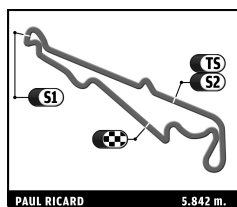


HERITAGE TOURING CUP DIX MILLE TOURS QUALIFYING

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 BMW 528i 1982 1.Richard HOPE 2.Paul BEDDOW TC1								8 ALFA ROMEO GTV 6 1984 1.Jean Marc BUSOLINI 2.Julien BUSSOLINI TC1							
1	1	4:56.653	2:21.441	1:06.979	1:28.233	70.9	4:56.653	1	1	4:26.435	2:03.525	1:02.052	1:20.858	78.9	4:26.435
2	1	3:26.898	58.042	1:02.278	1:26.578	101.7	8:23.551	2	1	3:09.579	52.317	56.118	1:21.144	110.9	7:36.014
3	1	3:31.891	57.200	1:03.290	1:31.401	99.3	11:55.442	3	1	3:05.522	51.286	55.466	1:18.770	113.4	10:41.536
4	1	3:23.185	57.580	1:01.192	1:24.413	103.5	15:18.627	4	1	3:05.839	50.756	55.998	1:19.085	113.2	13:47.375
5	1	3:21.382	56.219	1:00.134	1:25.029	104.4	18:40.009	5	1	3:05.723	51.145	55.023	1:19.555	113.2	16:53.098
6	1	3:34.839 B	56.910	1:00.245	1:37.684	97.9	22:14.848	6	1	3:17.512 B	52.426	56.958	1:28.128	106.5	20:10.610
7	1	9:24.177	6:56.598	1:02.046	1:25.533	37.3	31:39.025	7	1	5:03.436	2:48.574	56.482	1:18.380	69.3	25:14.046
8	1	3:16.333	54.343	59.357	1:22.633	107.1	34:55.358	8	1	3:11.878 B	51.230	56.183	1:24.465	109.6	28:25.924
9	1	3:18.169	54.658	59.407	1:24.104	106.1	38:13.527	9	1	8:12.337	5:28.854	1:08.300	1:35.183	42.7	36:38.261
10	1	3:15.010	54.864	59.125	1:21.021	107.8	41:28.537	10	1	3:24.983 B	54.298	1:00.369	1:30.316	102.6	40:03.244
3 FORD CAPRI RS 3100 BROADSPEED 1973 1.Andrew SMITH 2.Steven SOPER TC1								10 BMW 635 CSi 1984 1.Richard HOPE 2.Paul BEDDOW TC1							
1	1	3:46.851	1:26.676	58.240	1:21.935	92.7	3:46.851	1	1	5:22.854	3:06.849	56.559	1:19.446	65.1	5:22.854
2	1	3:05.336	51.429	55.464	1:18.443	113.5	6:52.187	2	1	3:08.556	52.395	56.268	1:19.893	111.5	8:31.410
3	1	3:01.802	50.806	54.594	1:16.402	115.7	9:53.989	3	1	3:08.830	53.034	55.707	1:20.089	111.4	11:40.240
4	1	2:58.687	48.816	53.436	1:16.435	117.7	12:52.676	4	1	3:08.643	52.515	56.650	1:19.478	111.5	14:48.883
5	1	3:44.269 B	1:08.601	1:01.069	1:34.599	93.8	16:36.945	5	1	3:26.198 B	51.351	55.159	1:39.688	102.0	18:15.081
6	1	5:12.357	2:36.723	1:06.288	1:29.346	67.3	21:49.302	6	1	7:04.717	4:39.841	1:01.426	1:23.450	49.5	25:19.798
7	1	2:56.618	48.946	54.167	1:13.505	119.1	24:45.920	7	1	3:12.262	52.946	58.452	1:20.864	109.4	28:32.060
8	1	2:52.122	48.289	51.168	1:12.665	122.2	27:38.042	8	1	3:13.752	55.628	58.525	1:19.599	108.5	31:45.812
9	1	2:52.075	47.291	50.892	1:13.892	122.2	30:30.117	9	1	3:07.124	52.228	55.972	1:18.924	112.4	34:52.936
10	1	2:46.904	44.936	50.093	1:11.875	126.0	33:17.021	10	1	3:06.813	52.051	55.490	1:19.272	112.6	37:59.749
