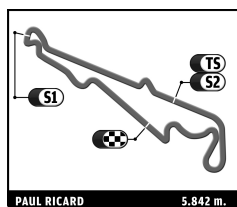


HERITAGE TOURING CUP DIX MILLE TOURS FREE PRACTICE

Analysis

Personal Best Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
2 1.Richard HOPE 2.Paul BEDDOW BMW 528i 1982 TC1								10 1.Richard HOPE 2.Paul BEDDOW BMW 635 CSI 1984 TC1							
1	1	6:32.813 B	3:16.031	1:15.523	2:01.259	53.5	6:32.813	1	1	6:40.352	4:03.638	1:08.361	1:28.353	52.5	6:40.352
2	1	5:36.172	3:05.491	1:03.886	1:26.795	62.6	12:08.985	2	1	3:12.470	55.535	56.793	1:20.142	109.3	9:52.822
3	1	3:29.926	58.235	1:04.313	1:27.378	100.2	15:38.911	3	1	3:10.193	54.516	56.034	1:19.643	110.6	13:03.015
4	1	3:24.944	58.432	1:01.088	1:25.424	102.6	19:03.855	4	1	3:07.138	53.376	55.728	1:18.034	112.4	16:10.153
5	1	3:38.551	57.394	1:15.033	1:26.124	96.2	22:42.406	5	1	3:02.492	51.399	54.101	1:16.992	115.2	19:12.645
6	1	3:22.340	57.754	1:00.009	1:24.577	103.9	26:04.746	6	1	3:19.776 B	51.902	54.297	1:33.577	105.3	22:32.421
7	1	3:22.314	56.807	1:00.748	1:24.759	104.0	29:27.060	12 1.Ben GILL FORD Escort 1600 RS 1975 TC1							
3 1.Andrew SMITH 2.John YOUNG TC1								1	1	4:43.478	2:18.401	1:03.497	1:21.580	74.2	4:43.478
1	1	3:25.898	1:12.448	55.416	1:18.034	102.1	3:25.898	2	1	3:14.193	56.463	57.837	1:19.893	108.3	7:57.671
2	1	3:03.210	52.734	54.716	1:15.760	114.8	6:29.108	3	1	3:06.990	52.567	55.129	1:19.294	112.5	11:04.661
3	1	2:56.035	48.687	53.415	1:13.933	119.5	9:25.143	4	1	3:24.465 B	53.670	56.522	1:34.273	102.9	14:29.126
4	1	2:52.072	47.680	50.973	1:13.419	122.2	12:17.215	5	1	4:15.287	2:02.511	55.139	1:17.637	82.4	18:44.413
5	1	3:18.210 B	51.706	54.232	1:32.272	106.1	15:35.425	6	1	3:04.022	50.669	55.458	1:17.895	114.3	21:48.435
6	1	6:01.419	3:52.600	52.943	1:15.876	58.2	21:36.844	7	1	3:02.923	51.638	54.700	1:16.585	115.0	24:51.358
7	1	2:53.461	48.068	50.908	1:14.485	121.2	24:30.305	8	1	3:05.253	50.596	57.705	1:16.952	113.5	27:56.611
8	1	2:52.246	48.097	51.121	1:13.028	122.1	27:22.551	14 1.Mike HUMPHREYS FORD Escort 2000 RS 1971 TC1							
9	1	3:07.314 B	47.579	51.028	1:28.707	112.3	30:29.865	1	1	6:39.286	4:12.620	1:00.144	1:26.522	52.7	6:39.286
5 1.Christophe VAN RIET 2.Raphaël DE BORMAN FORD Escort 1600 1972 TC1								2	1	3:16.433	55.597	55.689	1:25.147	107.1	9:55.719
1	1	3:18.337	1:10.276	53.703	1:14.358	106.0	3:18.337	3	1	3:31.626	1:01.895	1:05.375	1:24.356	99.4	13:27.345
2	1	2:55.296	49.268	52.987	1:13.041	120.0	6:13.633	4	1	3:25.318 B	54.046	56.377	1:34.895	102.4	16:52.663
3	1	2:49.930	47.392	50.328	1:12.210	123.8	9:03.563	5	1	6:46.322	4:30.777	56.172	1:19.373	51.8	23:38.985
