

HERITAGE TOURING CUP

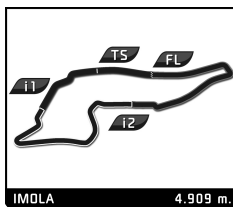
IMOLA CLASSIC

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.Steve DANCE FORD Capri 2600 RS 1972 TC2 1972-1984								3 1 2:32.836 43.471 45.934 1:03.431 115.6 10:38.437							
1	1	3:30.349	1:38.712	48.163	1:03.474	84.0	3:30.349	4	1	3:30.272 B	38.662	57.578	1:54.032	84.0	14:08.709
2	1	2:12.631	29.274	42.866	1:00.491	133.2	5:42.980	5	1	5:01.627 B				58.6	19:10.336
3	1	2:08.737	27.031	42.144	59.562	137.3	7:51.717	8 1.Julien BUSSOLINI ALFA ROMEO GTV6 1984 (G.R.A.) TC2 1972-1984							
4	1	2:08.020	28.158	42.014	57.848	138.0	9:59.737	1	1	3:16.506	1:00.741	57.388	1:18.377	89.9	3:16.506
5	1	7:36.878 B	28.139	51.372	6:17.367	38.7	17:36.615	2	1	2:30.588	33.524	48.699	1:08.365	117.4	5:47.094
6	1	3:52.777	2:09.733	42.700	1:00.344	75.9	21:29.392	3	1	4:10.216 B	31.157	46.414	2:52.645	70.6	9:57.310
7	1	2:06.139	26.966	41.722	57.451	140.1	23:35.531	4	1	7:49.763 B	49.208	49.094	6:11.461	37.6	17:47.073
8	1	2:05.008	26.871	40.939	57.198	141.4	25:40.539	5	1	4:06.035	2:09.424	48.765	1:07.846	71.8	21:53.108
9	1	2:04.498	26.547	40.997	56.954	141.9	27:45.037	6	1	2:21.159	31.066	45.864	1:04.229	125.2	24:14.267
10	1	2:03.638	26.596	40.657	56.385	142.9	29:48.675	7	1	2:19.624	29.478	45.654	1:04.492	126.6	26:33.891
11	1	2:04.195	26.393	40.988	56.814	142.3	31:52.870	8	1	2:21.627	29.305	45.319	1:07.003	124.8	28:55.518
2 1.Geoff STEELE 2.Richard HOPE BMW 635 Csi 1984 (G.R.A.) TC2 1972-1984								9	1	2:20.096	30.027	45.283	1:04.786	126.1	31:15.614
1	1	4:13.028	2:18.609	49.984	1:04.435	69.8	4:13.028	10	1	2:19.595	29.197	46.074	1:04.324	126.6	33:35.209
2	1	2:19.155	30.939	45.025	1:03.191	127.0	6:32.183	11	1	2:18.036	29.182	45.058	1:03.796	128.0	35:53.245
3	1	2:16.312	29.697	43.243	1:03.372	129.6	8:48.495	9 1.Maxime GUENAT BMW 635 Csi 1984 TC2 1972-1984							
4	1	11:23.145 B	28.565	43.126	...	25.9	20:11.640	1	1	3:38.805	1:42.773	48.065	1:07.967	80.8	3:38.805
5	1	2:41.904	56.006	43.886	1:02.012	109.2	22:53.544	2	1	2:20.571	30.568	45.957	1:04.046	125.7	5:59.376
6	1	2:13.580	28.796	43.236	1:01.548	132.3	25:07.124	3	1	2:17.632	29.441	44.725	1:03.466	128.4	8:17.008
7	1	2:11.004	27.958	42.680	1:00.366	134.9	27:18.128	4	1	2:22.358	29.261	46.523	1:06.574	124.1	10:39.366
8	1	2:10.788	27.861	42.176	1:00.751	135.1	29:28.916	5	1	7:34.368 B	40.829	56.733	5:56.806	38.9	18:13.734
9	1	2:09.860	27.913	41.928	1:00.019	136.1	31:38.776	6	1	4:06.705	2:15.319	46.064	1:05.322	71.6	22:20.439