11	1	2:47.456	46.922	49.983	1:10.551	125.6	36:04.477	11	1	3:03.406	50.807	55.560	1:17.039	114.7	41:03.155
12	1	2:46.736	46.111	50.672	1:09.953	126.1	38:51.213	12 FORD Escort 1600 RS 1975 1.Ben GILL TC1							
13	1	3:02.827 B	47.268	49.715	1:25.844	115.0	41:54.040	1	1	4:05.109	1:37.278	1:03.955	1:23.876	85.8	4:05.109
5 FORD Escort 1600 1972 1.Christophe VAN RIET 2.Raphaël DE BORMAN TC1								2	1	3:29.740 B	54.327	58.185	1:37.228	100.3	7:34.849
1	1	3:08.349	1:01.833	52.947	1:13.569	111.7	3:08.349	3	1	4:40.270	2:03.292	1:14.261	1:22.717	75.0	12:15.119
2	1	2:54.293	48.092	51.661	1:14.540	120.7	6:02.642	4	1	3:29.493	1:06.998	59.447	1:23.048	100.4	15:44.612
3	1	2:54.701	47.994	52.330	1:14.377	120.4	8:57.343	5	1	3:10.863	53.361	56.845	1:20.657	110.2	18:55.475
4	1	3:10.454 B	48.197	52.249	1:30.008	110.4	12:07.797	6	1	3:32.578 B	56.868	59.825	1:35.885	98.9	22:28.053
5	1	15:38.459	...	56.294	1:18.906	22.4	27:46.256	7	1	6:21.334	4:10.364	54.614	1:16.356	55.2	28:49.387
6	1	3:01.338	50.932	54.204	1:16.202	116.0	30:47.594	8	1	3:00.228	51.117	54.436	1:14.675	116.7	31:49.615
7	1	3:01.338	50.804	54.413	1:16.121	116.0	33:48.932	9	1	3:01.635	50.721	54.049	1:16.865	115.8	34:51.250
8	1	2:59.624	50.259	53.515	1:15.850	117.1	36:48.556	10	1	3:17.641	49.816	53.480	1:34.345	106.4	38:08.891
9	1	2:58.687	49.865	53.610	1:15.212	117.7	39:47.243	11	1	2:56.145	48.775	52.697	1:14.673	119.4	41:05.036
10	1	2:58.664	50.428	52.925	1:15.311	117.7	42:45.907	14 FORD Escort 2000 RS 1971 1.Mike HUMPHREYS TC1							
7 CHEVROLET Camaro Z 28 1967 1.Eric BROUTIN 2.Benjamin DE FORTIS TC1								1	1	12:52.104	...	58.420	1:20.951	27.2	12:52.104
1	1	3:54.348	1:24.747	1:04.043	1:25.558	89.7	3:54.348	2	1	3:05.812	52.790	54.985	1:18.037	113.2	15:57.916
2	1	3:15.556	54.084	57.906	1:23.566	107.5	7:09.904	3	1	3:04.916	51.463	54.705	1:18.748	113.7	19:02.832
3	1	3:16.600	54.388	57.917	1:24.295	107.0	10:26.504	4	1	3:20.301 B	51.020	55.369	1:33.912	105.0	22:23.133
4	1	3:13.534	53.444	56.780	1:23.310	108.7	13:40.038	5	1	16:43.100	...	56.626	1:17.674	21.0	39:06.233
5	1	3:12.285	53.669	56.664	1:21.952	109.4	16:52.323	6	1	2:58.725	49.234	54.156	1:15.335	117.7	42:04.958
6	1	3:12.727	53.139	58.050	1:21.538	109.1	20:05.050	17 FORD Capri 2600 RS 1972 1.Steve DANCE TC1							
7	1	3:21.612 B	53.115	56.251	1:32.246	104.3	23:26.662	1	1	4:17.636	2:05.271	56.230	1:16.135	81.6	4:17.636
8	1	5:18.314	2:51.389	1:02.702	1:24.223	66.1	28:44.976								
9	1	3:18.307	56.492	57.853	1:23.962	106.1	32:03.283								
10	1	3:11.305	52.807	56.683	1:21.815	109.9	35:14.588								
11	1	3:07.816	51.612	56.107	1:20.097	112.0	38:22.404								

