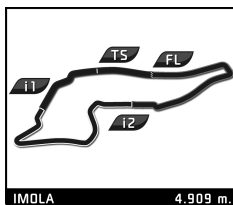


HERITAGE TOURING CUP IMOLA CLASSIC QUALIFYING

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
1 1. Steve DANCE FORD Capri 2600 RS 1972 TC2 1972-1984								7	1	2:16.027	29.366	44.618	1:02.043	129.9	20:34.100
1	1	2:34.922	49.863	45.571	59.488	114.1	2:34.922	8	1	2:17.174	29.670	44.946	1:02.558	128.8	22:51.274
2	1	2:05.921	26.686	41.580	57.655	140.3	4:40.843	9	1	2:16.609	29.322	44.690	1:02.597	129.4	25:07.883
3	1	2:04.613	26.872	40.636	57.105	141.8	6:45.456	10	1	2:15.421	29.582	44.000	1:01.839	130.5	27:23.304
4	1	2:05.314	26.165	41.771	57.378	141.0	8:50.770	11	1	5:28.588 B	31.555	48.243	4:08.790	53.8	32:51.892
5	1	3:20.869 B	26.148	40.617	2:14.104	88.0	12:11.639	12	1	2:57.605	54.528	52.338	1:10.739	99.5	35:49.497
6	1	4:00.694	2:21.519	41.750	57.425	73.4	16:12.332	7 1. Benjamin DE FORTIS 2. Eric BROUTIN CHEVROLET Camaro Z28 1967 TC2 1966-1971							
7	1	2:06.408	28.857	40.626	56.925	139.8	18:18.740	1	1	4:19.236	2:28.003	46.176	1:05.057	68.2	4:19.236
8	1	2:02.966	25.894	40.286	56.786	143.7	20:21.706	8 1. Julien BUSSOLINI ALFA ROMEO GTV6 1984 (G.R.A.) TC2 1972-1984							
9	1	2:03.684	26.332	40.626	56.726	142.9	22:25.390	1	1	3:22.294	1:16.012	54.605	1:11.677	87.4	3:22.294
10	1	2:03.287	26.980	40.196	56.111	143.3	24:28.677	2	1	2:24.962	31.120	48.541	1:05.301	121.9	5:47.256
11	1	2:02.237	25.949	40.083	56.205	144.6	26:30.914	3	1	2:19.667	29.652	45.912	1:04.103	126.5	8:06.923
12	1	2:34.315 B	27.201	43.767	1:23.347	114.5	29:05.229	4	1	2:16.870	28.831	44.940	1:03.099	129.1	10:23.793
13	1	2:18.627	41.368	40.832	56.427	127.5	31:23.856	5	1	6:20.819 B	35.672	48.544	4:56.603	46.4	16:44.611
14	1	2:02.327	25.918	40.219	56.190	144.5	33:26.183	6	1	3:00.319	54.378	52.742	1:13.199	98.0	19:44.930
15	1	2:02.258	26.284	39.867	56.107	144.6	35:28.441	7	1	2:23.669	31.624	47.399	1:04.646	123.0	22:08.599
2 1. Geoff STEELE BMW 635 Csi 1984 (G.R.A.) 2. Richard HOPE TC2 1972-1984								8	1	2:16.513	28.544	44.829	1:03.140	129.5	24:25.112
1	1	4:15.671	2:09.039	56.084	1:10.548	69.1	4:15.671	9	1	3:57.405 B	29.709	47.172	2:40.524	74.4	28:22.517
2	1	2:25.623	33.938	47.393	1:04.292	121.4	6:41.294	10	1	2:37.610	48.166	46.039	1:03.405	112.1	31:00.127
3	1	2:13.086	29.190	42.403	1:01.493	132.8	8:54.380	11	1	2:16.193	28.503	44.997	1:02.693	129.8	33:16.320
4	1	6:02.308 B	27.620	42.125	4:52.563	48.8	14:56.687	12	1	2:14.245	28.223	43.957	1:02.065	131.6	35:30.565
5	1	2:36.988	50.484	43.738	1:02.766	112.6	17:33.675	9 1. Maxime GUENAT BMW 635 Csi 1984 TC2 1972-1984							
6	1	2:15.817	29.830	44.116	1:01.871	130.1	19:49.492	1	1	3:36.484	1:29.874	52.747	1:13.863	81.6	3:36.484