10	1	2:10.062	27.703	42.569	59.790	135.9	33:48.838	7	1	2:13.794	28.793	43.603	1:01.398	132.1	24:34.233
11	1	2:09.941	27.816	42.253	59.872	136.0	35:58.779	8	1	2:18.560	28.451	43.167	1:06.942	127.5	26:52.793
4 1.Christophe VAN RIET 2.Raphaël DE BORMAN FORD Escort 1600 RS 1972 -2000 1972-1984								9	1	2:13.737	27.972	43.095	1:02.670	132.1	29:06.530
1	1	2:30.199	45.774	43.715	1:00.710	117.7	2:30.199	10	1	2:12.816	27.907	43.499	1:01.410	133.1	31:19.346
2	1	2:10.287	28.347	42.942	58.998	135.6	4:40.486	11	1	2:13.639	28.064	43.565	1:02.010	132.2	33:32.985
3	1	2:09.330	27.796	42.266	59.268	136.6	6:49.816	12	1	2:13.841	28.314	43.206	1:02.321	132.0	35:46.826
4	1	2:09.341	27.813	42.414	59.114	136.6	8:59.157	10 1.Richard HOPE 2.Geoff STEELE BMW 635 Csi 1984 (G.R.A.) TC2 1972-1984							
5	1	9:30.475 B	27.670	42.254	8:20.551	31.0	18:29.632	1	1	4:26.287	2:30.332	50.934	1:05.021	66.4	4:26.287
6	1	3:48.911	2:04.595	43.988	1:00.328	77.2	22:18.543	2	1	2:21.365	32.034	45.625	1:03.706	125.0	6:47.652
7	1	2:12.377	28.523	44.421	59.433	133.5	24:30.920	3	1	2:19.468	29.955	46.459	1:03.054	126.7	9:07.120
8	1	2:09.615	28.047	42.940	58.628	136.3	26:40.535	4	1	10:38.638 B	30.256	43.750	9:24.632	27.7	19:45.758
9	1	2:09.730	27.963	43.017	58.750	136.2	28:50.265	5	1	2:43.530	57.272	45.067	1:01.191	108.1	22:29.288
6 1.Jean-Marc BUSSOLINI VOLKSWAGEN Sirocco 1974 -2000 1972-1984								6	1	2:11.278	28.461	42.369	1:00.448	134.6	24:40.566
1	1	8:08.078 B	58.975	57.965	6:11.138	36.2	8:08.078	7	1	2:10.819	28.143	42.282	1:00.394	135.1	26:51.385
2	1	9:36.491 B	51.635	50.508	7:54.348	30.7	17:44.569	8	1	2:10.884	28.037	42.496	1:00.351	135.0	29:02.269
3	1	4:08.237	2:11.373	48.544	1:08.320	71.2	21:52.806	9	1	3:47.511 B	27.741	43.130	2:36.640	77.7	32:49.780
4	1	2:22.837	30.896	45.852	1:06.089	123.7	24:15.643	10	1	2:26.934	44.201	42.418	1:00.315	120.3	35:16.714
5	1	2:19.637	30.672	45.298	1:03.667	126.6	26:35.280	11 1.Charles FIRMINICH BMW 3.0 CSL 1972 TC2 1972-1984							
6	1	2:20.798	30.097	44.951	1:05.750	125.5	28:56.078	1	1	2:58.791	55.325	51.330	1:12.136	98.8	2:58.791
7	1	3:56.514 B	30.408	47.104	2:39.002	74.7	32:52.592	2	1	2:33.779	34.916	49.017	1:09.846	114.9	5:32.570
8	1	2:36.498	47.660	46.179	1:02.659	112.9	35:29.090	3	1	4:06.279 B	29.927	45.349	2:51.003	71.8	9:38.849
7 1.Benjamin DE FORTIS 2.Eric BROUTIN CHEVROLET Camaro Z28 1967 TC2 1966-1971								4	1	10:13.177 B	49.761	55.017	8:28.399	28.8	19:52.026