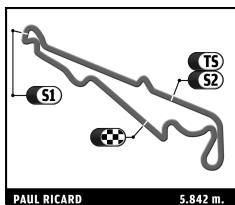


HERITAGE TOURING CUP DIX MILLE TOURS QUALIFYING

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	2:58.681	49.111	55.826	1:13.744	117.7	7:16.317	4	1	2:59.703	49.734	53.664	1:16.305	117.0	12:56.904																											
3	1	2:56.459	47.908	52.675	1:15.876	119.2	10:12.776	5	1	3:16.926 B	50.269	54.576	1:32.081	106.8	16:13.830																											
4	1	2:53.576	47.488	52.527	1:13.561	121.2	13:06.352	6	1	16:45.954	...	53.279	1:19.401	20.9	32:59.784																											
5	1	2:52.221	47.664	51.821	1:12.736	122.1	15:58.573	7	1	5:05.282	2:53.378	56.513	1:15.391	68.9	38:05.066																											
6	1	2:52.005	47.145	51.808	1:13.052	122.3	18:50.578								BMW 2002 Ti 1970 TC1																											
7	1	3:05.765 B	48.910	52.274	1:24.581	113.2	21:56.343								1.Christian TRABER 2.Nicolas TRABER																											
8	1	8:41.704	6:31.517	54.844	1:15.343	40.3	30:38.047	1	1	4:26.205	1:47.669	1:08.162	1:30.374	79.0	4:26.205																											
9	1	2:57.564	49.411	53.490	1:14.663	118.4	33:35.611	2	1	3:40.264	1:03.030	1:07.036	1:30.198	95.5	8:06.469																											
10	1	2:56.215	48.666	53.080	1:14.469	119.3	36:31.826	3	1	3:28.382	58.733	1:02.071	1:27.578	100.9	11:34.851																											
11	1	2:54.676	48.285	52.937	1:13.454	120.4	39:26.502	4	1	3:26.128	56.469	1:01.840	1:27.819	102.0	15:00.979																											
12	1	2:54.107	48.684	52.414	1:13.009	120.8	42:20.609	5	1	3:44.803 B	55.519	1:03.158	1:46.126	93.6	18:45.782																											
																6			1	9:35.619	7:12.918	1:00.757	1:21.944	36.5	28:21.401																	
																7			1	3:14.183	57.046	57.700	1:19.437	108.3	31:35.584																	
																8			1	3:06.143	51.072	56.511	1:18.560	113.0	34:41.727																	
																9			1	3:14.421	56.695	58.141	1:19.585	108.2	37:56.148																	
																10			1	3:05.201	51.687	56.594	1:16.920	113.6	41:01.349																	
																							BMW 635 CSI 1984 TC1																			
																							1			1	5:07.209	1:50.225	1:10.492	2:06.492	68.5	5:07.209										
																							2			1	4:27.181	1:06.224	1:39.226	1:41.731	78.7	9:34.390										
																							3			1	4:03.999	1:09.489	1:11.325	1:43.185	86.2	13:38.389										
																							4			1	4:34.942 B	1:11.514	1:18.052	2:05.376	76.5	18:13.331										
																							5			1	5:56.613	3:21.252	1:06.359	1:29.002	59.0	24:09.944										
																							6			1	3:47.942	1:18.497	1:04.239	1:25.206	92.3	27:57.886										
																							7			1	3:24.031	57.974	1:01.742	1:24.315	103.1	31:21.917										
																							8			1	3:19.051	56.660	1:00.256	1:22.135	105.7	34:40.968										
																							9			1	3:18.710	56.810	1:00.635	1:21.265	105.8	37:59.678										
																							10			1	3:16.008	55.717	59.059	1:21.232	107.3	41:15.686										
																																	FORD Capri 2600 RS 1971 TC1									
																							1			1	24:18.202	...	1:05.765	1:27.973	14.4	24:18.202										
																							2			1	3:33.558	59.913	1:05.339	1:28.306	98.5	27:51.760										
																							3			1	3:21.605	55.944	1:01.272	1:24.389	104.3	31:13.365										
																							4			1	3:15.582	53.894	57.718	1:23.970	107.5	34:28.947										
																							5			1	3:10.533	54.408	56.241	1:19.884	110.4	37:39.480										
																							6			1	3:05.150	51.772	56.291	1:17.087	113.6	40:44.630										
																														FORD Mustang 289 1965 TC2												
																							1			1	4:11.098	1:30.278	1:08.038	1:32.782	83.8	4:11.098										
																							2			1	3:33.159	1:00.235	1:01.978	1:30.946	98.7	7:44.257										
																							3			1	3:29.779	57.254	1:01.614	1:30.911	100.3	11:14.036										