7	1	2:10.166	27.665	42.472	1:00.029	135.8	21:59.658	2	1	2:29.424	32.115	50.357	1:06.952	118.3	6:05.908
8	1	2:09.408	27.461	41.919	1:00.028	136.6	24:09.066	3	1	2:14.014	29.266	43.657	1:01.091	131.9	8:19.922
9	1	2:10.007	27.602	42.546	59.859	135.9	26:19.073	4	1	2:11.350	27.967	42.754	1:00.629	134.5	10:31.272
10	1	2:11.023	28.453	42.759	59.811	134.9	28:30.096	5	1	4:32.588 B	36.735	49.829	3:06.024	64.8	15:03.859
11	1	4:02.538 B	27.120	42.452	2:52.966	72.9	32:32.634	6	1	2:32.136	46.480	44.481	1:01.175	116.2	17:35.995
12	1	2:41.247	56.629	43.952	1:00.666	109.6	35:13.881	7	1	2:15.516	27.937	44.307	1:03.272	130.4	19:51.511
4 1. Christophe VAN RIET FORD Escort 1600 RS 1972 2. Raphaël DE BORMAN -2000 1972-1984								8	1	2:12.032	27.735	43.816	1:00.481	133.8	22:03.543
1	1	2:33.967	47.990	45.787	1:00.190	114.8	2:33.967	9	1	2:10.092	27.437	42.738	59.917	135.8	24:13.635
2	1	2:06.783	27.364	41.454	57.965	139.4	4:40.750	10	1	2:09.856	27.582	42.522	59.752	136.1	26:23.491
3	1	2:06.284	27.376	41.245	57.663	139.9	6:47.034	11	1	2:11.625	27.287	43.711	1:00.627	134.3	28:35.116
4	1	2:05.619	26.660	40.970	57.989	140.7	8:52.653	12	1	2:14.205	28.035	43.762	1:02.408	131.7	30:49.321
5	1	3:55.303 B	26.795	41.087	2:47.421	75.1	12:47.956	13	1	2:09.526	27.089	42.363	1:00.074	136.4	32:58.847
6	1	3:30.720	1:50.409	42.446	57.865	83.9	16:18.675	14	1	5:28.174 B	32.463	50.199	4:05.512	53.9	38:27.021
7	1	2:04.796	26.819	40.841	57.136	141.6	18:23.471	10 1. Richard HOPE BMW 635 Csi 1984 (G.R.A.) 2. Geoff STEELE TC2 1972-1984							
8	1	3:45.220 B	27.306	40.884	2:37.030	78.5	22:08.691	1	1	4:14.029	2:10.601	53.690	1:09.738	69.6	4:14.029
9	1	2:23.626	44.636	41.372	57.618	123.0	24:32.317	2	1	2:30.443	33.791	48.844	1:07.808	117.5	6:44.472
10	1	2:05.066	26.767	41.516	56.783	141.3	26:37.383	3	1	2:14.626	29.033	44.233	1:01.360	131.3	8:59.098
11	1	2:03.898	26.843	40.301	56.754	142.6	28:41.281	4	1	5:41.541 B	28.024	43.042	4:30.475	51.7	14:40.638
6 1. Jean-Marc BUSSOLINI VOLKSWAGEN Sirocco 1974 -2000 1972-1984								5	1	2:31.035	44.672	44.605	1:01.758	117.0	17:11.673
1	1	3:26.011	1:19.120	56.596	1:10.295	85.8	3:26.011	6	1	2:11.200	27.977	42.570	1:00.653	134.7	19:22.873
2	1	2:22.440	31.199	46.483	1:04.758	124.1	5:48.451	7	1	2:13.133	28.234	43.741	1:01.158	132.7	21:36.006
3	1	2:19.317	30.331	45.622	1:03.364	126.9	8:07.768	8	1	2:10.101	27.578	42.691	59.832	135.8	23:46.107
4	1	2:18.518	29.866	45.700	1:02.952	127.6	10:26.286	9	1	2:09.772	27.619	42.427	59.726	136.2	25:55.879
5	1	5:14.374 B	36.054	49.476	3:48.844	56.2	15:40.659	10	1	2:09.918	27.733	42.550	59.635	136.0	28:05.797
6	1	2:37.414	48.710	45.775	1:02.929	112.3	18:18.073	11	1	2:09.514	27.422	42.416	59.676	136.5	30:15.311