1	1	2:59.024	1:01.461	50.969	1:06.594	98.7	2:59.024	5	1	2:46.506	57.317	44.971	1:04.218	106.1	22:38.532
2	1	5:06.577 B	30.414	54.563	3:41.600	57.6	8:05.601	6	1	2:16.979	30.045	43.915	1:03.019	129.0	24:55.511



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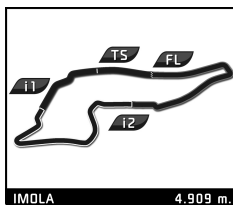
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Personal Best Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
9	1	2:12.341	27.884	43.226	1:01.231	133.5	31:37.398	5	1	8:14.340 B	29.889	48.975	6:55.476	35.7	18:22.083
10	1	2:15.573	27.720	45.345	1:02.508	130.4	33:52.971	6	1	3:55.606	2:08.203	46.218	1:01.185	75.0	22:17.689
11	1	2:13.536	28.114	43.105	1:02.317	132.3	36:06.507	7	1	2:13.756	28.972	44.349	1:00.435	132.1	24:31.445
12 1. Ben GILL FORD Escort 1600 RS 1975 -2000 1972-1984								8	1	2:10.984	28.451	42.900	59.633	134.9	26:42.429
1	1	3:07.005	1:18.476	45.796	1:02.733	94.5	3:07.005	9	1	2:13.526	28.495	43.634	1:01.397	132.4	28:55.955
2	1	2:18.564	28.643	47.973	1:01.948	127.5	5:25.569	10	1	2:11.569	28.397	43.322	59.850	134.3	31:07.524
3	1	2:16.308	27.097	45.792	1:03.419	129.7	7:41.877	11	1	2:58.541 B	28.408	43.944	1:46.189	99.0	34:06.065
4	1	2:08.551	27.294	41.868	59.389	137.5	9:50.428	12	1	3:08.804 B	42.936	45.887	1:39.981	93.6	37:14.869
5	1	7:49.493 B	31.981	55.835	6:21.677	37.6	17:39.921	21 1. Christian BOURIEZ 2. Marc-Antoine BIALBY BMW 635 Csi 1984 (G.R.A) TC2 1972-1984							
6	1	3:54.918	2:09.525	44.408	1:00.985	75.2	21:34.839	1	1	3:43.407	1:38.813	56.234	1:08.360	79.1	3:43.407
7	1	2:07.253	27.520	41.722	58.011	138.9	23:42.092	2	1	2:25.603	31.392	47.502	1:06.709	121.4	6:09.010
8	1	2:07.072	27.027	41.497	58.548	139.1	25:49.164	3	1	2:21.650	30.749	46.061	1:04.840	124.8	8:30.660
9	1	2:06.606	27.308	41.108	58.190	139.6	27:55.770	4	1	10:39.004 B	30.081	46.985	9:21.938	27.7	19:09.664
10	1	2:04.582	26.647	40.857	57.078	141.9	30:00.352	5	1	3:44.522	1:37.003	51.432	1:16.087	78.7	22:54.186
16 1. Damien KOHLER FORD Escort 1600 RS 1974 -2000 1972-1984								6	1	2:31.985	33.496	48.689	1:09.800	116.3	25:26.171
1	1	2:27.929	38.279	46.429	1:03.221	119.5	2:27.929	7	1	2:29.672	32.412	50.145	1:07.115	118.1	27:55.843
2	1	2:16.656	30.559	44.531	1:01.566	129.3	4:44.585	8	1	2:25.084	31.807	47.075	1:06.202	121.8	30:20.927
3	1	2:14.994	29.019	43.479	1:02.496	130.9	6:59.579	9	1	2:28.202	30.804	49.664	1:07.734	119.2	32:49.129