																							4			1	3:26.540	56.888	1:01.063	1:28.589	101.8	14:40.576										
																							5			1	3:26.903	55.972	1:01.308	1:29.623	101.6	18:07.479										
																							6			1	3:27.191	57.041	1:00.537	1:29.613	101.5	21:34.670										
																							7			1	3:38.115 B	56.781	1:00.677	1:40.657	96.4	25:12.785										
																							8			1	5:25.340	2:57.794	1:01.020	1:26.526	64.6	30:38.125										
																							9			1	3:19.567	55.897	1:00.036	1:23.634	105.4	33:57.692										
																							10			1	3:14.247	53.857	58.377	1:22.013	108.3	37:11.939										
																							11			1	3:12.673	52.707	57.625	1:22.341	109.2	40:24.612										
																																								ROVER Vitesse 1981 TC1		
																							1			1	3:44.812	1:32.437	55.326	1:17.049	93.6	3:44.812										
																							2			1	2:53.059	47.917	52.150	1:12.992	121.5	6:37.871										
																							3			1	3:14.904 B	50.126	55.238	1:29.540	107.9	9:52.775										
																							4			1	7:24.096	5:11.686	54.771	1:17.639	47.4	17:16.871										
																							5			1	2:58.467	49.766	53.363	1:15.338	117.8	20:15.338										
																							6			1	2:58.541	50.383	52.852	1:15.306	117.8	23:13.879										
																							7			1	3:10.485 B	50.074	52.773	1:27.638	110.4	26:24.364										
																							8			1	4:57.877	2:37.759	59.058	1:21.060	70.6	31:22.241										
																							9			1	3:04.019	50.846	55.751	1:17.422	114.3	34:26.260										
																							10			1	3:04.929	50.741	55.087	1:19.161	113.7	37:31.249										
																							11			1	3:01.789	51.112	55.127	1:15.490	115.7	40:32.978										
																														FORD Mustang 289 1965 TC2												
																							1			1	3:30.956	1:07.247	58.932	1:24.777	99.7	3:30.956										
																							2			1	3:21.109	53.830	59.428	1:27.851	104.6	6:52.065										
																							3			1	3:21.355	56.447	59.392	1:25.516	104.4	10:13.420										
																							4			1	3:21.063	56.306	59.612	1:25.145	104.6	13:34.483										
																							5			1	3:22.829	56.475	59.349	1:27.005	103.7	16:57.312										
																							6			1	3:16.764	54.520	58.318	1:23.926	106.9	20:14.076										
																							7			1	3:20.115	55.530	59.207	1:25.378	105.1	23:34.191										
																							8			1	3:21.371	58.451	59.206	1:23.714	104.4	26:55.562										
																							9			1	3:13.828	53.892	57.057	1:22.879	108.5	30:09.390										
																							10			1	3:12.302	52.914	56.836	1:22.552	109.4	33:21.692										
																							11			1	3:14.374	53.484	58.297	1:22.593	108.2	36:36.066										
																							12			1	3:12.463	53.122	57.400	1:21.941	109.3	39:48.529										
																							13			1	3:10.763	53.482	55.846	1:21.435	110.2	42:59.292										
																														VOLVO 240 Turbo 1984 TC1												
																							1			1	3:13.362	1:03.129	54.029	1:16.204	108.8	3:13.362										
																							2			1	2:55.649	48.243	51.856	1:15.550	119.7	6:09.011										
																							3			1	3:13.679 B	48.912	53.196	1:31.571	108.6	9:22.690										
																							4			1	21:13.413	...	1:01.805	1:29.235	16.5	30:36.103										
																							5			1	3:26.726 B	53.559	57.432	1:35.735	101.7	34:02.829										
																							6			1	6:32.715 B	3:54.622	1:02.642	1:35.451	53.6	40:35.544										
																														BMW 3.0 CSL 1973 TC1												
																							1			1	3:39.813	1:09.702	1:06.509	1:23.602	95.7	3:39.813										
																							2			1	3:08.088	52.411	57.270	1:18.407	111.8	6:47.901										
																							3			1	3:09.300	55.813	54.904	1:18.583	111.1	9:57.201										

