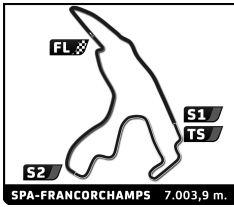


3-CSCC Modern Int. & Ramair BMW Cham Spa Summer Classic Race 1

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
1								JAGUAR XK8 M-A							
1. Jack ROBINSON								ABARTH 595 Assesto Corsa (T) TT-E							
2. Tom ROBINSON															
1	1	3:26.539	1:20.918	1:19.196	46.425	120.0	3:26.539	1	1	3:44.469	1:33.212	1:22.584	48.673	110.4	3:44.469
2	1	2:49.215	46.831	1:17.401	44.983	149.0	6:15.754	2	1	3:01.671	51.481	1:21.023	49.167	138.8	6:46.140
3	1	2:50.549	47.700	1:17.400	45.449	147.8	9:06.303	3	1	3:00.458	50.740	1:21.278	48.440	139.7	9:46.598
4	1	2:52.970	47.232	1:16.899	48.839	145.8	11:59.273	4	1	3:18.106	50.293	1:27.179	1:00.634	127.3	13:04.704
5	2	5:19.134	B 2:53.305	1:26.573	59.256	79.0	17:18.407	5	1	3:55.451	1:05.243	1:37.200	1:13.008	107.1	17:00.155
6	2	4:13.406	1:14.365	1:44.995	1:14.046	99.5	21:31.813	6	1	5:02.830	B 2:42.320	1:26.657	53.853	83.3	22:02.985
7	2	3:52.483	1:16.523	1:49.429	46.531	108.5	25:24.296	7	1	3:43.948	1:03.700	1:51.242	49.006	112.6	25:46.933
8	2	2:54.007	48.432	1:18.860	46.715	144.9	28:18.303	8	1	2:59.763	50.450	1:21.419	47.894	140.3	28:46.696
9	2	2:51.505	47.519	1:18.943	45.043	147.0	31:09.808	9	1	2:59.903	51.033	1:20.478	48.392	140.2	31:46.599
10	2	2:50.450	47.266	1:18.169	45.015	147.9	34:00.258	10	1	2:59.027	50.768	1:20.000	48.259	140.8	34:45.626
11	2	2:52.125	47.918	1:18.305	45.902	146.5	36:52.383	11	1	2:57.458	49.734	1:19.252	48.472	142.1	37:43.084
12	2	2:50.482	47.667	1:18.029	44.786	147.9	39:42.865	12	1	2:56.275	49.739	1:19.294	47.242	143.0	40:39.359
13	2	2:50.652	47.275	1:18.205	45.172	147.8	42:33.517								
2								MINI Cooper S R53 (S/C) TT-C							
1. Stephen WARNER								FORD Fiesta ST180 (T) TT-D							
2. Martin TYTE															
1	1	3:55.351	1:40.282	1:25.628	49.441	105.3	3:55.351	1	1	3:30.366	1:23.639	1:21.713	45.014	117.8	3:30.366
2	1	3:03.755	52.737	1:22.620	48.398	137.2	6:59.106	2	1	2:53.108	48.002	1:20.141	44.965	145.7	6:23.474
3	1	3:01.969	51.916	1:21.787	48.266	138.6	10:01.075	3	1	2:51.770	47.974	1:18.663	45.133	146.8	9:15.244
4	1	3:10.976	52.275	1:24.276	54.425	132.0	13:12.051	4	1	2:56.747	48.376	1:20.765	47.606	142.7	12:11.991
5	2	5:52.516	B 3:22.783	1:31.002	58.731	71.5	19:04.567	5	1	3:41.878	54.236	1:25.363	1:22.279	113.6	15:53.869
6	2	3:21.989	55.801	1:28.675	57.513	124.8	22:26.556	6	2	5:52.101	B 3:04.061	1:28.767	1:19.273	71.6	21:45.970
7	2	3:26.826	54.938	1:41.317	50.571	121.9	25:53.382	7	2	3:50.599	1:15.616	1:48.233	46.750	109.3	25:36.569
8	2	3:11.247	53.723	1:25.398	52.126	131.8	29:04.629	8	2	2:53.650	48.672	1:18.960	46.018	145.2	28:30.219
9	2	3:10.544	53.625	1:25.346	51.573	132.3	32:15.173	9	2	2:52.435	48.136	1:18.003	46.296	146.2	31:22.654
10	2	3:09.871	53.975	1:24.981	50.915	132.8	35:25.044	10	2	2:51.059	47.790	1:17.967	45.302	147.4	34:13.713
11	2	3:14.429	53.850	1:30.330	50.249	129.7	38:39.473	11	2	2:51.453	47.625	1:18.440	45.388	147.1	37:05.166
12	2	3:14.283	53.562	1:29.447	51.274	129.8	41:53.756	12	2	2:52.107	48.221	1:18.669	45.217	146.5	39:57.273
								13	2	2:51.261	48.080	1:17.610	45.571	147.2	42:48.534
3								ABARTH 500 (T) TT-E							
1. David MARSON								PORSCHE 911 993 RSR Cup M-A							
2. David WHELAN															
1	1	3:53.822	1:42.655	1:23.461	47.706	106.0	3:53.822	1	1	3:37.156	1:28.242	1:21.346	47.568	114.1	3:37.156
2	1	3:00.811	50.883	1:22.655	47.273	139.5	6:54.633	2	1	2:55.801	49.259	1:19.708	46.834	143.4	6:32.957
3	1	3:00.418	51.317	1:21.064	48.037	139.8	9:55.051	3	1	2:56.189	49.420	1:20.145	46.624	143.1	9:29.146
4	1	3:11.635	50.384	1:23.847	57.404	131.6	13:06.686	4	1	3:00.964	49.356	1:20.082	51.526	139.3	12:30.110
5	1	3:55.470	1:04.974	1:37.374	1:13.122	107.1	17:02.156	5	2	6:00.999	B 3:33.949	1:32.084	54.966	69.8	18:31.109
6	1	5:03.296	B 2:43.166	1:26.632	53.498	83.1	22:05.452	6	2	3:17.930	57.298	1:28.601	52.031	127.4	21:49.039
7	1	3:44.700	1:05.381	1:49.318	50.001	112.2	25:50.152	7	2	4:01.504	1:15.590	1:53.467	52.447	104.4	25:50.543
8	1	2:57.276	49.724	1:19.634	47.918	142.2	28:47.428	8	2	3:11.580	53.172	1:27.880	50.528	131.6	29:02.123
9	1	2:59.483	50.746	1:21.378	47.359	140.5	31:46.911	9	2	3:11.923	54.612	1:26.422	50.889	131.4	32:14.046
10	1	2:57.706	50.908	1:19.807	46.991	141.9	34:44.617	10	2	3:10.013	52.842	1:25.749	51.422	132.7	35:24.059
11	1	2:56.852	49.436	1:19.867	47.549	142.6	37:41.469	11	2	3:14.613	53.048	1:31.338	50.227	129.6	38:38.672
12	1	2:56.757	50.866	1:19.310	46.581	142.6	40:38.226	12	2	3:15.923	53.640	1:31.317	50.966	128.7	41:54.595
4								BMW M3 E92 BMW-A							
1. Kenny COLEMAN								BMW M3 E46 N-M							
2. John COCKERTON															
1	1	2:44.414	46.327	1:15.390	42.697	150.7	2:44.414	1	1	3:23.139	1:21.918	1:16.420	44.801	122.0	3:23.139
2	1	2:44.457	45.451	1:14.882	44.124	153.3	5:28.871	2	1	2:45.595	46.815	1:15.285	43.495	152.3	6:08.734
3	1	3:15.129	B 46.549	1:21.807	1:06.773	129.2	8:44.000	3	1	3:01.860	49.355	1:22.440	50.065	138.6	9:10.594