4	1	2:12.390	28.578	43.284	1:00.528	133.5	9:11.969	10	1	2:22.730	30.798	46.557	1:05.375	123.8	35:11.859
5	1	7:59.591 B	29.163	44.448	6:45.980	36.8	17:11.560	22 1. Andrew BEVERLEY VOLVO 240 Turbo 1984 (G.R.A) TC2 1972-1984							
17 1. Claude BOISSY 2. Patrick BOURGUIGNON FORD Escort 1600 RS 1974 -2000 1972-1984								1	1	3:01.889	1:07.141	51.644	1:03.104	97.2	3:01.889
1	1	2:35.716	46.041	46.938	1:02.737	113.5	2:35.716	2	1	2:22.771	33.294	47.909	1:01.568	123.8	5:24.660
2	1	2:08.642	28.154	42.561	57.927	137.4	4:44.358	3	1	2:10.340	27.630	43.766	58.944	135.6	7:35.000
3	1	2:07.455	27.643	41.514	58.298	138.7	6:51.813	4	1	2:07.650	27.333	41.630	58.687	138.4	9:42.650
4	1	2:11.513	27.202	41.603	1:02.708	134.4	9:03.326	5	1	11:11.962 B	27.215	47.982	9:56.765	26.3	20:54.612
5	1	3:08.306 B	36.720	44.470	1:47.116	93.8	12:11.632	6	1	2:28.347	46.615	42.811	58.921	119.1	23:22.959
6	1	4:58.960 B				59.1	17:10.592	7	1	2:06.274	27.169	41.498	57.607	140.0	25:29.233
7	1	5:19.648	3:13.030	53.988	1:12.630	55.3	22:30.240	8	1	2:09.011	29.128	41.688	58.195	137.0	27:38.244
8	1	2:22.889	32.429	47.250	1:03.210	123.7	24:53.129	9	1	2:12.107	28.182	43.541	1:00.384	133.8	29:50.351
9	1	2:14.970	28.087	43.850	1:03.033	130.9	27:08.099	10	1	2:06.417	27.059	41.505	57.853	139.8	31:56.768
10	1	2:10.992	27.982	43.178	59.832	134.9	29:19.091	11	1	2:06.567	26.981	41.757	57.829	139.6	34:03.335
11	1	2:10.732	28.763	43.035	58.934	135.2	31:29.823	23 1. David HUXLEY 2. David CLARK FORD Mustang GT Pinepac 1984 (G.R.A) TC2 1972-1984							
12	1	2:09.317	27.885	42.093	59.339	136.7	33:39.140	1	1	3:00.833	1:03.276	50.136	1:07.421	97.7	3:00.833
13	1	2:08.905	27.995	42.025	58.885	137.1	35:48.045	2	1	2:25.226	33.774	46.973	1:04.479	121.7	5:26.059
19 1. Philip WALKER 2. Miles GRIFFITHS FORD Capri 2600 RS 1973 TC2 1972-1984								3	1	2:21.064	33.240	46.771	1:01.053	125.3	7:47.123
1	1	3:10.773	1:13.707	49.931	1:07.135	92.6	3:10.773	4	1	2:17.333	31.541	43.671	1:02.121	128.7	10:04.456
2	1	2:15.500	28.231	45.630	1:01.639	130.4	5:26.273	5	1	7:44.172 B	31.728	48.761	6:23.683	38.1	17:48.628
3	1	2:13.794	30.352	43.264	1:00.178	132.1	7:40.067	6	1	3:58.549	2:08.758	47.359	1:02.432	74.1	21:47.177
4	1	2:09.912	27.964	42.672	59.276	136.0	9:49.979	7	1	2:13.992	30.376	43.921	59.695	131.9	24:01.169
5	1	7:02.893 B	27.239	45.538	5:50.116	41.8	16:52.872	8	1	2:09.438	28.020	42.271	59.147	136.5	26:10.607