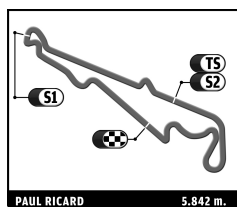


HERITAGE TOURING CUP DIX MILLE TOURS QUALIFYING

Analysis

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

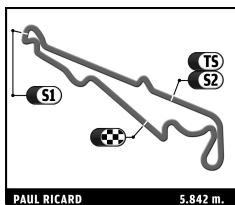
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
45 1.Michel MHITARIAN BMW 3.0 CSL 1974 TC1								7	1	6:11.288	3:49.657	58.468	1:23.163	56.6	26:33.001
1	1	4:11.452	1:39.168	1:04.228	1:28.056	83.6	4:11.452	8	1	3:11.981	52.730	58.625	1:20.626	109.5	29:44.982
2	1	3:11.350	54.835	57.580	1:18.935	109.9	7:22.802	9	1	3:10.291	52.411	57.972	1:19.908	110.5	32:55.273
3	1	3:12.046 B	51.211	53.006	1:27.829	109.5	10:34.848	10	1	3:12.606	53.931	57.999	1:20.676	109.2	36:07.879
4	1	4:55.996	2:43.855	54.368	1:17.773	71.1	15:30.844	11	1	3:06.240	51.404	55.929	1:18.907	112.9	39:14.119
5	1	3:02.409	50.313	54.102	1:17.994	115.3	18:33.253	12	1	3:04.540	51.091	55.521	1:17.928	114.0	42:18.659
6	1	3:18.153 B	49.930	55.354	1:32.869	106.1	21:51.406	61 1.Erik MARIS ALFA ROMEO GTV 6 1984 TC1							
7	1	7:34.745	5:14.164	1:01.243	1:19.338	46.2	29:26.151	1	1	4:34.154	2:00.501	1:04.760	1:28.893	76.7	4:34.154
8	1	3:00.137	50.616	54.123	1:15.398	116.8	32:26.288	2	1	3:29.395 B	55.866	1:01.641	1:31.888	100.4	8:03.549
9	1	3:19.180 B	50.043	55.790	1:33.347	105.6	35:45.468	3	1	4:01.286	1:37.974	59.625	1:23.687	87.2	12:04.835
51 1.Benjamin PORON BMW 320 1980 TC1								4	1	3:14.595	54.385	59.245	1:20.965	108.1	15:19.430
1	1	4:26.897 B	1:45.649	1:00.809	1:40.439	78.8	4:26.897	5	1	3:19.479	54.194	57.552	1:27.733	105.4	18:38.909
2	1	3:10.049	...	1:04.254	1:19.785	11.3	35:33.946	6	1	3:40.975	1:05.000	58.572	1:37.403	95.2	22:19.884
3	1	3:05.570	51.142	56.597	1:17.831	113.3	38:39.516	7	1	3:10.346	52.481	57.598	1:20.267	110.5	25:30.230
4	1	3:05.262	51.859	56.918	1:16.485	113.5	41:44.778	8	1	3:09.755	51.831	58.383	1:19.541	110.8	28:39.985
52 1.Yves SCEMAMA FORD Capri 2600 RS 1972 TC1								9	1	3:08.245	51.613	57.126	1:19.506	111.7	31:48.230
1	1	3:47.961	1:19.388	1:02.434	1:26.139	92.3	3:47.961	10	1	3:07.450	51.809	56.828	1:18.813	112.2	34:55.680
2	1	3:15.231	54.154	58.585	1:22.492	107.7	7:03.192	11	1	3:07.453	52.356	56.524	1:18.573	112.2	38:03.133
3	1	3:11.652	53.224	56.948	1:21.480	109.7	10:14.844	12	1	3:06.661	52.107	56.918	1:17.636	112.7	41:09.794
4	1	3:09.049	52.277	56.193	1:20.579	111.2	13:23.893	62 1.Günther SCHINDLER BMW 2002 TI 1971 TC1							
5	1	3:42.369 B	1:11.516	56.159	1:34.694	94.6	17:06.262	1	1	4:49.738 B	1:57.417	1:06.630	1:45.691	72.6	4:49.738
6	1	4:52.154	2:35.910	56.439	1:19.805	72.0	21:58.416	2	1	12:33.913	...	1:02.551	1:24.040	27.9	17:23.651
7	1	3:06.598	52.822	55.704	1:18.072	112.7	25:05.014	3	1	3:19.499	54.785	1:00.757	1:23.957	105.4	20:43.150