4	1	2:53.821	47.921	52.287	1:13.613	121.0	11:57.384	6	1	3:08.753	53.088	55.466	1:20.199	111.4	26:47.738
5	1	2:52.397	47.986	50.304	1:14.107	122.0	14:49.781	7	1	3:06.166	52.038	54.725	1:19.403	113.0	29:53.904
6	1	3:15.687 B	47.968	54.850	1:32.869	107.5	18:05.468	17 1.Steve DANCE FORD Capri 2600 RS 1972 TC1							
7	1	4:16.198	2:11.567	52.222	1:12.409	82.1	22:21.666	1	1	7:19.445	5:00.806	59.921	1:18.718	47.9	7:19.445
8	1	2:51.566	48.523	51.019	1:12.024	122.6	25:13.232	2	1	2:58.419	49.842	53.480	1:15.097	117.9	10:17.864
9	1	2:53.609	48.594	50.833	1:14.182	121.1	28:06.841	3	1	2:58.029	50.838	53.111	1:14.080	118.1	13:15.893
7 1.Eric BROUTIN 2.Benjamin DE FORTIS CHEVROLET Camaro Z 28 1967 TC1								4	1	2:50.701	47.761	50.549	1:12.391	123.2	16:06.594
1	1	6:40.141	4:00.830	1:05.173	1:34.138	52.6	6:40.141	5	1	2:51.828	47.903	50.737	1:13.188	122.4	18:58.422
2	1	3:35.896	1:00.648	1:01.817	1:33.431	97.4	10:16.037	6	1	2:51.647	48.776	51.011	1:11.860	122.5	21:50.069
3	1	3:28.369	59.794	1:02.183	1:26.392	100.9	13:44.406	7	1	2:52.151	49.571	50.852	1:11.728	122.2	24:42.220
4	1	3:21.859	56.566	59.839	1:25.454	104.2	17:06.265	8	1	2:51.774	48.495	52.195	1:11.084	122.4	27:33.994
5	1	3:32.981 B	55.125	1:01.470	1:36.386	98.7	20:39.246	9	1	3:14.479 B	47.048	50.218	1:37.213	108.1	30:48.473
6	1	6:17.520	3:21.604	1:25.059	1:30.857	55.7	26:56.766	19 1.Tim SUMMERS 2.Richard MEADEN ROVER Vitesse 1981 TC1							
7	1	3:46.996 B	59.422	1:00.055	1:47.519	92.7	30:43.762	1	1	4:59.340	2:33.619	1:03.737	1:21.984	70.3	4:59.340
8 1.Jean Marc BUSOLINI 2.Julien BUSSOLINI ALFA ROMEO GTV 6 1984 TC1								2	1	3:11.061	52.536	58.838	1:19.687	110.1	8:10.401
1	1	3:24.590	1:04.076	59.443	1:21.071	102.8	3:24.590	3	1	3:11.367	53.863	57.670	1:19.834	109.9	11:21.768
2	1	3:12.045	52.611	57.671	1:21.763	109.5	6:36.635	4	1	3:20.141 B	51.249	55.344	1:33.548	105.1	14:41.909
3	1	3:08.874	52.973	56.077	1:19.824	111.4	9:45.509	5	1	4:58.340	2:51.497	52.668	1:14.175	70.5	19:40.249
4	1	3:23.126 B	57.231	56.728	1:29.167	103.5	13:08.635	6	1	2:54.445	48.249	51.168	1:15.028	120.6	22:34.694
5	1	5:31.758	3:13.116	57.868	1:20.774	63.4	18:40.393	7	1	3:05.196 B	48.480	48.012	1:28.704	113.6	25:39.890
6	1	3:08.248	52.599	56.234	1:19.415	111.7	21:48.641	20 1.Christian DUMOLIN FORD Mustang 289 1965 TC2							
7	1	3:16.578	1:00.253	56.614	1:19.711	107.0	25:05.219	1	1	3:07.635	51.056	55.608	1:20.971	112.1	28:12.854
8	1	3:07.635	51.056	55.608	1:20.971	112.1	28:12.854								