20 1. Christian DUMOLIN BMW 3.0 CSL 1972 TC2 1972-1984								9	1	2:09.765	28.080	42.233	59.452	136.2	28:20.372
1	1	2:56.921	52.575	52.525	1:11.821	99.9	2:56.921	10	1	2:08.944	27.492	42.472	58.980	137.1	30:29.316
2	1	2:28.117	32.786	48.917	1:06.414	119.3	5:25.038	11	1	2:09.113	27.370	43.202	58.541	136.9	32:38.429
3	1	2:24.883	33.082	46.794	1:05.007	122.0	7:49.921	12	1	2:07.034	26.721	42.020	58.293	139.1	34:45.463
4	1	2:17.822	30.149	45.163	1:02.510	128.2	10:07.743	24 1. Glynn ALLEN 2. Darren ROBERTS ALFA ROMEO 2000GTV 1971 TC1							
								1	1	5:15.438	3:04.082	54.943	1:16.413	56.0	5:15.438
								2	1	2:42.482	35.816	52.764	1:13.902	108.8	7:57.920
								3	1	10:28.151 B	33.887	53.322	9:00.942	28.1	18:26.071



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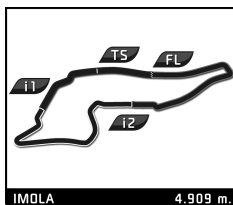
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Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
4	1	4:13.217	2:10.927	51.920	1:10.370	69.8	22:39.288	3	1	2:12.213	27.851	42.375	1:01.987	133.7	26:49.874
5	1	2:29.459	31.734	48.680	1:09.045	118.2	25:08.747	4	1	2:09.437	27.688	42.581	59.168	136.5	28:59.311
30 1.Christian TRABER 2.Nicolas TRABER BMW 2002 Ti 1970 -2000 1966-1971								5 1 2:10.896 27.414 42.731 1:00.751 135.0 31:10.207							
1	1	3:01.408	1:05.321	49.604	1:06.483	97.4	3:01.408	6	1	2:25.251	27.823	42.782	1:14.646	121.7	33:35.458
2	1	2:28.467				119.0	5:29.875	7	1	2:09.789	28.151	41.863	59.775	136.2	35:45.247
33 1.Robert BOOS 2.Pascal GOURY BMW 635 Csi 1984 (G.R.A) TC2 1972-1984								43 1.Gisberto CORAZZARI 2.Piero CORAZZARI FORD Escort 1600 RS 1972 -2000 1972-1984							
1	1	3:17.854	1:24.702	48.328	1:04.824	89.3	3:17.854	1	2	2:51.710	45.600	53.093	1:13.017	102.9	2:51.710
2	1	2:19.584	30.309	46.179	1:03.096	126.6	5:37.438	2	2	2:32.897	34.149	50.077	1:08.671	115.6	5:24.607
3	1	2:18.998	29.117	45.094	1:04.787	127.1	7:56.436	3	2	2:32.943	32.930	51.630	1:08.383	115.5	7:57.550
4	1	2:14.789	29.031	44.611	1:01.147	131.1	10:11.225	4	2	2:43.227	30.235	1:03.727	1:09.265	108.3	10:40.777
5	1	7:31.977 B	28.683	49.513	6:13.781	39.1	17:43.202	5	2	6:05.631 B	38.688	56.327	4:30.616	48.3	16:46.408
6	1	4:04.092	2:10.652	47.191	1:06.249	72.4	21:47.294	6	2	4:46.720	2:55.814	46.347	1:04.559	61.6	21:33.128
7	1	2:22.039	31.627	46.802	1:03.610	124.4	24:09.333	7	2	2:16.352	29.536	45.494	1:01.322	129.6	23:49.480
8	1	2:19.590	30.103	45.945	1:03.542	126.6	26:28.923	8	2	2:13.879	28.981	44.262	1:00.636	132.0	26:03.359