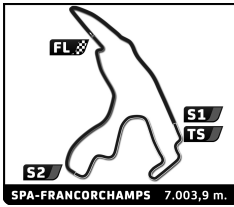


3-CSCC Modern Int. & Ramair BMW Cham Spa Summer Classic Race 1

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	
14	1. David MEENAN							CATERHAM CSR Mag-SC								
	1	1	3:11.664	1:15.518	1:14.335	41.811	129.3	3:11.664	1	1	3:43.532	1:31.477	1:23.709	48.346	110.8	3:43.532
	2	1	2:38.475	44.250	1:11.996	42.229	159.1	5:50.139	2	1	3:05.926	52.294	1:24.496	49.136	135.6	6:49.458
	3	1	2:37.388	44.366	1:10.892	42.130	160.2	8:27.527	3	1	3:05.541	52.616	1:23.995	48.930	135.9	9:54.999
	4	1	2:43.382	44.982	1:12.637	45.763	154.3	11:10.909	4	1	3:13.873	53.043	1:25.352	55.478	130.1	13:08.872
	5	1	4:33.501	1:16.942	1:56.066	1:20.493	92.2	15:44.410	5	1	4:59.239 B	2:40.132	1:27.389	51.718	84.3	18:08.111
	6	1	4:18.607	1:17.869	1:49.400	1:11.338	97.5	20:03.017	6	1	3:39.433	53.320	1:26.057	1:20.056	114.9	21:47.544
	7	1	5:13.007 B	2:42.311	1:47.471	43.225	80.6	25:16.024	7	1	3:54.068	1:15.098	1:50.552	48.418	107.7	25:41.612
	8	1	2:36.342	43.410	1:11.678	41.254	161.3	27:52.366	8	1	3:02.218	52.030	1:22.209	47.979	138.4	28:43.830
	9	1	2:38.395	45.922	1:11.696	40.777	159.2	30:30.761	9	1	3:02.045	52.205	1:21.834	48.006	138.5	31:45.875
	10	1	2:35.060	43.219	1:10.946	40.895	162.6	33:05.821	10	1	3:02.915	52.924	1:21.786	48.205	137.8	34:48.790
	11	1	2:34.333	43.564	1:09.530	41.239	163.4	35:40.154	11	1	3:01.276	51.642	1:22.045	47.589	139.1	37:50.066
	12	1	2:37.643	43.955	1:11.877	41.811	159.9	38:17.797	12	1	3:01.179	51.377	1:22.131	47.671	139.2	40:51.245
	13	1	2:39.345	44.333	1:11.671	43.341	158.2	40:57.142								
15	1. Graham CROWHURST							BMW M3 E46 BMW-B								
	1	1	2:37.780	44.445	1:12.496	40.839	157.0	2:37.780	1	1	2:33.792	44.094	1:09.255	40.443	161.1	2:33.792
	2	1	2:36.937	44.959	1:11.342	40.636	160.7	5:14.717	2	1	2:34.163	44.774	1:09.279	40.110	163.6	5:07.955
	3	1	2:37.208	45.658	1:11.115	40.435	160.4	7:51.925	3	1	2:33.552	44.296	1:08.873	40.383	164.2	7:41.507
	4	1	2:36.035	44.478	1:10.844	40.713	161.6	10:27.960	4	1	2:35.262	44.119	1:10.487	40.656	162.4	10:16.769
	5	1	3:10.972	46.724	1:27.234	57.014	132.0	13:38.932	5	1	3:02.332	44.710	1:25.188	52.434	138.3	13:19.101
	6	1	3:27.606	1:00.794	1:24.576	1:02.236	121.5	17:06.538	6	1	3:44.598	56.161	1:34.868	1:13.569	112.3	17:03.699
	7	1	4:14.728	1:16.387	1:44.956	1:13.385	99.0	21:21.266	7	1	4:15.008	1:16.627	1:45.274	1:13.107	98.9	21:18.707
	8	1	3:47.070	1:15.950	1:50.665	40.455	111.0	25:08.336	8	1	3:41.628	1:16.026	1:44.839	40.763	113.8	25:00.335
	9	1	2:36.128	44.901	1:11.064	40.163	161.5	27:44.464	9	1	2:34.656	44.735	1:09.526	40.395	163.0	27:34.991
	10	1	2:35.309	44.121	1:10.673	40.515	162.3	30:19.773	10	1	2:34.294	44.877	1:09.344	40.073	163.4	30:09.285
	11	1	2:35.870	44.431	1:10.986	40.453	161.8	32:55.643	11	1	2:33.723	44.539	1:09.049	40.135	164.0	32:43.008
	12	1	2:35.342	44.070	1:10.465	40.807	162.3	35:30.985	12	1	2:33.529	44.387	1:08.793	40.349	164.2	35:16.537
	13	1	2:35.946	44.613	1:10.939	40.394	161.7	38:06.931	13	1	2:36.629	45.400	1:10.345	40.884	161.0	37:53.166
14	1	2:38.364	45.217	1:12.001	41.146	159.2	40:45.295	14	1	2:37.626	46.047	1:10.255	41.324	160.0	40:30.792	
16	1. Martin LEADBEATER							CATERHAM 7 Mag-SB								
	1	1	3:32.927	1:28.294	1:19.010	45.623	116.4	3:32.927	1	1	3:40.420	1:31.250	1:21.310	47.860	112.4	3:40.420
	2	1	2:51.595	48.035	1:18.220	45.340	146.9	6:24.522	2	1	3:01.771	52.600	1:21.375	47.796	138.7	6:42.191
	3	1	2:52.560	49.896	1:17.651	45.013	146.1	9:17.082	3	1	3:01.167	52.218	1:20.955	47.994	139.2	9:43.358
	4	1	2:57.383	47.658	1:20.229	49.496	142.1	12:14.465	4	1	3:20.630	52.495	1:27.452	1:00.683	125.7	13:03.988
	5	1	5:09.641 B	2:53.988	1:20.923	54.730	81.4	17:24.106	5	1	3:55.362	1:05.217	1:37.345	1:12.800	107.1	16:59.350
	6	1	4:15.159	1:13.915	1:44.673	1:16.571	98.8	21:39.265	6	2	5:30.428 B	3:11.382	1:23.800	55.246	76.3	22:29.778
	7	1	3:49.228	1:15.552	1:48.364	45.312	110.0	25:28.493	7	2	3:26.142	57.486	1:38.565	50.091	122.3	25:55.920
	8	1	2:51.980	49.217	1:16.808	45.955	146.6	28:20.473	8	2	3:01.684	52.088	1:21.862	47.734	138.8	28:57.604
	9	1	2:52.845	49.338	1:18.216	45.291	145.9	31:13.318	9	2	2:57.781	51.918	1:19.050	46.813	141.8	31:55.385
	10	1	2:49.017	47.493	1:16.358	45.166	149.2	34:02.335	10	2	3:00.147	52.032	1:20.370	47.745	140.0	34:55.532
	11	1	2:48.738	48.332	1:15.985	44.421	149.4	36:51.073	11	2	2:57.866	51.291	1:19.232	47.343	141.8	37:53.398
	12	1	2:46.441	48.218	1:13.763	44.460	151.5	39:37.514	12	2	2:59.422	50.756	1:20.123	48.543	140.5	40:52.820
	13	1	2:46.963	47.954	1:13.826	45.183	151.0	42:24.477								
17	1. Roger HAMILTON 2. Nick HAMILTON							GINETTA G20 M-C								
	1	1	3:40.420	1:31.250	1:21.310	47.860	112.4	3:40.420	1	1	3:40.420	1:31.250	1:21.310	47.860	112.4	3:40.420
	2	1	3:01.771	52.600	1:21.375	47.796	138.7	6:42.191	2	1	3:01.771	52.600	1:21.375	47.796	138.7	6:42.191
	3	1	3:01.167	52.218	1:20.955	47.994	139.2	9:43.358	3	1	3:01.167	52.218	1:20.955	47.994	139.2	9:43.358
	4	1	3:20.630	52.495	1:27.452	1:00.683	125.7	13:03.988	4	1	3:20.630	52.495	1:27.452	1:00.683	125.7	13:03.988
	5	1	3:55.362	1:05.217	1:37.345	1:12.800	107.1	16:59.350	5	1	3:55.362	1:05.217	1:37.345	1:12.800	107.1	16:59.350
	6	2	5:30.428 B	3:11.382	1:23.800	55.246	76.3	22:29.778	6	2	5:30.428 B	3:11.382	1:23.800	55.246	76.3	22:29.778
	7	2	3:26.142	57.486	1:38.565	50.091	122.3	25:55.920	7	2	3:26.142	57.486	1:38.565	50.091	122.3	25:55.920
	8	2	3:01.684	52.088	1:21.862	47.734	138.8	28:57.604	8	2	3:01.684	52.088	1:21.862	47.734	138.8	28:57.604
	9	2	2:57.781	51.918	1:19.050	46.813	141.8	31:55.385	9	2	2:57.781	51.918	1:19.050	46.813	141.8	31:55.385
	10	2	3:00.147	52.032	1:20.370	47.745	140.0	34:55.532	10	2	3:00.147	52.032	1:20.370	47.745	140.0	34:55.532
	11	2	2:57.866	51.291	1:19.232	47.343	141.8	37:53.398	11	2	2:57.866	51.291	1:19.232	47.343	141.8	37:53.398
	12	2	2:59.422	50.756	1:20.123	48.543	140.5	40:52.820	12	2	2:59.422	50.756	1:20.123	48.543	140.5	40:52.820
	18	1. Thomas OATLEY 2. William OATLEY							RENAULT Clio (T) TT-D							
1		1	3:46.462	1:35.571	1:22.042	48.849	109.4	3:46.462	1	1	3:46.462	1:35.571	1:22.042	48.849	109.4	3:46.462
2		1	3:04.237	52.742	1:22.832	48.663	136.9	6:50.699	2	1	3:04.237	52.742	1:22.832	48.663	136.9	6:50.699
3		1	3:05.129	52.289	1:24.540	48.300	136.2	9:55.828	3	1	3:05.129	52.289	1:24.540	48.300	136.2	9:55.828
4		1	3:12.267	52.085	1:23.007	57.175	131.1	13:08.095	4	1	3:12.267	52.085	1:23.007	57.175	131.1	13:08.095
5		2	5:24.766 B	2:57.903	1:31.467	55.396	77.6	18:32.861	5	2	5:24.766 B	2:57.903	1:31.467	55.396	77.6	18:32.861
6		2	3:18.306	57.078	1:28.391	52.837	127.1	21:51.167	6	2	3:18.306	57.078	1:28.391	52.837	127.1	21:51.167
20	1. David SHARP							LOTUS Elise S1 M-C								
	1	1	3:46.462	1:35.571	1:22.042	48.849	109.4	3:46.462	1	1	3:46.462	1:35.571	1:22.042	48.849	109.4	3:46.462
	2	1	3:04.237	52.742	1:22.832	48.663	136.9	6:50.699	2	1	3:04.237	52.742	1:22.832	48.663	136.9	6:50.699
	3	1	3:05.129	52.289	1:24.540	48.300	136.2	9:55.828	3	1	3:05.129	52.289	1:24.540	48.300	136.2	9:55.828
	4	1	3:12.267	52.085	1:23.007	57.175	131.1	13:08.095	4	1	3:12.267	52.085	1:23.007	57.175	131.1	13:08.095
	5	2	5:24.766 B	2:57.903	1:31.467	55.396	77.6	18:32.861	5	2	5:24.766 B	2:57.903	1:31.467	55.396	77.6	18:32.861
	6	2	3:18.306	57.078	1:28.391	52.837	127.1	21:51.167	6	2	3:18.306	57.078	1:28.391	52.837	127.1	21:51.167