HERITAGE TOURING CUP IMOLA CLASSIC 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
12	1	2:09.029	27.397	42.247	59.385	137.0	32:24.340	9	1	4:10.316 B	32.730	48.013	2:49.573	70.6	26:00.794
13	1	2:09.310	27.472	42.273	59.565	136.7	34:33.650	10	1	2:32.458	48.292	44.158	1:00.008	115.9	28:33.252

11

1. Charles FIRMENICH

BMW 3.0 CSL 1972
TC2 1972-1984

1	1	2:50.604	54.083	50.393	1:06.128	103.6	2:50.604
2	1	2:13.449	28.149	43.459	1:01.841	132.4	5:04.053
3	1	2:12.764	27.579	43.491	1:01.694	133.1	7:16.817
4	1	4:58.984 B	28.166	43.615	3:47.203	59.1	12:15.801
5	1	4:09.047	2:21.685	44.925	1:02.437	71.0	16:24.847
6	1	2:19.128	30.287	43.703	1:05.138	127.0	18:43.975
7	1	2:11.532	27.545	43.042	1:00.945	134.4	20:55.507
8	1	2:11.684	27.451	42.812	1:01.421	134.2	23:07.191
9	1	2:14.886	27.503	43.822	1:03.561	131.0	25:22.077
10	1	2:17.740	28.565	44.822	1:04.353	128.3	27:39.817
11	1	3:50.429 B	31.936	49.442	2:29.051	76.7	31:30.246
12	1	2:41.201	46.456	45.884	1:08.861	109.6	34:11.447
13	1	2:12.107	27.665	43.339	1:01.103	133.8	36:23.554

12

1. Ben GILL

FORD Escort 1600 RS 1975
-2000 1972-1984

1	1	3:28.185	1:26.183	51.575	1:10.427	84.9	3:28.185
2	1	2:12.905	29.799	43.305	59.801	133.0	5:41.090
3	1	2:08.468	27.316	42.109	59.043	137.6	7:49.558
4	1	2:08.037	26.909	42.298	58.830	138.0	9:57.595
5	1	5:03.927 B	27.463	1:01.220	3:35.244	58.1	15:01.521
6	1	2:38.144	48.082	44.048	1:06.014	111.7	17:39.665
7	1	2:09.643	26.886	42.070	1:00.687	136.3	19:49.308
8	1	2:06.826	27.172	41.498	58.156	139.3	21:56.134
9	1	2:06.413	27.117	41.249	58.047	139.8	24:02.547
10	1	2:10.103	27.151	43.185	59.767	135.8	26:12.650
11	1	2:06.663	27.010	41.141	58.512	139.5	28:19.313
12	1	2:05.633	26.656	40.923	58.054	140.7	30:24.946
13	1	2:14.361	31.094	44.223	59.044	131.5	32:39.307
14	1	2:04.823	26.607	40.673	57.543	141.6	34:44.130

16

1. Damien KOHLER

FORD Escort 1600 RS 1974
-2000 1972-1984

1	1	2:29.771	42.747	45.792	1:01.232	118.0	2:29.771
2	1	2:11.297	28.862	42.362	1:00.073	134.6	4:41.068
3	1	2:10.307	28.396	42.226	59.685	135.6	6:51.375
4	1	2:50.162 B	28.033	42.460	1:39.669	103.9	9:41.537
5	1	8:03.719	6:18.547	44.408	1:00.764	36.5	17:45.255
6	1	2:35.576 B	27.778	42.510	1:25.288	113.6	20:20.831
7	1	6:36.067 B				44.6	26:56.898

17

1. Claude BOISSY
2. Patrick BOURGUIGNON

FORD Escort 1600 RS 1974
-2000 1972-1984

1	1	2:44.788 B				107.2	2:44.788
2	1	2:46.017	57.831	47.731	1:00.455	106.4	5:30.805
3	1	2:05.373	27.060	41.272	57.041	141.0	7:36.178
4	1	2:06.250	27.078	41.771	57.401	140.0	9:42.428
5	1	4:48.401 B	26.718	58.442	3:23.241	61.3	14:30.828
6	1	2:39.091	52.596	46.093	1:00.402	111.1	17:09.919
7	1	2:05.027	26.930	40.980	57.117	141.3	19:14.946
8	1	2:35.532	32.993	51.316	1:11.223	113.6	21:50.478

