
| 563 1.Thomas GRASSINGER LOLA T640E FORD HRA             |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1   | 1 | 4:21.466 | 2:07.533 | 1:26.412 | 47.521   | 120.4 | 4:21.466  |     |   |          |          |          |          |       |           |
| 2   | 1 | 2:55.504 | 52.173   | 1:17.115 | 46.216   | 190.8 | 7:16.970  |     |   |          |          |          |          |       |           |
| 3   | 1 | 2:54.972 | 51.913   | 1:17.051 | 46.008   | 188.8 | 10:11.942 |     |   |          |          |          |          |       |           |
| 4   | 1 | 3:53.509 | 51.646   | 1:37.384 | 1:24.479 | 189.5 | 14:05.451 |     |   |          |          |          |          |       |           |
| 5   | 1 | 7:44.685 | 5:33.512 | 1:24.949 | 46.224   | 137.6 | 21:50.136 |     |   |          |          |          |          |       |           |
| 6   | 1 | 2:54.048 | 51.288   | 1:17.055 | 45.705   | 189.8 | 24:44.184 |     |   |          |          |          |          |       |           |
| 7   | 1 | 2:55.677 | 52.365   | 1:17.253 | 46.059   | 184.6 | 27:39.861 |     |   |          |          |          |          |       |           |
| 587 1.Stefan PIMISKERN RAY 89 FORD HRA                  |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1   | 1 | 3:52.778 | 1:40.082 | 1:22.750 | 49.946   | 124.9 | 3:52.778  |     |   |          |          |          |          |       |           |
| 2   | 1 | 2:59.632 | 53.478   | 1:18.339 | 47.815   | 183.4 | 6:52.410  |     |   |          |          |          |          |       |           |
| 3   | 1 | 3:00.476 | 53.709   | 1:19.377 | 47.390   | 174.2 | 9:52.886  |     |   |          |          |          |          |       |           |
| 4   | 1 | 3:33.776 | 53.189   | 1:20.356 | 1:20.231 | 177.9 | 13:26.662 |     |   |          |          |          |          |       |           |
| 5   | 1 | 8:01.348 | 5:53.954 | 1:19.756 | 47.638   | 175.9 | 21:28.010 |     |   |          |          |          |          |       |           |
| 6   | 1 | 2:58.225 | 53.500   | 1:17.580 | 47.145   | 179.1 | 24:26.235 |     |   |          |          |          |          |       |           |
| 7   | 1 | 2:59.786 | 52.743   | 1:18.391 | 48.652   | 177.0 | 27:26.021 |     |   |          |          |          |          |       |           |
| 655 1.Gero MEYERDIERKS TIGA SC81 FORD HRA               |   |          |          |          |          |       |           |     |   |          |          |          |          |       |           |
| 1   | 1 | 3:58.670 | 1:48.126 | 1:22.132 | 48.412   | 154.3 | 3:58.670  |     |   |          |          |          |          |       |           |
| 2   | 1 | 2:56.115 | 51.083   | 1:18.340 | 46.692   | 193.2 | 6:54.785  |     |   |          |          |          |          |       |           |
| 3   | 1 | 2:55.147 | 51.181   | 1:17.518 | 46.448   | 192.5 | 9:49.932  |     |   |          |          |          |          |       |           |
| 4   | 1 | 3:32.370 | 51.395   | 1:23.096 | 1:17.879 | 187.8 | 13:22.302 |     |   |          |          |          |          |       |           |
| 5   | 1 | 7:58.442 | 5:52.832 | 1:18.429 | 47.181   | 180.0 | 21:20.744 |     |   |          |          |          |          |       |           |
| 6   | 1 | 2:56.490 | 54.367   | 1:16.472 | 45.651   | 191.5 | 24:17.234 |     |   |          |          |          |          |       |           |
| 7   | 1 | 2:53.991 | 50.970   | 1:16.558 | 46.463   | 191.5 | 27:11.225 |     |   |          |          |          |          |       |           |



4-AvD Historic Race cup  
SUPERSPA  
Qualifying 2

Sector Analysis

■ Personal Best

■ Session Best

■ Crossing the pit lane

| Lap        | D  | Time              | Sector 1      | Sector 2        | Sector 3      | T.Sp  | Elapsed          | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T.Sp | Elapsed |
|------------|----|-------------------|---------------|-----------------|---------------|-------|------------------|-----|---|------|----------|----------|----------|------|---------|
|            |    |                   |               |                 |               |       | LOLA T90/90 FORD |     |   |      |          |          |          |      |         |
| <b>699</b> | 1. | Martin HÖRTER     |               |                 |               |       | HRA              |     |   |      |          |          |          |      |         |
| 1          | 1  | 3:51.646          | 1:45.286      | 1:19.107        | 47.253        | 163.9 | 3:51.646         |     |   |      |          |          |          |      |         |
| 2          | 1  | 2:53.841          | 51.314        | 1:15.720        | 46.807        | 191.5 | 6:45.487         |     |   |      |          |          |          |      |         |
| 3          | 1  | 2:54.598          | 51.401        | 1:16.441        | 46.756        | 178.8 | 9:40.085         |     |   |      |          |          |          |      |         |
| 4          | 1  | 3:26.526 <b>B</b> | 51.604        | 1:20.870        | 1:14.052      | 194.2 | 13:06.611        |     |   |      |          |          |          |      |         |
| 5          | 1  | 8:16.000          | 6:11.046      | 1:17.302        | 47.652        | 189.5 | 21:22.611        |     |   |      |          |          |          |      |         |
| 6          | 1  | 2:51.623          | 51.761        | <b>1:14.576</b> | <b>45.286</b> | 177.9 | 24:14.234        |     |   |      |          |          |          |      |         |
| 7          | 1  | <b>2:51.482</b>   | <b>50.721</b> | 1:15.376        | 45.385        | 194.9 | 27:05.716        |     |   |      |          |          |          |      |         |