3-CSCC Modern Int. & Ramair BMW Cham Spa Summer Classic Race 1

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
7	2	3:53.243	1:14.600	1:50.007	48.636	108.1	25:44.410	6	1	3:25.385	58.105	1:26.271	1:01.009	122.8	17:12.216
8	2	3:04.084	51.710	1:22.393	49.981	137.0	28:48.494	7	1	4:13.968	1:16.364	1:44.715	1:12.889	99.3	21:26.184
9	2	3:04.370	52.126	1:23.561	48.683	136.8	31:52.864	8	1	3:46.823	1:16.141	1:48.233	42.449	111.2	25:13.007
10	2	3:04.982	52.322	1:24.487	48.173	136.3	34:57.846	9	1	2:40.116	45.468	1:12.967	41.681	157.5	27:53.123
11	2	3:01.877	51.943	1:21.450	48.484	138.6	37:59.723	10	1	2:38.504	45.348	1:12.658	40.498	159.1	30:31.627
12	2	3:02.188	51.870	1:21.024	49.294	138.4	41:01.911	11	1	2:36.356	44.127	1:11.090	41.139	161.3	33:07.983

30 LOTUS Exige S2 (S/C)
N-B
1.Neil HUGGINS
2.Lloyd HUGGINS

1	1	3:34.105	1:27.098	1:19.992	47.015	115.7	3:34.105
2	1	2:55.635	50.258	1:18.744	46.633	143.6	6:29.740
3	1	2:51.753	49.638	1:16.602	45.513	146.8	9:21.493
4	1	2:57.439	49.567	1:18.212	49.660	142.1	12:18.932
5	1	3:37.857	55.625	1:20.015	1:22.217	115.7	15:56.789
6	2	5:45.501 B	2:47.732	1:39.157	1:18.612	73.0	21:42.290
7	2	3:49.185	1:14.142	1:49.504	45.539	110.0	25:31.475
8	2	2:51.828	49.669	1:15.782	46.377	146.7	28:23.303
9	2	2:52.662	49.237	1:17.089	46.336	146.0	31:15.965
10	2	2:46.837	48.415	1:14.556	43.866	151.1	34:02.802
11	2	2:51.900	48.942	1:16.148	46.810	146.7	36:54.702
12	2	2:49.063	48.509	1:15.917	44.637	149.1	39:43.765
13	2	2:48.498	48.685	1:15.577	44.236	149.6	42:32.263

33 LAMBORGHINI Huracan ST LP620-2
S-HC
1.Kevin CLARKE

1	1	3:02.201	1:11.229	1:10.895	40.077	136.0	3:02.201
2	1	2:32.082	41.891	1:10.386	39.805	165.8	5:34.283
3	1	2:33.045	41.956	1:11.172	39.917	164.7	8:07.328

34 CATERHAM 420R
Mag-SB
1.Richard GREEN
2.Pascal GREEN

1	1	3:28.628	1:24.245	1:19.684	44.699	118.8	3:28.628
2	1	2:47.264	46.626	1:16.026	44.612	150.7	6:15.892
3	1	2:42.261	45.523	1:14.185	42.553	155.4	8:58.153
4	1	2:56.113	46.287	1:15.038	54.788	143.2	11:54.266
5	2	5:19.979 B	2:52.064	1:27.053	1:00.862	78.8	17:14.245
6	2	4:13.524	1:16.093	1:45.062	1:12.369	99.5	21:27.769
7	2	3:44.925	1:16.229	1:47.560	41.136	112.1	25:12.694
8	2	2:35.373	43.900	1:10.664	40.809	162.3	27:48.067
9	2	2:35.780	43.722	1:11.162	40.896	161.9	30:23.847
10	2	2:35.641	43.257	1:11.411	40.973	162.0	32:59.488
11	2	2:34.712	43.550	1:10.348	40.814	163.0	35:34.200
12	2	2:36.073	43.652	1:11.415	41.006	161.6	38:10.273
13	2	2:35.561	43.797	1:10.788	40.976	162.1	40:45.834

35 BMW M3 E36 Evo
BMW-A
1.Luke YEOMANS

1	1	2:41.176	45.655	1:14.194	41.327	153.7	2:41.176
2	1	2:38.970	45.210	1:11.970	41.790	158.6	5:20.146
3	1	2:37.305	44.712	1:11.146	41.447	160.3	7:57.451
4	1	2:38.132	44.665	1:11.832	41.635	159.5	10:35.583
5	1	3:11.248	52.700	1:24.879	53.669	131.8	13:46.831

36 BMW M3 E36 Evo
S-C
1.Mark SMITH
2.Arran MOULTON-SMITH

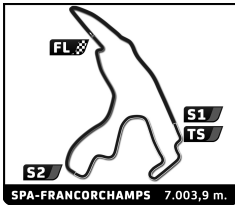
1	1	3:14.458	1:16.868	1:14.908	42.682	127.4	3:14.458
2	1	2:42.961	45.830	1:13.649	43.482	154.7	5:57.419
3	1	2:43.514	47.209	1:14.022	42.283	154.2	8:40.933
4	1	2:46.070	45.530	1:14.052	46.488	151.8	11:27.003
5	2	5:38.002 B	3:09.968	1:22.627	1:05.407	74.6	17:05.005
6	2	4:14.211	1:16.159	1:44.954	1:13.098	99.2	21:19.216
7	2	3:45.458	1:16.301	1:47.597	41.560	111.8	25:04.674
8	2	2:35.002	44.183	1:10.305	40.514	162.7	27:39.676
9	2	2:33.457	44.108	1:09.676	39.673	164.3	30:13.133
10	2	2:34.760	45.310	1:09.675	39.775	162.9	32:47.893
11	2	2:33.231	43.671	1:08.636	40.924	164.5	35:21.124
12	2	2:35.848	45.002	1:08.748	42.098	161.8	37:56.972
13	2	2:37.092	44.893	1:10.354	41.845	160.5	40:34.064

39 BMW GT3 (T)
S-HC
1.Nigel MUSTILL
2.Craig DOLBY

1	1	3:11.120	1:14.072	1:14.877	42.171	129.6	3:11.120
2	1	2:38.905	43.481	1:12.819	42.605	158.7	5:50.025
3	1	2:37.146	43.278	1:11.369	42.499	160.5	8:27.171
4	1	2:41.876	43.599	1:12.113	46.164	155.8	11:09.047
5	1	4:33.824	1:17.517	1:56.276	1:20.031	92.1	15:42.871
6	2	6:00.848 B	3:02.959	1:38.974	1:18.915	69.9	21:43.719
7	2	3:42.580	1:14.325	1:47.695	40.560	113.3	25:26.299
8	2	2:27.222	40.938	1:08.829	37.455	171.3	27:53.521
9	2	2:25.137	43.522	1:04.677	36.938	173.7	30:18.658
10	2	2:19.763	39.353	1:04.320	36.090	180.4	32:38.421
11	2	2:23.549	39.125	1:07.174	37.250	175.6	35:01.970
12	2	2:23.948	41.203	1:06.832	35.913	175.2	37:25.918
13	2	2:19.192	39.069	1:04.250	35.873	181.1	39:45.110
14	2	2:26.124	41.109	1:07.827	37.188	172.6	42:11.234

40 CATERHAM S3
Mag-SC
1.Stephen JAMES

1	1	3:02.698	1:11.494	1:11.015	40.189	135.6	3:02.698
2	1	2:32.420	42.753	1:09.435	40.232	165.4	5:35.118
3	1	2:33.010	42.206	1:10.379	40.425	164.8	8:08.128
4	1	2:33.979	41.993	1:11.020	40.966	163.8	10:42.107
5	1	5:12.453 B	2:24.930	1:25.137	1:22.386	80.7	15:54.560
6	1	4:12.037	1:09.951	1:49.722	1:12.364	100.0	20:06.597
7	1	3:52.161	1:16.539	1:45.131	50.491	108.6	23:58.758
8	1	2:31.172	43.365	1:08.575	39.232	166.8	26:29.930