19

1. Philip WALKER
2. Miles GRIFFITHS

FORD Capri 2600 RS 1973
TC2 1972-1984

1	1	2:36.957	50.931	45.793	1:00.233	112.6	2:36.957
2	1	2:09.178	27.493	42.462	59.223	136.8	4:46.135
3	1	2:09.466	27.653	42.311	59.502	136.5	6:55.601
4	1	2:09.566	27.552	42.358	59.656	136.4	9:05.167
5	1	5:11.246 B	27.665	42.765	4:00.816	56.8	14:16.412
6	1	2:30.875	48.306	43.352	59.217	117.1	16:47.287
7	1	2:08.651	27.351	42.858	58.442	137.4	18:55.938
8	1	2:06.419	26.568	41.826	58.025	139.8	21:02.357
9	1	2:06.043	26.477	41.335	58.231	140.2	23:08.400
10	1	2:07.807	26.502	41.872	59.433	138.3	25:16.207
11	1	2:28.951 B	26.608	40.764	1:21.579	118.6	27:45.158
12	1	4:55.252	3:12.439	43.086	59.727	59.9	32:40.410
13	1	2:10.495	26.509	45.590	58.396	135.4	34:50.905

20

1. Christian DUMOLIN

BMW 3.0 CSL 1972
TC2 1972-1984

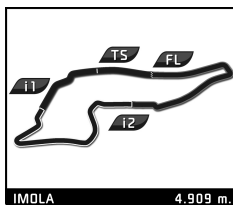
1	1	3:01.167	1:05.232	50.393	1:05.542	97.5	3:01.167
2	1	2:20.089	29.529	48.442	1:02.118	126.2	5:21.256
3	1	2:14.153	28.551	44.514	1:01.088	131.7	7:35.409
4	1	2:15.872	29.032	45.976	1:00.864	130.1	9:51.281
5	1	4:55.993 B	29.050	50.523	3:36.420	59.7	14:47.273
6	1	2:39.068	53.421	44.355	1:01.292	111.1	17:26.341
7	1	2:11.616	27.713	43.236	1:00.667	134.3	19:37.957
8	1	2:10.851	27.983	42.483	1:00.385	135.1	21:48.808
9	1	2:09.857	27.303	43.090	59.464	136.1	23:58.665
10	1	2:13.864	28.930	43.963	1:00.971	132.0	26:12.529
11	1	2:10.552	28.629	42.347	59.576	135.4	28:23.081
12	1	2:16.496	30.870	45.356	1:00.270	129.5	30:39.577
13	1	2:12.050	27.295	43.575	1:01.180	133.8	32:51.627
14	1	2:10.953	27.727	42.978	1:00.248	135.0	35:02.580

21

1. Christian BOURIEZ
2. Marc-Antoine BIALBY

BMW 635 Csi 1984 (GRA)
TC2 1972-1984

1	1	3:12.273	1:10.407	52.160	1:09.706	91.9	3:12.273
2	1	2:25.181	31.485	48.415	1:05.281	121.7	5:37.454
3	1	2:22.448	30.083	47.610	1:04.755	124.1	7:59.902
4	1	2:20.505	31.249	45.459	1:03.797	125.8	10:20.407
5	1	3:59.575 B	36.386	48.533	2:34.656	73.8	14:19.981
6	1	2:39.905	48.577	46.126	1:05.202	110.5	16:59.886
7	1	2:20.021	30.403	45.294	1:04.324	126.2	19:19.907
8	1	2:18.785	30.108	44.305	1:04.372	127.3	21:38.692
9	1	2:18.378	30.119	44.966	1:03.293	127.7	23:57.070
10	1	2:20.346	30.116	46.123	1:04.107	125.9	26:17.416
11	1	2:16.222	29.766	44.357	1:02.099	129.7	28:33.638
12	1	2:16.918	28.933	45.434	1:02.551	129.1	30:50.556
13	1	2:13.641	28.799	43.778	1:01.064	132.2	33:04.197