8	1	3:03.520	51.233	54.851	1:17.436	114.6	28:08.534	4	1	3:21.622	56.364	1:00.911	1:24.347	104.3	24:04.772
9	1	3:01.503	51.377	54.879	1:15.247	115.9	31:10.037	5	1	3:34.204 B	56.815	1:00.750	1:36.639	98.2	27:38.976
10	1	3:52.360 B	49.867	1:08.532	1:53.961	90.5	35:02.397	6	1	5:20.123	2:56.223	1:00.940	1:22.960	65.7	32:59.099
56 1.Steve SOPER ROVER 3500S 1982 TC1 2.John YOUNG								7	1	3:15.657	55.044	58.915	1:21.698	107.5	36:14.756
1	1	4:10.227	1:38.092	1:04.560	1:27.575	84.0	4:10.227	8	1	3:14.023	53.407	58.436	1:22.180	108.4	39:28.779
2	1	3:23.115	55.506	1:01.467	1:26.142	103.5	7:33.342	67 1.Eric EVERARD CHEVROLET Camaro Z 28 1967 TC1							
3	1	3:26.984	56.350	1:03.061	1:27.573	101.6	11:00.326	1	1	3:38.131	1:12.639	59.952	1:25.540	96.4	3:38.131
4	1	3:20.618	55.413	59.897	1:25.308	104.8	14:20.944	2	1	3:18.998	54.008	59.978	1:25.012	105.7	6:57.129
5	1	3:19.668	54.734	1:00.020	1:24.914	105.3	17:40.612	3	1	3:54.575 B	1:20.763	59.126	1:34.686	89.7	10:51.704
6	1	3:19.597	55.471	59.945	1:24.181	105.4	21:00.209	4	1	4:31.228	2:08.361	1:00.163	1:22.704	77.5	15:22.932
7	1	3:33.904 B	55.081	1:00.260	1:38.563	98.3	24:34.113	5	1	3:14.533	53.929	56.397	1:24.207	108.1	18:37.465
8	1	4:58.437	2:39.431	57.444	1:21.562	70.5	29:32.550	6	1	3:23.159 B	48.927	57.660	1:36.572	103.5	22:00.624
9	1	3:11.711	53.114	57.959	1:20.638	109.7	32:44.261	7	1	6:06.478	3:48.673	56.547	1:21.258	57.4	28:07.102
10	1	3:09.390	53.646	56.713	1:19.031	111.0	35:53.651	8	1	3:16.472	58.728	57.028	1:20.716	107.0	31:23.574
11	1	3:06.221	52.186	55.625	1:18.410	112.9	38:59.872	9	1	3:11.640	55.929	56.746	1:18.965	109.7	34:35.214
12	1	3:09.689	52.854	58.348	1:18.487	110.9	42:09.561	10	1	3:05.055	51.686	54.989	1:18.380	113.6	37:40.269
59 1.Lucien GUITTENY ALFA ROMEO 1750 GTAM 1969 TC1								11	1	3:06.626	52.600	55.321	1:18.705	112.7	40:46.895
1	1	3:32.690	1:05.785	1:02.992	1:23.913	98.9	3:32.690	68 1.Marc GODFROY FORD Mustang 289 1965 TC2							
2	1	3:21.772	57.382	59.259	1:25.131	104.2	6:54.462	1	1	6:40.629	4:07.683	1:04.017	1:28.929	52.5	6:40.629
3	1	3:20.129	54.852	1:00.163	1:25.114	105.1	10:14.591	2	1	3:22.625	57.292	1:00.878	1:24.455	103.8	10:03.254
4	1	3:20.483	55.494	1:00.125	1:24.864	104.9	13:35.074	3	1	3:22.354	55.685	1:00.689	1:25.980	103.9	13:25.608
5	1	3:16.774	54.732	58.899	1:23.143	106.9	16:51.848	4	1	3:17.817	54.563	59.344	1:23.910	106.3	16:43.425
6	1	3:29.865 B	54.625	58.827	1:36.413	100.2	20:21.713	5	1	3:32.163 B	55.421	59.297	1:37.445	99.1	20:15.588
								6	1	9:44.530	7:23.241	59.031	1:22.258	36.0	30:00.118
								7	1	3:13.159	52.953	58.624	1:21.582	108.9	33:13.277