3-CSCC Modern Int. & Ramair BMW Cham

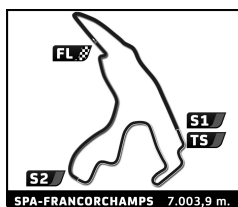
Spa Summer Classic

Race 1

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
<div style="border: 1px solid black; padding: 5px; display: inline-block; margin-bottom: 5px;">41</div> 1.Glyn DAVIES LOTUS Elise S1 M-C															
1	1	3:48.014	1:39.440	1:21.063	47.511	108.7	3:48.014								
2	1	3:04.357	53.293	1:21.765	49.299	136.8	6:52.371								
3	1	3:03.947	53.240	1:22.517	48.190	137.1	9:56.318								
4	1	3:13.110	52.042	1:25.940	55.128	130.6	13:09.428								
5	1	4:59.839 B	2:42.392	1:25.829	51.618	84.1	18:09.267								
6	1	3:39.030	53.656	1:25.204	1:20.170	115.1	21:48.297								
7	1	3:54.709	1:15.584	1:50.222	48.903	107.4	25:43.006								
8	1	3:01.744	51.300	1:21.898	48.546	138.7	28:44.750								
9	1	3:09.826	54.200	1:24.701	50.925	132.8	31:54.576								
10	1	3:05.579	53.441	1:23.804	48.334	135.9	35:00.155								
11	1	3:02.650	52.453	1:21.609	48.588	138.0	38:02.805								
12	1	3:05.568	53.515	1:23.052	49.001	135.9	41:08.373								
<div style="border: 1px solid black; padding: 5px; display: inline-block; margin-bottom: 5px;">42</div> 1.Richard CARTER CATERHAM R300 Mag-SB															
1	1	3:12.838	1:16.135	1:14.594	42.109	128.5	3:12.838								
2	1	2:38.152	44.551	1:12.305	41.296	159.4	5:50.990								
3	1	2:37.030	44.290	1:10.645	42.095	160.6	8:28.020								
4	1	2:38.474	44.367	1:11.609	42.498	159.1	11:06.494								
5	1	3:01.680	51.592	1:18.507	51.581	138.8	14:08.174								
6	1	5:01.572 B	2:35.940	1:28.129	57.503	83.6	19:09.746								
7	1	3:19.338	56.550	1:26.918	55.870	126.5	22:29.084								
8	1	3:18.002	57.548	1:36.297	44.157	127.3	25:47.086								
9	1	2:39.559	45.792	1:12.360	41.407	158.0	28:26.645								
10	1	2:42.135	44.716	1:14.326	43.093	155.5	31:08.780								
11	1	2:37.655	44.380	1:11.532	41.743	159.9	33:46.435								
12	1	2:37.897	44.167	1:12.034	41.696	159.7	36:24.332								
13	1	2:39.073	44.411	1:12.121	42.541	158.5	39:03.405								
14	1	2:43.625	44.712	1:14.305	44.608	154.1	41:47.030								
<div style="border: 1px solid black; padding: 5px; display: inline-block; margin-bottom: 5px;">44</div> 1.Richard LONGDON 2.Rory LONGDON BMW M3 E46 N-M															
1	1	3:46.309	1:35.174	1:21.802	49.333	109.5	3:46.309								
2	1	3:04.127	53.065	1:22.331	48.731	136.9	6:50.436								
3	1	3:02.156	51.920	1:21.375	48.861	138.4	9:52.592								
4	1	3:12.725	51.549	1:24.269	56.907	130.8	13:05.317								
5	1	3:56.099	1:05.580	1:37.443	1:13.076	106.8	17:01.416								
6	2	5:29.638 B	3:12.552	1:23.024	54.062	76.5	22:31.054								
7	2	3:25.522	57.630	1:37.547	50.345	122.7	25:56.576								
8	2	2:55.209	50.601	1:19.405	45.203	143.9	28:51.785								
9	2	2:56.289	49.903	1:20.171	46.215	143.0	31:48.074								
10	2	2:58.971	51.014	1:21.809	46.148	140.9	34:47.045								
11	2	2:54.009	49.235	1:18.995	45.779	144.9	37:41.054								
12	2	2:54.514	50.217	1:17.928	46.369	144.5	40:35.568								
<div style="border: 1px solid black; padding: 5px; display: inline-block; margin-bottom: 5px;">45</div> 1.Ian BAYLISS 2.George PILKINGTON PORSCHE 991.1 GT3 Cup S-A															
1	1	3:12.344	1:15.797	1:14.579	41.968	128.8	3:12.344								
2	1	2:38.461	44.305	1:12.744	41.412	159.1	5:50.805								
3	1	2:40.106	44.693	1:13.387	42.026	157.5	8:30.911								
4	1	2:41.906	43.659	1:13.464	44.783	155.7	11:12.817								
5	1	4:34.398	1:17.910	1:55.168	1:21.320	91.9	15:47.215								
6	2	5:55.806 B	2:57.740	1:39.250	1:18.816	70.9	21:43.021								
7	2	3:46.085	1:14.064	1:49.364	42.657	111.5	25:29.106								
8	2	2:41.945	45.217	1:15.238	41.490	155.7	28:11.051								
9	2	2:39.095	45.701	1:12.447	40.947	158.5	30:50.146								
10	2	2:42.171	44.233	1:14.132	43.806	155.5	33:32.317								
11	2	2:39.864	47.000	1:11.727	41.137	157.7	36:12.181								
12	2	2:39.251	43.611	1:12.037	43.603	158.3	38:51.432								
13	2	2:38.034	43.156	1:14.055	40.823	159.5	41:29.466								
<div style="border: 1px solid black; padding: 5px; display: inline-block; margin-bottom: 5px;">46</div> 1.Luca MASARATI PORSCHE Boxster S M-B															
1	1	3:54.849	1:44.118	1:23.217	47.514	105.5	3:54.849								
2	1	2:58.789	51.266	1:20.965	46.558	141.0	6:53.638								
3	1	3:00.039	51.895	1:21.169	46.975	140.0	9:53.677								
4	1	3:12.571	50.975	1:24.241	57.355	130.9	13:06.248								
5	1	4:45.359 B	2:35.129	1:20.265	49.965	88.4	17:51.607								
6	1	3:53.201	56.692	1:37.761	1:18.748	108.1	21:44.808								
7	1	3:50.562	1:15.645	1:48.445	46.472	109.4	25:35.370								
8	1	2:58.244	51.867	1:19.691	46.686	141.5	28:33.614								
9	1	2:57.090	50.749	1:19.506	46.835	142.4	31:30.704								
10	1	2:57.290	52.169	1:18.605	46.516	142.2	34:27.994								
11	1	2:56.347	51.031	1:18.505	46.811	143.0	37:24.341								
12	1	2:57.470	50.796	1:19.216	47.458	142.1	40:21.811								
13	1	3:00.339	51.553	1:21.411	47.375	139.8	43:22.150								
<div style="border: 1px solid black; padding: 5px; display: inline-block; margin-bottom: 5px;">47</div> 1.Niall BRADLEY BMW M3 E46 BMW-A															
1	1	2:38.693	45.029	1:12.610	41.054	156.1	2:38.693								
2	1	2:36.384	44.885	1:10.963	40.536	161.2	5:15.077								
3	1	2:37.561	45.465	1:11.727	40.369	160.0	7:52.638								
4	1	2:36.031	44.279	1:10.902	40.850	161.6	10:28.669								
5	1	3:11.312	46.398	1:27.459	57.455	131.8	13:39.981								
6	1	3:27.498	1:00.632	1:24.273	1:02.593	121.5	17:07.479								
7	1	4:14.371	1:16.606	1:44.786	1:12.979	99.1	21:21.850								
8	1	3:47.074	1:16.203	1:50.218	40.653	111.0	25:08.924								
9	1	2:34.538	44.150	1:10.290	40.098	163.2	27:43.462								
10	1	2:35.672	43.991	1:11.025	40.656	162.0	30:19.134								
11	1	2:34.418	43.972	1:10.170	40.276	163.3	32:53.552								
12	1	2:34.250	43.838	1:09.874	40.538	163.5	35:27.802								
13	1	2:36.559	45.893	1:10.713	39.953	161.1	38:04.361								
14	1	2:36.581	44.672	1:11.719	40.190	161.0	40:40.942								
<div style="border: 1px solid black; padding: 5px; display: inline-block; margin-bottom: 5px;">51</div> 1.Christian PITTARD CATERHAM 7 Mag-SC															