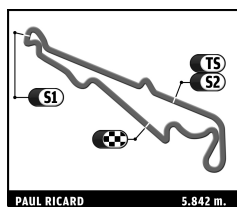


HERITAGE TOURING CUP DIX MILLE TOURS FREE PRACTICE

Analysis

Personal Best Session Best B Crossing the finish line in 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	4:05.609 B	1:20.869	1:04.691	1:40.049	85.6	4:05.609	51	1	6:50.168	4:25.739	1:01.299	1:23.130	51.3	6:50.168
2	1	4:00.256	1:29.400	1:02.711	1:28.145	87.5	8:05.865	2	1	3:26.082	55.699	58.666	1:31.717	102.1	10:16.250
3	1	3:27.372	57.764	1:04.013	1:25.595	101.4	11:33.237	3	1	3:29.140 B	55.610	59.372	1:34.158	100.6	13:45.390
4	1	3:23.647	56.258	1:00.415	1:26.974	103.3	14:56.884	4	1	7:35.371	5:14.521	58.868	1:21.982	46.2	21:20.761
5	1	3:25.466	57.608	1:00.060	1:27.798	102.4	18:22.350	5	1	3:15.430	55.504	58.870	1:21.056	107.6	24:36.191
6	1	3:31.561 B	54.326	59.976	1:37.259	99.4	21:53.911	6	1	3:12.247	53.480	59.004	1:19.763	109.4	27:48.438
7	1	4:19.894	1:51.752	59.804	1:28.338	80.9	26:13.805								
8	1	3:21.922	56.484	59.050	1:26.388	104.2	29:35.727								
22 1.Andrew BEVERLEY VOLVO 240 Turbo 1984 TC1								56 1.Steve SOPER ROVER 3500S 1982 TC1							
1	1	6:21.657	3:49.711	1:08.134	1:23.812	55.1	6:21.657	1	1	3:49.716	1:12.516	1:04.306	1:32.894	91.6	3:49.716
2	1	3:13.196	53.623	57.487	1:22.086	108.9	9:34.853	2	1	3:33.624	1:00.135	1:05.266	1:28.223	98.4	7:23.340
3	1	3:06.862	52.238	55.988	1:18.636	112.5	12:41.715	3	1	3:29.345	57.962	1:02.563	1:28.820	100.5	10:52.685
4	1	3:20.782 B	52.841	54.238	1:33.703	104.7	16:02.497	4	1	3:28.920	58.813	1:01.345	1:28.762	100.7	14:21.605
5	1	5:41.747	3:23.444	58.098	1:20.205	61.5	21:44.244	5	1	3:27.622	57.607	1:02.219	1:27.796	101.3	17:49.227
6	1	3:13.167	1:01.839	54.190	1:17.138	108.9	24:57.411	6	1	3:37.526 B	56.321	1:01.483	1:39.722	96.7	21:26.753
7	1	3:25.687 B	53.642	56.490	1:35.555	102.2	28:23.098	7	1	4:50.779	2:26.991	1:00.496	1:23.292	72.3	26:17.532
28 1.Philippe SCEMAMA BMW 3.0 CSL 1973 TC1								8	1	3:17.202	54.792	58.309	1:24.101	106.6	29:34.734
1	1	6:00.260 B	3:11.717	1:13.047	1:35.496	58.4	6:00.260	59 1.Lucien GUITTENY ALFA ROMEO 1750 GTAM 1969 TC1							
2	1	5:08.173	2:51.611	56.634	1:19.928	68.2	11:08.433	1	1	3:52.658	1:16.007	1:07.474	1:29.177	90.4	3:52.658
3	1	3:09.487	52.816	56.326	1:20.345	111.0	14:17.920	2	1	3:33.062	59.267	1:06.177	1:27.618	98.7	7:25.720
4	1	3:19.870 B	52.409	54.927	1:32.534	105.2	17:37.790	3	1	3:29.048	58.691	1:01.997	1:28.360	100.6	10:54.768
30 1.Christian TRABER BMW 2002 TI 1970 TC1								4	1	3:44.648 B	59.083	1:03.900	1:41.665	93.6	14:39.416
1	1	7:35.815	5:08.174	1:02.466	1:25.175	46.1	7:35.815	5	1	6:40.288	4:12.255	1:01.577	1:26.456	52.5	21:19.704
2	1	3:18.630	54.615	59.472	1:24.543	105.9	10:54.445	6	1	3:48.273 B	58.819	1:03.933	1:45.521	92.1	25:07.977
3	1	3:14.410	54.765	58.687	1:20.958	108.2	14:08.855	61 1.Erik MARIS ALFA ROMEO GTV 6 1984 TC1							
4	1	3:26.522 B	55.551	57.847	1:33.124	101.8	17:35.377	1	1	9:44.803	7:02.835	1:01.668	1:40.300	36.0	9:44.803
5	1	7:00.420	4:03.752	1:18.420	1:38.248	50.0	24:35.797	2	1	4:17.096	1:03.275	1:04.651	2:09.170	81.8	14:01.899
6	1	3:46.402	1:04.078	1:09.882	1:32.442	92.9	28:22.199	3	1	4:45.670 B	1:25.119	1:01.896	2:18.655	73.6	18:47.569
38 1.Pierre MODAS FORD Mustang 289 1965 TC2								4	1	4:44.651	2:16.119	1:01.585	1:26.947	73.9	23:32.220
1	1	5:10.963	2:29.577	1:07.600	1:33.786	67.6	5:10.963	5	1	3:41.376	1:13.066	1:01.903	1:26.407	95.0	27:13.596
2	1	3:33.417	1:00.573	1:02.184	1:30.660	98.5	8:44.380	6	1	3:37.782 B	57.139	1:00.719	1:39.924	96.6	30:51.378
3	1	3:29.997	58.556	1:01.782	1:29.659	100.2	12:14.377	62 1.Günther SCHINDLER BMW 2002 TI 1971 TC1							
4	1	3:44.889 B	58.556	1:01.377	1:44.956	93.5	15:59.266	1	1	4:39.739	2:05.523	1:03.571	1:30.645	75.2	4:39.739
5	1	6:35.206	3:59.840	1:05.197	1:30.169	53.2	22:34.472	2	1	3:28.610	58.615	1:02.870	1:27.125	100.8	8:08.349
6	1	3:26.120	58.220	1:01.576	1:26.324	102.0	26:00.592	3	1	3:26.721	57.824	1:02.333	1:26.564	101.7	11:35.070
7	1	3:27.403	57.806	1:01.413	1:28.184	101.4	29:27.995	4	1	3:23.219	57.349	1:00.060	1:25.810	103.5	14:58.289
45 1.Michel MHITARIAN BMW 3.0 CSL 1974 TC1								5	1	3:36.975 B	56.814	1:01.086	1:39.075	96.9	18:35.264
1	1	3:56.181	1:26.193	1:03.457	1:26.531	89.0	3:56.181	6	1	4:48.736	2:23.228	59.351	1:26.157	72.8	23:24.000
2	1	3:17.389	56.416	59.983	1:20.990	106.5	7:13.570	7	1	3:36.941 B	56.304	1:00.919	1:39.718	96.9	27:00.941
3	1	3:24.762 B	54.339	57.353	1:33.070	102.7	10:38.332	67 1.Eric EVERARD CHEVROLET Camaro Z 28 1967 TC1							
4	1	7:38.182	5:17.659	59.254	1:21.269	45.9	18:16.514	1	1	4:21.208	1:40.655	1:07.798	1:32.755	80.5	4:21.208
5	1	3:04.767	51.835	53.965	1:18.967	113.8	21:21.281	2	1	3:31.971	1:00.105	1:02.150	1:29.716	99.2	7:53.179
6	1	3:05.762	54.389	52.107	1:19.266	113.2	24:27.043	3	1	3:36.147	1:02.538	1:02.762	1:30.847	97.3	11:29.326
7	1	3:22.293 B	53.649	55.452	1:33.192	104.0	27:49.336	4	1	3:26.298	58.172	1:00.820	1:27.306	101.9	14:55.624