HERITAGE TOURING CUP DIX MILLE TOURS QUALIFYING

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						
8	1	3:11.910	52.871	57.867	1:21.172	109.6	36:25.187								BMW 3.0 CSL 1975						
9	1	3:09.935	52.317	57.421	1:20.197	110.7	39:35.122								TC1						
10	1	3:09.893	52.259	57.823	1:19.811	110.8	42:45.015														
69							FORD CAPRI RS 3100 COLOGNE 1974							TC1							
1.David FERRER																					
2. MR JOHN OF B																					
1	1	3:44.644	1:27.671	57.714	1:19.259	93.6	3:44.644														
2	1	3:00.211	50.160	53.603	1:16.448	116.7	6:44.855														
3	1	2:56.825	49.676	51.769	1:15.380	118.9	9:41.680														
4	1	2:57.183	49.183	52.195	1:15.805	118.7	12:38.863														
5	1	2:56.253	48.150	51.927	1:16.176	119.3	15:35.116														
6	1	2:55.868	47.896	51.309	1:16.663	119.6	18:30.984														
7	1	3:11.016 B	47.893	52.095	1:31.028	110.1	21:42.000														
8	1	9:49.093	7:35.419	55.340	1:18.334	35.7	31:31.093														
9	1	3:00.431	49.373	54.496	1:16.562	116.6	34:31.524														
10	1	2:57.087	49.654	52.391	1:15.042	118.8	37:28.611														
11	1	3:15.463 B	49.102	53.753	1:32.608	107.6	40:44.074														
71							BMW 3.0 CSI 1972							TC2							
1.Jean-Marie BELLETESTE																					
2.Jean-Pierre LESTRADE																					
1	1	4:24.930	1:37.176	1:13.003	1:34.751	79.4	4:24.930														
2	1	3:52.964	1:15.414	1:05.910	1:31.640	90.3	8:17.894														
3	1	3:39.387	1:00.424	1:05.390	1:33.573	95.9	11:57.281														
4	1	3:41.747	1:01.905	1:06.482	1:33.360	94.8	15:39.028														
5	1	3:42.158	1:02.367	1:06.395	1:33.396	94.7	19:21.186														
6	1	3:36.423	59.808	1:04.701	1:31.914	97.2	22:57.609														
7	1	3:37.070	1:01.579	1:03.220	1:32.271	96.9	26:34.679														
8	1	4:18.112 B	1:24.496	1:05.087	1:48.529	81.5	30:52.791														
9	1	6:21.486 B	3:09.477	1:13.035	1:58.974	55.1	37:14.277														
10	1	5:29.441 B	2:27.221	1:13.113	1:49.107	63.8	42:43.718														
72							FORD ESCORT 1600 RS 1972							TC1							
1.Fabrice MESTROT																					
2.Jose DA ROCHA																					
1	1	4:30.928	1:57.819	1:07.991	1:25.118	77.6	4:30.928														
2	1	3:06.873	52.595	55.077	1:19.201	112.5	7:37.801														
3	1	3:04.911	51.781	54.579	1:18.551	113.7	10:42.712														
4	1	3:14.700	58.476	56.662	1:19.562	108.0	13:57.412														
5	1	3:12.228	52.240	58.793	1:21.195	109.4	17:09.640														
6	1	3:31.260 B	54.370	1:00.837	1:36.053	99.6	20:40.900														
7	1	5:33.673	3:15.415	58.671	1:19.587	63.0	26:14.573														
8	1	3:04.244	50.845	55.151	1:18.248	114.1	29:18.817														
9	1	3:04.797	50.726	55.713	1:18.358	113.8	32:23.614														
10	1	3:06.794	51.704	56.280	1:18.810	112.6	35:30.408														
11	1	3:02.602	49.833	54.973	1:17.796	115.2	38:33.010														
12	1	3:03.358	50.291	55.396	1:17.671	114.7	41:36.368														
74							BMW 635 CSI 1983							TC1							
1.Alexander RITTWEGER																					
2.Samuel HANCOCK																					
1	1	5:45.716 B	3:16.161	56.845	1:32.710	60.8	5:45.716														
2	1	7:25.921	5:04.152	59.783	1:21.986	47.2	13:11.637														
3	1	3:27.730 B	54.280	58.721	1:34.729	101.2	16:39.367														
4	1	8:16.150	6:00.129	53.281	1:22.740	42.4	24:55.517														
5	1	2:59.259	49.389	53.928	1:15.942	117.3	27:54.776														
6	1	3:15.206 B	49.980	55.356	1:29.870	107.7	31:09.982														
7	1	6:16.373	4:02.433	56.042	1:17.898	55.9	37:26.355														
8	1	3:03.468	49.963	56.579	1:16.926	114.6	40:29.823														
75							BMW 3.0 CSL 1975							TC1							
1.Eric MESTDAGH																					
2.Pierre-Alain THIBAUT																					
1	1	4:17.393	2:01.323	58.003	1:18.067	81.7	4:17.393														