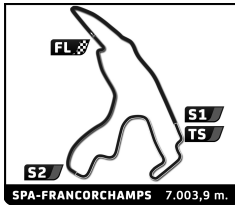


3-CSCC Modern Int. & Ramair BMW Cham Spa Summer Classic Race 1

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
57 1.Andrew JONES 2.Clive BLACK PEUGEOT 206 T-B2															
1	1	3:08.334	1:15.108	1:12.666	40.560	131.5	3:08.334	7	1	3:47.320	1:15.842	1:47.564	43.914	110.9	25:16.144
2	1	2:29.409	41.651	1:08.692	39.066	168.8	5:37.743	8	1	2:41.709	44.751	1:14.971	41.987	155.9	27:57.853
3	1	2:33.295	42.931	1:09.834	40.530	164.5	8:11.038	9	1	2:41.921	44.613	1:14.303	43.005	155.7	30:39.774
4	1	2:31.779	41.825	1:09.129	40.825	166.1	10:42.817	10	1	2:41.739	44.995	1:14.645	42.099	155.9	33:21.513
5	1	3:10.199	49.641	1:28.085	52.473	132.6	13:53.016	11	1	2:42.049	45.026	1:14.732	42.291	155.6	36:03.562
6	1	4:57.653 B	2:34.942	1:28.845	53.866	84.7	18:50.669	12	1	2:40.596	44.798	1:13.991	41.807	157.0	38:44.158
7	1	3:13.761	53.261	1:27.397	53.103	130.1	22:04.430	13	1	2:42.960	46.080	1:14.765	42.115	154.7	41:27.118
8	1	3:35.875	1:05.426	1:48.376	42.073	116.8	25:40.305								
9	1	2:38.516	43.293	1:12.175	43.048	159.1	28:18.821								
10	1	2:31.386	41.577	1:10.005	39.804	166.6	30:50.207								
11	1	2:35.560	43.849	1:10.279	41.432	162.1	33:25.767								
12	1	2:30.551	41.530	1:09.988	39.033	167.5	35:56.318								
13	1	2:29.579	41.171	1:09.187	39.221	168.6	38:25.897								
14	1	2:31.381	40.874	1:10.156	40.351	166.6	40:57.278								
67 1.Stephen GERRARD 2.Andrew GORVETT RENAULT Clio 197 T-B2															
1	1	4:04.345	1:48.025	1:25.020	51.300	101.4	4:04.345	7	1	3:12.849	56.661	1:25.276	50.912	130.7	7:17.194
2	1	3:12.849	56.661	1:25.276	50.912	130.7	7:17.194	8	1	3:11.400	56.327	1:24.302	50.771	131.7	10:28.594
3	1	3:11.400	56.327	1:24.302	50.771	131.7	10:28.594	9	1	3:16.317	56.237	1:26.777	53.303	128.4	13:44.911
4	1	3:16.317	56.237	1:26.777	53.303	128.4	13:44.911	10	1	3:26.430	59.041	1:26.860	1:00.529	122.1	17:11.341
5	1	3:26.430	59.041	1:26.860	1:00.529	122.1	17:11.341	11	1	4:14.124	1:16.165	1:44.774	1:13.185	99.2	21:25.465
6	1	4:14.124	1:16.165	1:44.774	1:13.185	99.2	21:25.465	12	2	5:23.434 B	3:00.491	1:31.216	51.727	78.0	26:48.899
7	2	5:23.434 B	3:00.491	1:31.216	51.727	78.0	26:48.899	13	1	3:16.223	57.464	1:27.049	51.710	128.5	30:05.122
8	2	3:16.223	57.464	1:27.049	51.710	128.5	30:05.122	14	2	3:19.089	57.918	1:28.996	52.175	126.6	33:24.211
9	2	3:19.089	57.918	1:28.996	52.175	126.6	33:24.211	15	2	3:19.808	59.636	1:27.283	52.889	126.2	36:44.019
10	2	3:19.808	59.636	1:27.283	52.889	126.2	36:44.019	16	2	3:18.216	58.057	1:28.771	51.388	127.2	40:02.235
11	2	3:18.216	58.057	1:28.771	51.388	127.2	40:02.235	17	2	3:14.101	56.431	1:25.699	51.971	129.9	43:16.336
12	2	3:14.101	56.431	1:25.699	51.971	129.9	43:16.336								
69 1.Roland JONES 2.Jason HOLYHEAD BMW 328i E36 M-B															
1	1	3:51.271	1:39.859	1:23.713	47.699	107.1	3:51.271	7	1	3:02.031	52.568	1:21.646	47.817	138.5	6:53.302
2	1	3:02.031	52.568	1:21.646	47.817	138.5	6:53.302	8	1	3:26.463	58.982	1:39.180	48.301	122.1	10:19.765
3	1	3:26.463	58.982	1:39.180	48.301	122.1	10:19.765	9	1	3:18.334	52.601	1:29.176	56.557	127.1	13:38.099
4	1	3:18.334	52.601	1:29.176	56.557	127.1	13:38.099	10	2	5:31.003 B	3:04.940	1:28.747	57.316	76.2	19:09.102
5	2	5:31.003 B	3:04.940	1:28.747	57.316	76.2	19:09.102	11	2	3:19.342	56.431	1:27.201	55.710	126.5	22:28.444
6	2	3:19.342	56.431	1:27.201	55.710	126.5	22:28.444	12	2	3:27.897	57.572	1:39.242	51.083	121.3	25:56.341
7	2	3:27.897	57.572	1:39.242	51.083	121.3	25:56.341	13	2	3:06.613	54.285	1:23.427	48.901	135.1	29:02.954
8	2	3:06.613	54.285	1:23.427	48.901	135.1	29:02.954	14	2	3:03.941	53.130	1:22.914	47.897	137.1	32:06.895
9	2	3:03.941	53.130	1:22.914	47.897	137.1	32:06.895	15	2	3:06.500	54.182	1:24.664	47.654	135.2	35:13.395
10	2	3:06.500	54.182	1:24.664	47.654	135.2	35:13.395	16	2	3:03.059	52.564	1:22.987	47.508	137.7	38:16.454
11	2	3:03.059	52.564	1:22.987	47.508	137.7	38:16.454	17	2	3:04.564	52.644	1:24.567	47.353	136.6	41:21.018
12	2	3:04.564	52.644	1:24.567	47.353	136.6	41:21.018								
72 1.Carl CHAMBERS PEUGEOT 208 GTi 30th (T) TT-D															
1	1	3:32.428	1:27.731	1:18.800	45.897	116.6	3:32.428	7	1	2:56.632	48.803	1:20.911	46.918	142.7	6:29.060
2	1	2:56.632	48.803	1:20.911	46.918	142.7	6:29.060	8	1	2:50.464	48.243	1:16.926	45.295	147.9	9:19.524
3	1	2:50.464	48.243	1:16.926	45.295	147.9	9:19.524	9	1	2:57.602	48.408	1:18.814	50.380	142.0	12:17.126
4	1	2:57.602	48.408	1:18.814	50.380	142.0	12:17.126	10	1	5:02.084 B	2:36.253	1:26.631	59.200	83.5	17:19.210
5	1	5:02.084 B	2:36.253	1:26.631	59.200	83.5	17:19.210	11	1	4:13.243	1:14.245	1:44.918	1:14.080	99.6	21:32.453
6	1	4:13.243	1:14.245	1:44.918	1:14.080	99.6	21:32.453	12	1	3:53.318	1:16.451	1:49.394	47.473	108.1	25:25.771
7	1	3:53.318	1:16.451	1:49.394	47.473	108.1	25:25.771	13	1	2:56.929	48.352	1:19.998	48.579	142.5	28:22.700
8	1	2:56.929	48.352	1:19.998	48.579	142.5	28:22.700	14	1	2:52.874	48.989	1:17.704	46.181	145.9	31:15.574
9	1	2:52.874	48.989	1:17.704	46.181	145.9	31:15.574	15	1	2:52.720	48.253	1:18.020	46.447	146.0	34:08.294
10	1	2:52.720	48.253	1:18.020	46.447	146.0	34:08.294	16	1	2:51.807	48.431	1:17.468	45.908	146.8	37:00.101
11	1	2:51.807	48.431	1:17.468	45.908	146.8	37:00.101	17	1	2:53.893	49.084	1:18.545	46.264	145.0	39:53.994
12	1	2:53.893	49.084	1:18.545	46.264	145.0	39:53.994	18	1	2:54.161	48.743	1:19.116	46.302	144.8	42:48.155
13	1	2:54.161	48.743	1:19.116	46.302	144.8	42:48.155								
66 1.Alex TAYLOR TVR Tuscan Challenge M-T															
1	1	3:13.593	1:16.554	1:14.776	42.263	128.0	3:13.593	7	1	2:43.778	44.766	1:14.607	44.405	154.0	5:57.371
2	1	2:43.778	44.766	1:14.607	44.405	154.0	5:57.371	8	1	2:42.221	45.420	1:14.741	42.060	155.4	8:39.592
3	1	2:42.221	45.420	1:14.741	42.060	155.4	8:39.592	9	1	2:43.159	44.753	1:14.327	44.079	154.5	11:22.751
4	1	2:43.159	44.753	1:14.327	44.079	154.5	11:22.751	10	1	4:25.386	1:08.913	1:55.525	1:20.948	95.0	15:48.137
5	1	4:25.386	1:08.913	1:55.525	1:20.948	95.0	15:48.137	11	1	5:40.687 B	2:42.839	1:45.139	1:12.709	74.0	21:28.824
6	1	5:40.687 B	2:42.839	1:45.139	1:12.709	74.0	21:28.824								