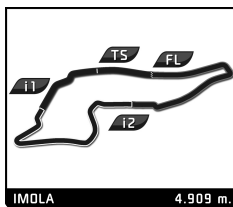


HERITAGE TOURING CUP IMOLA CLASSIC QUALIFYING

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							
22 1.Andrew BEVERLEY VOLVO 240 Turbo 1984 (G.R.A) TC2 1972-1984								8 1 2:25.547 31.554 47.485 1:06.508 121.4 23:54.807														
1	1	3:01.477	1:09.824	47.471	1:04.182	97.4	3:01.477	9	1	5:18.110B	36.961	53.127	3:48.022	55.6	29:12.917							
2	1	2:26.987	30.113	53.130	1:03.744	120.2	5:28.464	10	1	2:42.729	48.875	47.321	1:06.533	108.6	31:55.646							
3	1	2:07.831	27.344	42.458	58.029	138.2	7:36.295	11	1	2:21.596	30.980	45.556	1:05.060	124.8	34:17.242							
4	1	2:09.638	28.320	42.509	58.809	136.3	9:45.933	33 1.Robert BOOS 2.Pascal GOURY BMW 635 Csi 1984 (G.R.A) TC2 1972-1984														
5	1	6:02.073B	28.914	54.910	4:38.249	48.8	15:48.005	1	1	2:44.907	49.566	50.279	1:05.062	107.2	2:44.907							
6	1	2:56.821	1:08.651	47.029	1:01.141	99.9	18:44.826	2	1	2:16.903	29.221	45.087	1:02.595	129.1	5:01.810							
7	1	2:11.895	27.736	43.119	1:01.040	134.0	20:56.721	3	1	2:13.871	28.317	44.372	1:01.182	132.0	7:15.681							
8	1	2:17.656	30.994	45.196	1:01.466	128.4	23:14.377	4	1	2:13.655	28.657	43.686	1:01.312	132.2	9:29.336							
9	1	2:08.993	27.085	42.275	59.633	137.0	25:23.370	5	1	5:35.922B	28.459	48.648	4:18.815	52.6	15:05.257							
10	1	2:06.511	27.016	41.497	57.998	139.7	27:29.881	6	1	2:36.076	47.177	45.677	1:03.222	113.2	17:41.333							
11	1	2:06.693	26.846	41.865	57.982	139.5	29:36.574	7	1	2:13.168	27.854	43.551	1:01.763	132.7	19:54.501							
12	1	3:31.053B	27.235	42.102	2:21.716	83.7	33:07.627	8	1	2:12.302	27.803	43.960	1:00.539	133.6	22:06.803							
13	1	2:28.133	46.980	42.915	58.238	119.3	35:35.760	9	1	2:10.639	27.470	42.929	1:00.240	135.3	24:17.442							
23 1.David HUXLEY 2.David CLARK FORD Mustang GT Pinpac 1984 (G.R.A) TC2 1972-1984								10								1	8:07.271B	27.635	42.831	6:56.805	36.3	32:24.713
1	1	2:58.047	1:00.849	50.701	1:06.497	99.3	2:58.047	11	1	2:49.999	57.585	46.109	1:06.305	104.0	35:14.712							
2	1	2:19.115	31.195	45.023	1:02.897	127.0	5:17.162	34 1.Xavier GALANT 2.Vincent NEURISSE FORD Escort 1600 RS 1972 -2000 1972-1984														
3	1	3:39.370B	30.091	44.590	2:24.689	80.6	8:56.532	1	1	9:57.788	7:58.895	52.183	1:06.710	29.6	9:57.788							
4	1	6:02.023B	45.109	43.644	4:33.270	48.8	14:58.554	2	1	3:18.718B	33.166	56.214	1:49.338	88.9	13:16.506							
5	1	2:35.265	49.989	43.379	1:01.897	113.8	17:33.819	3	1	5:36.733	3:47.749	46.855	1:02.129	52.5	18:53.238							
6	1	2:11.312	29.057	42.986	59.269	134.6	19:45.131	4	1	2:13.598	28.295	44.368	1:00.935	132.3	21:06.836							
7	1	2:09.538	29.090	42.190	58.258	136.4	21:54.669	5	1	2:11.610	27.934	42.885	1:00.791	134.3	23:18.446							
8	1	2:08.588	28.030	42.566	57.992	137.4	24:03.257	6	1	2:11.170	27.538	43.346	1:00.286	134.7	25:29.616							