2	1	3:03.016	51.494	53.669	1:17.853	114.9	7:20.409														
3	1	3:12.117 B	49.565	53.450	1:29.102	109.5	10:32.526														
4	1	30:56.142	...	56.729	1:17.200	11.3	41:28.668														
76							BMW 3.0 CSL 1970							TC1							
1.François LEVEQUE																					
2.Rémi GAMMAL																					
1	1	4:35.278	1:54.591	1:07.163	1:33.524	76.4	4:35.278														
2	1	3:26.030	57.897	1:00.201	1:27.932	102.1	8:01.308														
3	1	3:33.801 B	57.820	59.087	1:36.894	98.4	11:35.109														
4	1	4:51.467	2:23.375	59.810	1:28.282	72.2	16:26.576														
5	1	3:24.547	54.951	1:03.303	1:26.293	102.8	19:51.123														
6	1	3:31.667 B	55.702	1:00.444	1:35.521	99.4	23:22.790														
7	1	5:13.097	2:46.915	1:01.849	1:24.333	67.2	28:35.887														
8	1	3:13.185	53.398	57.559	1:22.228	108.9	31:49.072														
9	1	3:10.595	52.867	56.973	1:20.755	110.3	34:59.667														
10	1	3:11.088	51.767	55.928	1:23.393	110.1	38:10.755														
11	1	3:09.729	52.278	56.364	1:21.087	110.8	41:20.484														
77							BMW 3.0 CSL 1971							TC1							
1.Dominik ROSCHMANN																					
1	1	4:34.061	2:07.637	1:00.430	1:25.994	76.7	4:34.061														
2	1	3:06.777	53.872	55.609	1:17.296	112.6	7:40.838														
3	1	3:17.417	50.573	1:06.439	1:20.405	106.5	10:58.255														
4	1	3:23.494 B	51.785	58.898	1:32.811	103.4	14:21.749														
5	1	11:32.211	8:40.670	1:27.480	1:24.061	30.4	25:53.960														
6	1	3:12.147	52.693	59.583	1:19.871	109.5	29:06.107														
7	1	3:31.321	1:12.463	58.586	1:20.272	99.5	32:37.428														
8	1	3:11.943	54.237	57.570	1:20.136	109.6	35:49.371														
9	1	3:06.455	51.444	56.623	1:18.388	112.8	38:55.826														
10	1	3:25.899 B	49.878	56.190	1:39.831	102.1	42:21.725														
78							BMW 635 CSI 1984							TC1							
1.Geoffroy PETER																					
1	1	4:21.647	1:24.320	1:18.084	1:39.243	80.4	4:21.647														
2	1	3:50.588	1:01.790	1:09.883	1:38.915	91.2	8:12.235														
3	1	3:42.970	1:02.115	1:05.252	1:35.603	94.3	11:55.205														
4	1	4:01.153 B	1:01.604	1:07.197	1:52.352	87.2	15:56.358														
5	1	5:40.629	3:06.489	1:02.695	1:31.445	61.7	21:36.987														
6	1	3:32.343	58.477	1:02.743	1:31.123	99.0	25:09.330														
7	1	3:30.183	56.874	1:01.547	1:31.762	100.1	28:39.513														
8	1	3:26.232	57.384	1:00.861	1:27.987	102.0	32:05.745														
9	1	3:18.656	53.912	58.471	1:26.273	105.9	35:24.401														
10	1	3:20.243	54.270	59.508	1:26.465	105.0	38:44.644														
11	1	3:26.507	56.109	1:00.469	1:29.929	101.8	42:11.151														
92							BMW 3.0 CSL 1972							TC1							
1.Jean-Claude BASSO																					
2.Ronald BASSO																					
1	1	4:03.351	1:23.131	1:05.437	1:34.783	86.4	4:03.351														
2	1	3:18.606	54.912	58.252	1:25.442	105.9	7:21.957														
3	1	3:21.051	54.863	1:01.495	1:24.693	104.6	10:43.008														
4	1	3:29.941 B	54.345	58.725	1:36.871	100.2	14:12.949														



HERITAGE TOURING CUP DIX MILLE TOURS QUALIFYING

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	8:02.848	5:44.169	57.195	1:21.484	43.6	22:15.797								
6	1	3:09.327	52.185	55.952	1:21.190	111.1	25:25.124								
7	1	3:07.483	53.157	55.233	1:19.093	112.2	28:32.607								
8	1	3:10.136	54.881	56.742	1:18.513	110.6	31:42.743								
9	1	3:22.790 B	51.768	55.608	1:35.414	103.7	35:05.533								
10	1	4:19.584	2:05.648	55.706	1:18.230	81.0	39:25.117								
11	1	2:58.159	49.577	53.991	1:14.591	118.0	42:23.276								

100		CHEVROLET Camaro Z28 1972 TC1													
1. Paul KNAPFIELD															
2. Jamie CAMPBELL															
1	1	24:25.525	...	57.551	1:19.588	14.4	24:25.525								
2	1	3:06.149	52.820	55.286	1:18.043	113.0	27:31.674								
3	1	12:52.790 B				27.2	40:24.464								