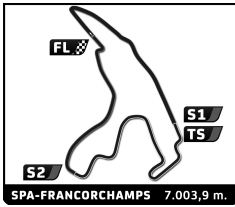


3-CSCC Modern Int. & Ramair BMW Cham Spa Summer Classic Race 1

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	
75	1. Stephen SPICER 2. James RANDALL							CATERHAM Seven Mag-TB								
	1	1	4:02.775	1:44.413	1:27.463	50.899	102.0	4:02.775	3	1	2:37.263	44.480	1:11.551	41.232	160.3	7:58.356
	2	1	3:15.742	55.186	1:28.867	51.689	128.8	7:18.517	4	1	2:37.781	44.000	1:12.710	41.071	159.8	10:36.137
	3	1	3:16.087	55.376	1:28.412	52.299	128.6	10:34.604	5	1	3:11.372	52.745	1:24.868	53.759	131.8	13:47.509
	4	1	3:17.904	57.186	1:28.265	52.453	127.4	13:52.508	6	1	3:26.147	58.222	1:27.199	1:00.726	122.3	17:13.656
	5	1	3:23.602	55.997	1:29.429	58.176	123.8	17:16.110	7	1	4:13.568	1:16.233	1:44.988	1:12.347	99.4	21:27.224
	6	2	6:50.956	4:10.302	1:46.491	54.163	61.4	24:07.066	8	1	3:48.499	1:16.159	1:48.770	43.570	110.3	25:15.723
	7	2	3:16.394	56.746	1:28.403	51.245	128.4	27:23.460	9	1	2:39.046	44.871	1:12.994	41.181	158.5	27:54.769
	8	2	3:17.266	56.275	1:28.698	52.293	127.8	30:40.726	10	1	2:37.758	44.731	1:12.374	40.653	159.8	30:32.527
	9	2	3:19.164	56.639	1:29.149	53.376	126.6	33:59.890	11	1	2:36.370	43.854	1:11.672	40.844	161.2	33:08.897
	10	2	3:19.303	56.623	1:29.482	53.198	126.5	37:19.193	12	1	2:36.082	43.919	1:11.271	40.892	161.5	35:44.979
	11	2	3:15.462	56.177	1:26.775	52.510	129.0	40:34.655	13	1	2:40.500	44.472	1:14.851	41.177	157.1	38:25.479
								14	1	2:37.142	43.931	1:11.873	41.338	160.5	41:02.621	
79	1. Mark CHILTON							NISSAN Skyline GTR R32 (T) M-A								
	1	1	3:28.347	1:25.952	1:18.149	44.246	118.9	3:28.347	1	1	3:57.399	1:40.293	1:27.745	49.361	104.4	3:57.399
	2	1	2:48.396	45.234	1:19.302	43.860	149.7	6:16.743	2	1	3:07.224	52.333	1:25.378	49.513	134.7	7:04.623
	3	1	2:46.391	46.123	1:17.113	43.155	151.5	9:03.134	3	1	3:04.132	52.559	1:22.738	48.835	136.9	10:08.755
	4	1	2:54.069	45.915	1:16.311	51.843	144.9	11:57.203	4	1	3:09.077	51.630	1:25.530	51.917	133.4	13:17.832
	5	1	5:25.879	3:07.547	1:21.426	56.906	77.4	17:23.082	5	2	5:31.836	3:09.207	1:28.901	53.728	76.0	18:49.668
	6	1	4:14.082	1:13.711	1:44.725	1:15.646	99.2	21:37.164	6	2	3:13.931	53.524	1:27.286	53.121	130.0	22:03.599
	7	1	3:48.782	1:15.798	1:48.216	44.768	110.2	25:25.946	7	2	3:47.977	1:04.215	1:51.905	51.857	110.6	25:51.576
	8	1	2:44.733	46.332	1:16.112	42.289	153.1	28:10.679	8	2	3:04.130	52.215	1:24.181	47.734	136.9	28:55.706
	9	1	2:46.703	45.794	1:18.246	42.663	151.3	30:57.382	9	2	2:58.073	50.080	1:20.535	47.458	141.6	31:53.779
	10	1	2:45.937	45.223	1:17.191	43.523	152.0	33:43.319	10	2	3:00.857	50.905	1:22.710	47.242	139.4	34:54.636
	11	1	2:46.028	45.535	1:17.403	43.090	151.9	36:29.347	11	2	2:58.270	50.015	1:21.072	47.183	141.4	37:52.906
	12	1	2:47.577	45.977	1:17.406	44.194	150.5	39:16.924	12	2	2:59.835	49.633	1:22.316	47.886	140.2	40:52.741
13	1	2:45.942	45.553	1:17.609	42.780	151.9	42:02.866									
81	1. Jonathan PITTARD							CATERHAM 7 CSR (S/C) Mag-SC								
	1	1	3:03.078	1:12.799	1:10.777	39.502	135.3	3:03.078	1	1	3:20.962	1:19.709	1:16.652	44.601	123.3	3:20.962
	2	1	2:33.109	42.516	1:11.020	39.573	164.7	5:36.187	2	1	2:47.853	47.791	1:14.960	45.102	150.2	6:08.815
	3	1	2:34.721	41.893	1:11.242	41.586	163.0	8:10.908	3	1	2:48.205	49.834	1:14.793	43.578	149.9	8:57.020
	4	1	2:35.651	42.588	1:10.584	42.479	162.0	10:46.559	4	1	2:57.546	47.427	1:14.245	55.874	142.0	11:54.566
	5	1	5:22.098	3:03.219	1:19.239	59.640	78.3	16:08.657	5	1	5:15.983	2:48.406	1:26.606	1:00.971	79.8	17:10.549
	6	1	3:59.819	59.221	1:49.040	1:11.558	105.1	20:08.476	6	1	4:13.621	1:15.859	1:44.623	1:13.139	99.4	21:24.170
	7	1	3:50.808	1:16.903	1:44.138	49.767	109.2	23:59.284	7	1	3:50.476	1:16.519	1:50.169	43.788	109.4	25:14.646
	8	1	2:31.150	43.214	1:08.944	38.992	166.8	26:30.434	8	1	2:46.290	46.520	1:16.177	43.593	151.6	28:00.936
	9	1	2:31.598	41.730	1:09.251	40.617	166.3	29:02.032	9	1	2:43.746	46.657	1:14.359	42.730	154.0	30:44.682
	10	1	2:37.620	43.362	1:12.875	41.383	160.0	31:39.652	10	1	2:47.356	48.194	1:15.076	44.086	150.7	33:32.038
	11	1	2:36.349	45.039	1:11.448	39.862	161.3	34:16.001	11	1	2:44.214	48.312	1:12.921	42.981	153.5	36:16.252
	12	1	2:36.669	43.247	1:10.804	42.618	160.9	36:52.670	12	1	2:45.468	47.507	1:13.345	44.616	152.4	39:01.720
	13	1	2:36.553	44.290	1:11.399	40.864	161.1	39:29.223	13	1	2:47.238	46.678	1:14.895	45.665	150.8	41:48.958
14	1	2:37.348	42.721	1:11.762	42.865	160.2	42:06.571									
82	1. Giuseppe CALLARI							BMW M3 E46 BMW-A								
	1	1	2:42.662	46.504	1:14.716	41.442	152.3	2:42.662								
	2	1	2:38.431	44.871	1:12.507	41.053	159.1	5:21.093								
83	1. Simon FROWEN 2. Mark DE SPONG							GINETTA G20 M-B								
	1	1	3:57.399	1:40.293	1:27.745	49.361	104.4	3:57.399								
	2	1	3:07.224	52.333	1:25.378	49.513	134.7	7:04.623								
	3	1	3:04.132	52.559	1:22.738	48.835	136.9	10:08.755								
	4	1	3:09.077	51.630	1:25.530	51.917	133.4	13:17.832								
	5	2	5:31.836	3:09.207	1:28.901	53.728	76.0	18:49.668								
	6	2	3:13.931	53.524	1:27.286	53.121	130.0	22:03.599								
	7	2	3:47.977	1:04.215	1:51.905	51.857	110.6	25:51.576								
	8	2	3:04.130	52.215	1:24.181	47.734	136.9	28:55.706								
	9	2	2:58.073	50.080	1:20.535	47.458	141.6	31:53.779								
	10	2	3:00.857	50.905	1:22.710	47.242	139.4	34:54.636								
	11	2	2:58.270	50.015	1:21.072	47.183	141.4	37:52.906								
12	2	2:59.835	49.633	1:22.316	47.886	140.2	40:52.741									
89	1. Bruce WILSON							CATERHAM CSR Superlight Mag-SB								
	1	1	3:20.962	1:19.709	1:16.652	44.601	123.3	3:20.962								
	2	1	2:47.853	47.791	1:14.960	45.102	150.2	6:08.815								
	3	1	2:48.205	49.834	1:14.793	43.578	149.9	8:57.020								
	4	1	2:57.546	47.427	1:14.245	55.874	142.0	11:54.566								
	5	1	5:15.983	2:48.406	1:26.606	1:00.971	79.8	17:10.549								
	6	1	4:13.621	1:15.859	1:44.623	1:13.139	99.4	21:24.170								
	7	1	3:50.476	1:16.519	1:50.169	43.788	109.4	25:14.646								
	8	1	2:46.290	46.520	1:16.177	43.593	151.6	28:00.936								
	9	1	2:43.746	46.657	1:14.359	42.730	154.0	30:44.682								
	10	1	2:47.356	48.194	1:15.076	44.086	150.7	33:32.038								
	11	1	2:44.214	48.312	1:12.921	42.981	153.5	36:16.252								
	12	1	2:45.468	47.507	1:13.345	44.616	152.4	39:01.720								
13	1	2:47.238	46.678	1:14.895	45.665	150.8	41:48.958									
90	1. Dylan POPOVIC							GINETTA G50 S-A								
	1	1	3:23.513	1:19.616	1:18.337	45.560	121.7	3:23.513								
	2	1	2:43.687				154.0	6:07.200								
	3	1	2:41.837				155.8	8:49.037								
	4	1	2:41.989				155.7	11:31.026								
5	1	4:18.202				97.7	15:49.228									