HERITAGE TOURING CUP DIX MILLE TOURS FREE PRACTICE

Analysis

Personal Best Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
5	1	3:26.014	57.266	59.494	1:29.254	102.1	18:21.638	5	1	6:56.811	3:57.707	1:22.781	1:36.323	50.5	24:29.532
6	1	3:25.807	56.862	59.552	1:29.393	102.2	21:47.445	6	1	3:40.154	1:06.482	1:02.910	1:30.762	95.5	28:09.686
7	1	3:30.464	1:00.379	1:02.590	1:27.495	99.9	25:17.909								
8	1	3:23.791	55.839	1:01.163	1:26.789	103.2	28:41.700								

68		1.Marc GODFROY						FORD Mustang 289 1965	TC2
1	1	8:28.955	5:44.137	1:10.207	1:34.611	41.3	8:28.955		
2	1	3:55.029 B	59.937	1:07.005	1:48.087	89.5	12:23.984		
3	1	6:22.910	3:50.135	1:04.101	1:28.674	54.9	18:46.894		
4	1	3:26.300	56.706	1:01.875	1:27.719	101.9	22:13.194		
5	1	3:19.498	57.511	55.491	1:26.496	105.4	25:32.692		
6	1	3:23.847	56.273	1:01.305	1:26.269	103.2	28:56.539		