9	1	2:17.370	29.970	44.909	1:02.491	128.6	28:46.293	9	2	2:12.218	28.160	43.736	1:00.322	133.7	28:15.577
10	1	2:14.952	28.793	44.819	1:01.340	131.0	31:01.245	10	2	2:10.999	27.858	43.314	59.827	134.9	30:26.576
11	1	2:16.418	28.963	44.315	1:03.140	129.5	33:17.663	51 1.Benjamin PORON FORD Mustang GT Pinepac 1984 (G.R.A) TC2 1972-1984							
12	1	2:14.384	29.304	43.882	1:01.198	131.5	35:32.047	1	1	4:10.745	2:20.593	46.979	1:03.173	70.5	4:10.745
34 1.Xavier GALANT 2.Vincent NEURISSE FORD Escort 1600 RS 1972 -2000 1972-1984								2	1	2:16.627	30.556	44.497	1:01.574	129.3	6:27.372
1	1	3:22.963	1:24.916	51.389	1:06.658	87.1	3:22.963	3	1	2:14.337	30.120	43.242	1:00.975	131.6	8:41.709
2	1	2:24.105	32.467	46.564	1:05.074	122.6	5:47.068	4	1	8:51.120 B	29.959	43.151	7:38.010	33.3	17:32.829
3	1	2:19.060	30.071	45.494	1:03.495	127.1	8:06.128	5	1	4:05.452	2:13.470	48.382	1:03.600	72.0	21:38.281
4	1	2:20.340	31.109	46.236	1:02.995	125.9	10:26.468	6	1	2:23.086	31.011	46.520	1:05.555	123.5	24:01.367
5	1	8:08.115 B	33.016	51.813	6:43.286	36.2	18:34.583	7	1	2:19.248	30.399	46.250	1:02.599	126.9	26:20.615
6	1	3:51.681	2:05.616	44.386	1:01.679	76.3	22:26.264	8	1	2:19.355	29.928	45.516	1:03.911	126.8	28:39.970
7	1	2:12.489	28.470	43.866	1:00.153	133.4	24:38.753	9	1	2:17.230	30.353	44.690	1:02.187	128.8	30:57.200
8	1	2:12.074	27.894	42.913	1:01.267	133.8	26:50.827	52 1.Yves SCEMAMA FORD Capri 2600 RS 1971 TC2 1966-1971							
9	1	2:10.504	27.721	42.339	1:00.444	135.4	29:01.331	1	1	3:23.023	1:31.556	48.301	1:03.166	87.0	3:23.023
10	1	2:10.577	27.437	43.544	59.596	135.3	31:11.908	2	1	2:12.626	28.728	43.580	1:00.318	133.2	5:35.649
11	1	2:10.974	27.672	42.897	1:00.405	134.9	33:22.882	3	1	2:12.784	28.336	43.166	1:01.282	133.1	7:48.433
12	1	2:11.249	28.053	43.403	59.793	134.6	35:34.131	4	1	10:17.881 B	29.239	42.128	9:06.514	28.6	18:06.314
37 1.Alexandre GUESDON 2.Patrick HAUTOT BMW 3.0 CSL 1973 TC2 1972-1984								5	1	4:00.042	2:16.988	43.260	59.794	73.6	22:06.356
1	1	5:08.999	3:15.307	47.407	1:06.285	57.2	5:08.999	6	1	2:07.532	27.451	41.639	58.442	138.6	24:13.888
2	1	2:16.813	29.109	44.470	1:03.234	129.2	7:25.812	7	1	2:07.001	27.259	41.686	58.056	139.2	26:20.889
3	1	2:14.181	28.792	43.319	1:02.070	131.7	9:39.993	8	1	2:06.013	27.131	41.543	57.339	140.2	28:26.902
4	1	8:11.255 B	28.498	46.401	6:56.356	36.0	17:51.248	57 1.David TOMLIN 2.Richard MEADEN FORD Escort 1800 RS 1975 -2000 1972-1984							