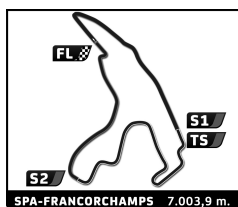


3-CSCC Modern Int. & Ramair BMW Cham Spa Summer Classic Race 1

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	
91	1. Tim DAVIS CATERHAM C400 Mag-SB							2	1	2:47.471	47.899	1:15.471	44.101	150.6	6:13.357	
	1	1	3:12.826	1:16.842	1:14.117	41.867	128.5	3:12.826	3	1	2:44.004	47.075	1:13.912	43.017	153.7	8:57.361
	2	1	2:38.692	45.020	1:12.066	41.606	158.9	5:51.518	4	1	2:58.407	47.280	1:15.131	55.996	141.3	11:55.768
	3	1	2:38.358	45.087	1:11.317	41.954	159.2	8:29.876	5	1	5:17.365 B	2:49.585	1:26.691	1:01.089	79.4	17:13.133
	4	1	2:39.117	44.280	1:11.114	43.723	158.5	11:08.993	6	1	4:13.716	1:16.289	1:44.717	1:12.710	99.4	21:26.849
	5	1	4:34.613	1:18.296	1:56.059	1:20.258	91.8	15:43.606	7	1	3:48.913	1:16.032	1:48.518	44.363	110.1	25:15.762
	6	1	5:41.051 B	2:43.408	1:44.664	1:12.979	73.9	21:24.657	8	1	2:43.417	47.002	1:13.755	42.660	154.3	27:59.179
	7	1	3:48.566	1:16.792	1:49.481	42.293	110.3	25:13.223	9	1	2:43.331	46.329	1:13.369	43.633	154.4	30:42.510
	8	1	2:37.189	44.725	1:11.479	40.985	160.4	27:50.412	10	1	2:44.370	47.021	1:13.946	43.403	153.4	33:26.880
	9	1	2:38.665	45.401	1:10.983	42.281	158.9	30:29.077	11	1	2:43.204	48.154	1:11.767	43.283	154.5	36:10.084
	10	1	2:37.738	44.556	1:11.659	41.523	159.8	33:06.815	12	1	2:43.001	47.201	1:11.965	43.835	154.7	38:53.085
	11	1	2:36.574	44.257	1:11.026	41.291	161.0	35:43.389	13	1	2:46.476	48.225	1:14.027	44.224	151.5	41:39.561
	12	1	2:39.114	44.671	1:12.658	41.785	158.5	38:22.503								
	13	1	2:36.448	44.814	1:10.459	41.175	161.2	40:58.951								
97	1. Dave AVIS BMW M3 E46 BMW-B															
	1	1	2:40.655	45.648	1:13.442	41.565	154.2	2:40.655								
	2	1	2:42.442	47.120	1:13.206	42.116	155.2	5:23.097								
	3	1	2:40.184	46.065	1:12.186	41.933	157.4	8:03.281								
	4	1	2:42.686	45.961	1:14.154	42.571	155.0	10:45.967								
	5	1	3:09.916	55.465	1:21.756	52.695	132.8	13:55.883								
	6	1	3:21.264	55.293	1:27.185	58.786	125.3	17:17.147								
	7	1	4:12.987	1:14.941	1:44.912	1:13.134	99.7	21:30.134								
	8	1	3:47.252	1:16.073	1:47.557	43.622	111.0	25:17.386								
	9	1	2:43.490	45.721	1:14.580	43.189	154.2	28:00.876								
	10	1	2:41.064	46.223	1:12.697	42.144	156.5	30:41.940								
	11	1	2:42.146	45.499	1:14.388	42.259	155.5	33:24.086								
	12	1	2:40.239	45.357	1:12.472	42.410	157.4	36:04.325								
	13	1	2:41.199	45.623	1:12.902	42.674	156.4	38:45.524								
14	1	2:40.708	45.969	1:12.695	42.044	156.9	41:26.232									
98	1. David BELLAMY PEUGEOT 106 GTI T-E															
	1	1	3:53.471	1:39.515	1:25.139	48.817	106.1	3:53.471								
	2	1	3:04.165	53.023	1:22.734	48.408	136.9	6:57.636								
	3	1	3:01.398	51.760	1:21.409	48.229	139.0	9:59.034								
	4	1	5:52.948 B	2:58.838	1:31.292	1:22.818	71.4	15:51.982								
	5	1	4:13.957	1:11.841	1:49.852	1:12.264	99.3	20:05.939								
	6	1	3:52.674	1:16.552	1:45.383	50.739	108.4	23:58.613								
	7	1	3:03.602	53.899	1:21.760	47.943	137.3	27:02.215								
	8	1	3:00.668	51.947	1:20.734	47.987	139.6	30:02.883								
	9	1	3:07.923	52.094	1:25.355	50.474	134.2	33:10.806								
	10	1	3:03.867	51.676	1:21.785	50.406	137.1	36:14.673								
	11	1	3:04.301	52.120	1:22.382	49.799	136.8	39:18.974								
	12	1	3:04.069	52.880	1:23.077	48.112	137.0	42:23.043								
	99	1. Robert JONES CATERHAM CSR Mag-SB														
1		1	3:25.886	1:23.275	1:16.962	45.649	120.3	3:25.886								
114		1. John DUNHAM 2. Mark OWEN RENAULT Clio T-B2							2	1	2:47.471	47.899	1:15.471	44.101	150.6	6:13.357
		3	1	2:44.004	47.075	1:13.912	43.017	153.7	8:57.361							
		4	1	2:58.407	47.280	1:15.131	55.996	141.3	11:55.768							
		5	1	5:17.365 B	2:49.585	1:26.691	1:01.089	79.4	17:13.133							
		6	1	4:13.716	1:16.289	1:44.717	1:12.710	99.4	21:26.849							
		7	1	3:48.913	1:16.032	1:48.518	44.363	110.1	25:15.762							
		8	1	2:43.417	47.002	1:13.755	42.660	154.3	27:59.179							
		9	1	2:43.331	46.329	1:13.369	43.633	154.4	30:42.510							
	10	1	2:44.370	47.021	1:13.946	43.403	153.4	33:26.880								
	11	1	2:43.204	48.154	1:11.767	43.283	154.5	36:10.084								
	12	1	2:43.001	47.201	1:11.965	43.835	154.7	38:53.085								
	13	1	2:46.476	48.225	1:14.027	44.224	151.5	41:39.561								
	119	1. Antony UNITT BMW M3 E46 BMW-A														
		1	1	3:58.396	1:43.048	1:25.467	49.881	103.9	3:58.396							
2		1	3:05.802	53.747	1:22.723	49.332	135.7	7:04.198								
3		1	3:05.514	54.237	1:22.549	48.728	135.9	10:09.712								
4		1	3:11.838	54.161	1:25.247	52.430	131.4	13:21.550								
5		2	5:46.515 B	3:18.390	1:30.791	57.334	72.8	19:08.065								
6		2	3:19.802	56.851	1:27.115	55.836	126.2	22:27.867								
7		2	3:27.881	57.684	1:38.270	51.927	121.3	25:55.748								
8		2	3:13.840	55.868	1:25.536	52.436	130.1	29:09.588								
9		2	3:10.477	55.655	1:23.839	50.983	132.4	32:20.065								
10		2	3:11.346	55.898	1:23.914	51.534	131.8	35:31.411								
11		2	3:08.874	55.061	1:23.704	50.109	133.5	38:40.285								
12		2	3:10.929	54.551	1:24.350	52.028	132.1	41:51.214								
120		1. Callum NOBLE BMW M3 E46 BMW-A														
	1	1	2:45.304	48.410	1:14.248	42.646	149.9	2:45.304								
	2	1	2:42.417	45.482	1:14.496	42.439	155.2	5:27.721								
	3	1	2:42.314	45.931	1:13.640	42.743	155.3	8:10.035								
	4	1	2:40.739	46.031	1:12.689	42.019	156.9	10:50.774								
	5	1	3:08.450	51.466	1:22.891	54.093	133.8	13:59.224								
	6	1	3:20.977	55.008	1:26.737	59.232	125.5	17:20.201								
	7	1	4:13.185	1:14.206	1:44.600	1:14.379	99.6	21:33.386								
	8	1	3:45.804	1:16.186	1:47.533	42.085	111.7	25:19.190								
	9	1	2:42.332	46.363	1:12.896	43.073	155.3	28:01.522								
10	1	2:41.712	45.812	1:13.250	42.650	155.9	30:43.234									
11	1	2:55.061	48.113	1:16.279	50.669	144.0	33:38.295									



3-CSCC Modern Int. & Ramair BMW Cham Spa Summer Classic Race 1

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
10	1	2:49.202	47.633	1:16.388	45.181	149.0	31:10.692								
11	1	2:49.121	48.517	1:15.759	44.845	149.1	33:59.813								
12	1	2:41.426	46.082	1:12.951	42.393	156.2	36:41.239								
13	1	2:41.646	46.259	1:13.077	42.310	156.0	39:22.885								
14	1	2:46.715	47.941	1:14.047	44.727	151.2	42:09.600								

128		1. Paul WINTER 2. Tim SPEED		Porsche 911 M-A			
1	1	3:35.055	1:31.662	1:18.281	45.112	115.2	3:35.055
2	1	2:50.838	46.514	1:19.919	44.405	147.6	6:25.893
3	1	2:50.012	47.247	1:18.530	44.235	148.3	9:15.905
4	1	2:54.070	46.440	1:19.462	48.168	144.9	12:09.975
5	1	3:42.713	55.295	1:25.046	1:22.372	113.2	15:52.688
6	2	5:48.641	B 2:46.271	1:44.290	1:18.080	72.3	21:41.329
7	2	3:48.500	1:14.354	1:49.704	44.442	110.3	25:29.829
8	2	2:53.416	47.951	1:20.492	44.973	145.4	28:23.245
9	2	2:47.925	46.244	1:18.091	43.590	150.2	31:11.170
10	2	2:50.039	47.067	1:18.172	44.800	148.3	34:01.209
11	2	2:47.878	46.307	1:17.873	43.698	150.2	36:49.087
12	2	2:50.437	46.275	1:17.478	46.684	147.9	39:39.524
13	2	2:51.231	48.807	1:18.664	43.760	147.3	42:30.755