69		1.David FERRER 2.Mr JOHN OF B					TC1
1	1	10:14.044	7:46.989	1:01.305	1:25.750	34.3	10:14.044
2	1	3:16.387	53.882	57.601	1:24.904	107.1	13:30.431
3	1	3:33.062 B	58.997	59.026	1:35.039	98.7	17:03.493

71		BMW 3.0 CSI 1972					
1.Jean-Marie BELLETESTE		TC2					
2.Jean-Pierre LESTRADE							
1	1	4:38.950	1:51.041	1:13.130	1:34.779	75.4	4:38.950
2	1	3:44.723	1:04.248	1:07.152	1:33.323	93.6	8:23.673
3	1	3:38.458	1:01.099	1:06.987	1:30.372	96.3	12:02.131
4	1	3:37.627	1:01.189	1:05.673	1:30.765	96.6	15:39.758
5	1	3:34.330	1:00.563	1:03.389	1:30.378	98.1	19:14.088
6	1	3:33.612	1:00.165	1:04.080	1:29.367	98.5	22:47.700
7	1	3:33.987	1:00.550	1:02.924	1:30.513	98.3	26:21.687

72

1.Cuy F GF MESTROT

2.Jose DA ROCHA

1	1	5:14.697	2:42.025	1:05.753	1:26.919	66.8	5:14.697
2	1	3:15.637	56.615	59.453	1:19.569	107.5	8:30.334
3	1	3:15.471	55.013	1:00.536	1:19.922	107.6	11:45.805
4	1	3:21.696 B	51.389	56.422	1:33.885	104.3	15:07.501
5	1	5:45.999	3:27.383	59.570	1:19.046	60.8	20:53.500
6	1	3:10.816	52.521	58.199	1:20.096	110.2	24:04.316
7	1	3:08.278	50.827	54.609	1:22.842	111.7	27:12.594
8	1	3:28.598 B	52.421	55.928	1:40.249	100.8	30:41.192

75		BMW 3.0 CSL 1975					
		1.Eric MESTDAGH					TC1
		2.Pierre-Alain THIBAUT					
1	1	4:38.981	2:17.375	59.976	1:21.630	75.4	4:38.981
2	1	3:15.066	56.821	58.270	1:19.975	107.8	7:54.047
3	1	3:26.535 B	53.862	56.595	1:36.078	101.8	11:20.582
4	1	15:12.132	...	54.900	1:18.806	23.1	26:32.714
5	1	3:04.091	51.322	54.535	1:18.234	114.2	29:36.805

76		BMW 3.0 CSL 1970						TC1
		1.François LEVEQUE						
		2.Rémi GAMMAL						
1	1	4:34.281	2:00.047	1:04.413	1:29.821	76.7	4:34.281	
2	1	3:30.610	59.156	1:02.874	1:28.580	99.9	8:04.891	
3	1	4:13.560 B	57.353	1:37.774	1:38.433	82.9	12:18.451	
4	1	5:14.270 B	2:38.341	59.153	1:36.776	66.9	17:32.721	

77		1.Dominik ROSCHMANN						BMW 3.0 CSL 1971	
								TC1	
1	1	4:04.386	1:33.206	1:06.242	1:24.938	86.1	4:04.386		
2	1	3:35.188 B	54.895	59.691	1:40.602	97.7	7:39.574		
3	1	5:40.102	3:18.477	59.520	1:22.105	61.8	13:19.676		
4	1	3:24.901 B	54.692	57.668	1:32.541	102.6	16:44.577		
5	1	4:42.903	2:21.815	1:00.386	1:20.702	74.3	21:27.480		
6	1	3:14.900	54.701	59.976	1:20.223	107.9	24:42.380		
7	1	3:32.508 B	56.370	1:03.009	1:33.129	99.0	28:14.888		

92	BMW 3.0 CSL 1972						
	1.Jean-Claude BASSO						TC1
	2.Ronald BASSO						
1	1	24:22.360	...	1:15.975	1:30.808	14.4	24:22.360
2	1	3:42.131	1:03.710	1:08.879	1:29.542	94.7	28:04.491