5	1	4:06.391	2:16.942	46.634	1:02.815	71.7	21:57.639	1	1	4:10.522	2:26.814	44.072	59.636	70.5	4:10.522
6	1	2:15.102	29.131	44.062	1:01.909	130.8	24:12.741	2	1	2:05.796	27.091	41.166	57.539	140.5	6:16.318
7	1	2:14.357	28.320	44.803	1:01.234	131.5	26:27.098	3	1	2:03.981	26.430	40.795	56.756	142.5	8:20.299
8	1	2:12.983	28.160	43.252	1:01.571	132.9	28:40.081	4	1	2:05.520	26.602	41.912	57.006	140.8	10:25.819
9	1	4:16.270 B	28.706	43.316	3:04.248	69.0	32:56.351	5	1	6:15.222 B	31.662	48.139	4:55.421	47.1	16:41.041
10	1	2:30.363			1:01.558	117.5	35:26.714	6	1	4:38.533	2:55.395	42.893	1:00.245	63.4	21:19.574
41 1.Xavier MICHIRON BMW 635 Csi 1986 (G.R.A) TC2 1972-1984								7	1	2:06.085	27.518	40.822	57.745	140.2	23:25.659
1	1	22:25.949	...	44.381	1:02.366	13.1	22:25.949	8	1	2:04.677	26.962	40.456	57.259	141.7	25:30.336
2	1	2:11.712	28.429	43.606	59.677	134.2	24:37.661	67 1.Eric EVERARD CHEVROLET Camaro Z28 1967 TC2 1966-1971							



HERITAGE TOURING CUP

IMOLA CLASSIC

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	3:17.859	1:24.155	48.146	1:05.558	89.3	3:17.859								
2	1	2:22.841	31.884	46.316	1:04.641	123.7	5:40.700								
3	1	3:35.580B	29.360	45.108	2:21.112	82.0	9:16.280								
4	1	8:45.373B	44.439	50.192	7:10.742	33.6	18:01.653								
5	1	4:07.694	2:17.484	46.009	1:04.201	71.3	22:09.347								
6	1	2:15.521	28.714	44.445	1:02.362	130.4	24:24.868								
7	1	2:14.901	29.075	44.036	1:01.790	131.0	26:39.769								
8	1	2:15.797	28.506	45.396	1:01.895	130.1	28:55.566								
9	1	2:14.677	28.042	45.009	1:01.626	131.2	31:10.243								
10	1	2:16.698	29.310	45.212	1:02.176	129.3	33:26.941								
11	1	2:14.011	28.205	43.994	1:01.812	131.9	35:40.952								

77	BMW 3.0 CSL 1971									
	TC2 1966-1971									
	1. Dominik ROSCHMANN									
	2. Richard SHAW									
1	1	3:10.841	1:12.912	49.981	1:07.948	92.6	3:10.841			
2	1	2:18.337	32.124	44.137	1:02.076	127.7	5:29.178			
3	1	2:15.153			58.996	130.8	7:44.331			
4	1	2:06.179	27.015	41.223	57.941	140.1	9:50.510			
5	1	3:02.639B	27.136	46.594	1:48.909	96.8	12:53.149			
6	1	8:20.931	6:41.333	41.742	57.856	35.3	21:14.080			
7	1	2:15.456	26.637	41.107	1:07.712	130.5	23:29.536			
8	1	2:05.438	27.201	41.014	57.223	140.9	25:34.974			
9	1	2:05.539	26.548	41.418	57.573	140.8	27:40.513			
10	1	2:05.106	26.749	41.131	57.226	141.3	29:45.619			
11	1	2:37.185B	27.201	44.880	1:25.104	112.4	32:22.804			