129		1. Tommy GROUT		BMW M3 E46 N-M			
1	1	3:27.220	1:23.863	1:17.619	45.738	119.6	3:27.220
2	1	2:47.931	47.717	1:16.138	44.076	150.1	6:15.151
3	1	2:47.449	47.296	1:15.907	44.246	150.6	9:02.600
4	1	2:55.876	47.810	1:15.341	52.725	143.4	11:58.476
5	1	5:25.136	B 3:08.399	1:21.109	55.628	77.5	17:23.612
6	1	4:14.706	1:13.691	1:44.783	1:16.232	99.0	21:38.318
7	1	3:48.567	1:15.496	1:47.736	45.335	110.3	25:26.885
8	1	2:51.976	47.551	1:17.674	46.751	146.6	28:18.861
9	1	2:48.498	47.537	1:17.468	43.493	149.6	31:07.359
10	1	2:43.455	46.682	1:13.868	42.905	154.3	33:50.814
11	1	2:45.041	46.762	1:14.827	43.452	152.8	36:35.855
12	1	2:44.595	47.208	1:14.490	42.897	153.2	39:20.450
13	1	2:45.119	46.804	1:14.143	44.172	152.7	42:05.569

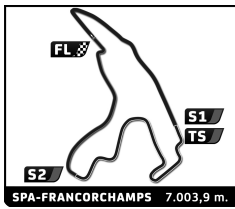
139		1. David WHITE		CATERHAM Supersport Mag-SB			
1	1	3:34.034	1:27.733	1:19.924	46.377	115.8	3:34.034
2	1	2:53.872	48.017	1:20.508	45.347	145.0	6:27.906
3	1	2:49.655	47.890	1:16.542	45.223	148.6	9:17.561
4	1	2:57.861	48.055	1:20.591	49.215	141.8	12:15.422
5	1	5:05.406	B 2:39.222	1:26.828	59.356	82.6	17:20.828
6	1	4:13.033	1:14.058	1:44.558	1:14.417	99.6	21:33.861
7	1	3:50.771	1:16.289	1:48.419	46.063	109.3	25:24.632
8	1	2:51.953	48.359	1:18.740	44.854	146.6	28:16.585
9	1	2:51.204	48.409	1:16.488	46.307	147.3	31:07.789
10	1	2:53.922	49.526	1:18.317	46.079	145.0	34:01.711
11	1	2:51.015	48.476	1:16.722	45.817	147.4	36:52.726
12	1	2:46.012	47.120	1:14.270	44.622	151.9	39:38.738
13	1	3:01.294	47.922	1:23.898	49.474	139.1	42:40.032

146		1. Stephen NUTTALL		CATERHAM Seven Mag-SC			
1	1	3:05.412	1:14.612	1:10.864	39.936	133.6	3:05.412
2	1	2:31.412	42.590	1:08.791	40.031	166.5	5:36.824
3	1	2:33.354	42.071	1:10.706	40.577	164.4	8:10.178
4	1	2:32.224	42.094	1:09.023	41.107	165.6	10:42.402
5	1	3:11.271	50.327	1:28.074	52.870	131.8	13:53.673
6	1	4:56.298	B 2:33.553	1:29.042	53.703	85.1	18:49.971
7	1	3:14.090	53.445	1:27.481	53.164	129.9	22:04.061
8	1	3:34.117	1:04.278	1:49.467	40.372	117.8	25:38.178
9	1	2:33.632	42.441	1:11.048	40.143	164.1	28:11.810
10	1	2:33.872	44.876	1:09.192	39.804	163.9	30:45.682
11	1	2:33.440	43.367	1:09.937	40.136	164.3	33:19.122
12	1	2:31.201	42.545	1:08.643	40.013	166.8	35:50.323
13	1	2:33.602	42.396	1:11.111	40.095	164.2	38:23.925
14	1	2:33.952	42.998	1:10.482	40.472	163.8	40:57.877

169		1. Chris EVERILL		GINETTA G55 S-HC			
1	1	3:14.698	1:17.286	1:15.488	41.924	127.2	3:14.698
2	1	2:42.976	44.048	1:14.911	44.017	154.7	5:57.674
3	1	2:42.708	45.569	1:15.035	42.104	155.0	8:40.382
4	1	2:45.346	44.796	1:14.993	45.557	152.5	11:25.728
5	1	5:43.619	B 3:16.004	1:26.989	1:00.626	73.4	17:09.347
6	1	4:13.944	1:15.917	1:45.047	1:12.980	99.3	21:23.291
7	1	3:49.043	1:16.238	1:50.818	41.987	110.1	25:12.334
8	1	2:39.938	44.687	1:13.795	41.456	157.6	27:52.272
9	1	2:48.698	45.203	1:21.219	42.276	149.5	30:40.970
10	1	2:44.989	45.192	1:16.998	42.799	152.8	33:25.959
11	1	2:42.393	45.916	1:14.374	42.103	155.3	36:08.352
12	1	2:44.513	44.721	1:14.402	45.390	153.3	38:52.865
13	1	2:45.217	45.514	1:16.753	42.950	152.6	41:38.082

176		1. Susanne WILLIAMS 2. Richard SMITH		LOTUS Elise S1 M-C			
1	1	3:57.562	1:41.502	1:26.722	49.338	104.3	3:57.562
2	1	3:04.619	52.843	1:22.834	48.942	136.6	7:02.181
3	1	3:06.954	53.106	1:23.307	50.541	134.9	10:09.135

488		1. Jac MEEUWISSEN 2. Ties MEEUWISSEN		FERRARI 488 S-HC			
1	1	3:08.164	1:12.674	1:14.777	40.713	131.7	3:08.164
2	1	2:36.379	43.642	1:11.696	41.041	161.2	5:44.543
3	1	2:37.470	43.327	1:12.731	41.412	160.1	8:22.013
4	1	2:35.454	42.717	1:11.051	41.686	162.2	10:57.467
5	2	5:01.261	B 2:22.029	1:15.677	1:23.555	83.7	15:58.728
6	2	4:08.924	1:07.792	1:49.170	1:11.962	101.3	20:07.652
7	2	3:51.376	1:16.371	1:44.598	50.407	109.0	23:59.028
8	2	2:32.621	44.767	1:09.728	38.126	165.2	26:31.649
9	2	2:30.594	40.786	1:09.547	40.261	167.4	29:02.243
10	2	2:30.434	41.420	1:10.582	38.432	167.6	31:32.677



3-CSCC Modern Int. & Ramair BMW Cham Spa Summer Classic Race 1

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
11	2	2:29.706	41.823	1:08.474	39.409	168.4	34:02.383								
12	2	2:30.126	42.300	1:08.319	39.507	168.0	36:32.509								
13	2	2:28.805	41.885	1:07.911	39.009	169.4	39:01.314								
14	2	2:30.412	41.264	1:10.803	38.345	167.6	41:31.726								

555
1.Kallum GRAY
BMW M3 E46
BMW-A

1	1	2:48.459	49.238	1:16.040	43.181	147.1	2:48.459
2	1	2:47.135	47.368	1:16.227	43.540	150.9	5:35.594
3	1	2:48.792	49.280	1:15.330	44.182	149.4	8:24.386
4	1	2:47.601	47.481	1:15.661	44.459	150.4	11:11.987
5	1	4:34.069	1:17.407	1:55.609	1:21.053	92.0	15:46.056
6	1	4:17.697	1:17.094	1:49.645	1:10.958	97.8	20:03.753
7	1	3:53.563	1:17.259	1:45.408	50.896	108.0	23:57.316
8	1	2:44.905	47.857	1:14.063	42.985	152.9	26:42.221
9	1	2:44.501	47.578	1:14.229	42.694	153.3	29:26.722
10	1	2:44.847	47.147	1:14.400	43.300	153.0	32:11.569
11	1	2:45.152	47.004	1:15.588	42.560	152.7	34:56.721
12	1	2:45.326	46.785	1:15.277	43.264	152.5	37:42.047
13	1	2:45.881	47.411	1:15.690	42.780	152.0	40:27.928
14	1	2:46.429	47.997	1:15.242	43.190	151.5	43:14.357

691
1.Alex HEYNES
BMW M3 E36
S-C

1	1	3:46.792	1:41.318	1:20.695	44.779	109.2	3:46.792
2	1	2:49.071	48.862	1:16.484	43.725	149.1	6:35.863
3	1	2:47.002	47.493	1:15.989	43.520	151.0	9:22.865
4	1	2:54.786	47.291	1:17.445	50.050	144.3	12:17.651
5	1	3:37.842	53.823	1:21.483	1:22.536	115.7	15:55.493
6	1	4:11.435	1:09.841	1:49.682	1:11.912	100.3	20:06.928
7	1	5:24.741 B	2:52.268	1:48.661	43.812	77.6	25:31.669
8	1	2:49.149	47.528	1:16.244	45.377	149.1	28:20.818
9	1	2:47.432	47.722	1:15.796	43.914	150.6	31:08.250
10	1	2:45.042	47.498	1:14.264	43.280	152.8	33:53.292
11	1	2:47.880	47.638	1:15.084	45.158	150.2	36:41.172
12	1	2:48.358	48.629	1:15.269	44.460	149.8	39:29.530
13	1	2:47.789	48.500	1:15.713	43.576	150.3	42:17.319