9	1	3:50.863B	27.658	42.982	2:40.223	76.5	27:54.120	7	1	2:10.470	27.585	43.051	59.834	135.5	27:40.086							
10	1	2:44.548	59.401	44.978	1:00.169	107.4	30:38.668	8	1	2:10.576	27.615	42.530	1:00.431	135.3	29:50.662							
11	1	2:08.919	27.459	42.347	59.113	137.1	32:47.587	9	1	2:15.386	27.481	42.930	1:04.975	130.5	32:06.048							
12	1	2:07.573	26.957	42.136	58.480	138.5	34:55.160	10	1	2:16.629	34.456	42.494	59.679	129.3	34:22.677							
13	1	3:10.355B	26.452	42.436	2:01.467	92.8	38:05.515	11	1	2:39.804B	27.322	43.224	1:29.258	110.6	37:02.481							
24 1.Glynn ALLEN 2.Darren ROBERTS ALFA ROMEO 2000GTV 1971 TC1								37 1.Alexandre GUESDON 2.Patrick HAUTOT BMW 3.0 CSL 1973 TC2 1972-1984														
1	1	4:04.449	1:55.294	55.674	1:13.481	72.3	4:04.449	1	1	3:15.448	1:19.726	50.218	1:05.504	90.4	3:15.448							
2	1	2:34.062	33.027	50.296	1:10.739	114.7	6:38.511	2	1	2:17.329			1:02.057	128.7	5:32.777							
3	1	2:32.484	32.420	50.550	1:09.514	115.9	9:10.995	3	1	2:14.701	28.498	44.097	1:02.106	131.2	7:47.478							
4	1	5:57.148B	32.477	51.977	4:32.694	49.5	15:08.142	4	1	2:14.804	28.595	44.557	1:01.652	131.1	10:02.282							
5	1	2:48.897	49.556	50.106	1:09.235	104.6	17:57.039	5	1	4:49.069B	30.936	54.940	3:23.193	61.1	14:51.350							
6	1	2:29.945	32.338	49.284	1:08.323	117.9	20:26.984	6	1	2:38.564			1:01.918	111.5	17:29.914							
7	1	2:28.568	31.632	48.547	1:08.389	119.0	22:55.552	7	1	2:13.474	28.047	43.449	1:01.978	132.4	19:43.388							
8	1	3:50.621B	31.780	48.907	2:29.934	76.6	26:46.173	8	1	4:04.689B	32.025	52.632	2:40.032	72.2	23:48.077							
9	1	2:51.791	49.338	51.731	1:10.722	102.9	29:37.964	9	1	2:34.271	48.183	44.824	1:01.264	114.6	26:22.348							
10	1	2:33.081	32.938	50.477	1:09.666	115.4	32:11.045	10	1	2:12.377	28.142	43.369	1:00.866	133.5	28:34.725							
11	1	2:31.101	33.401	48.813	1:08.887	117.0	34:42.146	11	1	2:17.481			1:05.654	128.5	30:52.206							
30 1.Christian TRABER 2.Nicolas TRABER BMW 2002 Ti 1970 -2000 1966-1971								12								1	2:13.243	28.128	43.271	1:01.844	132.6	33:05.449
1	1	4:35.400	2:29.091	54.631	1:11.678	64.2	4:35.400	13	1	2:13.160			1:01.166	132.7	35:18.609							
2	1	2:31.171	34.029	50.557	1:06.585	116.9	7:06.571	41 1.Xavier MICHIRON BMW 635 Csi 1986 (G.R.A) TC2 1972-1984														
3	1	2:24.615	31.770	46.715	1:06.130	122.2	9:31.186	1	1	2:56.926	57.935	50.751	1:08.240	99.9	2:56.926							
4	1	4:32.172B	31.284	54.082	3:06.806	64.9	14:03.357	2	1	2:17.346	30.881	45.178	1:01.287	128.7	5:14.272							
5	1	2:38.411	46.592	46.626	1:05.193	111.6	16:41.768	3	1	2:13.896	29.310	43.358	1:01.228	132.0	7:28.168							
6	1	2:22.089	30.165	47.215	1:04.709	124.4	19:03.857	4	1	2:09.860	28.108	42.186	59.566	136.1	9:38.028							
7	1	2:25.403	30.221	47.710	1:07.472	121.5	21:29.260	5	1	7:27.840B	4:46.792	1:05.354	1:35.694	39.5	17:05.867							



HERITAGE TOURING CUP IMOLA CLASSIC 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
6	1	3:46.988	1:59.103	44.759	1:03.126	77.9	20:52.855	67 1.Eric EVERARD CHEVROLET Camaro Z28 1967 TC2 1966-1971							
7	1	2:09.303	27.712	42.375	59.216	136.7	23:02.158								
8	1	2:07.691	27.153	42.041	58.497	138.4	25:09.849								
9	1	2:08.277	27.607	42.022	58.648	137.8	27:18.126								
10	1	2:07.690	27.030	42.272	58.388	138.4	29:25.816								
11	1	3:03.592 B	26.932	41.980	1:54.680	96.3	32:29.408								
43 1.Gisberto CORAZZARI 2.Piero CORAZZARI FORD Escort 1600 RS 1972 -2000 1972-1984															
								1	1	2:25.833	39.877	46.408	59.548	121.2	2:25.833
								2	1	2:05.154	26.493	41.260	57.401	141.2	4:30.987
								3	1	2:30.819	26.435	48.290	1:16.094	117.2	7:01.806
								4	1	7:43.382 B	30.419	48.046	6:24.917	38.1	14:45.187
								5	1	3:02.764	57.464	54.523	1:10.777	96.7	17:47.951
								6	1	2:27.919	32.857	48.662	1:06.400	119.5	20:15.870
								7	1	4:18.522 B	32.402	52.999	2:53.121	68.4	24:34.392
								8	1	2:33.174	53.362	42.367	57.445	115.4	27:07.566
								9	1	2:04.662	26.708	41.166	56.788	141.8	29:12.228
10	1	5:40.330 B	31.266	53.781	4:15.283	51.9	34:52.558								
51 1.Benjamin PORON FORD Mustang GT Pinpac 1984 (GRA) TC2 1972-1984															
								1	1	3:01.872	1:13.499	45.430	1:02.943	97.2	3:01.872
								2	1	2:13.068	29.345	43.483	1:00.240	132.8	5:14.940
								3	1	2:08.565	28.208	41.654	58.703	137.5	7:23.505
								4	1	2:08.185	27.997	41.558	58.630	137.9	9:31.690
								5	1	6:36.931 B	27.464	43.737	5:25.730	44.5	16:08.620
								6	1	2:31.222	47.155	43.849	1:00.218	116.9	18:39.842
								7	1	2:10.079	27.789	42.450	59.840	135.9	20:49.921
								8	1	2:08.623	27.717	42.140	58.766	137.4	22:58.544
								9	1	11:57.751 B	28.031	41.991	...	24.6	34:56.295
52 1.Yves SCEMAMA FORD Capri 2600 RS 1971 TC2 1966-1971															
								1	1	12:32.517 B	1:44.440	48.560	9:59.517	23.5	12:32.517
								2	1	3:52.493	2:07.852	45.266	59.375	76.0	16:25.009
								3	1	2:08.709	28.821	41.900	57.988	137.3	18:33.718
								4	1	2:05.968	27.170	41.408	57.390	140.3	20:39.686
								5	1	2:06.323	26.399	41.619	58.305	139.9	22:46.009
								6	1	2:05.095	26.715	41.250	57.130	141.3	24:51.104
								7	1	4:53.698 B	26.748	41.807	3:45.143	60.2	29:44.802
								8	1	2:27.177	47.495	41.914	57.768	120.1	32:11.979
								9	1	2:06.412	27.726	41.166	57.520	139.8	34:18.391
10	1	2:05.130	26.533	41.451	57.146	141.2	36:23.521								
57 1.David TOMLIN 2.Richard MEADEN FORD Escort 1800 RS 1975 -2000 1972-1984															
								1	1	3:59.578	2:12.404	46.357	1:00.817	73.8	3:59.578
								2	1	2:06.990	27.411	41.563	58.016	139.2	6:06.568
								3	1	2:05.287	27.069	41.050	57.168	141.1	8:11.855
								4	1	5:48.920 B	26.823	42.624	4:39.473	50.6	14:00.774
								5	1	2:32.891	46.083	41.663	1:05.145	115.6	16:33.665
								6	1	2:03.936	26.268	40.200	57.468	142.6	18:37.601
								7	1	2:02.734	26.907	39.960	55.867	144.0	20:40.335
								8	1	2:02.567	26.182	40.113	56.272	144.2	22:42.902
								9	1	2:01.821	25.921	39.796	56.104	145.1	24:44.723