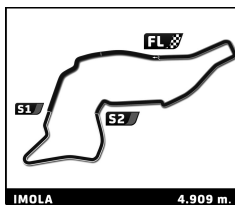


HERITAGE TOURING CUP IMOLA CLASSIC RACE

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								15 1 2:05.504 26.818 41.032 57.654 140.8 31:32.589														
1	1	2:04.698	25.422	41.356	57.920	141.7	2:04.698	16	1	3:00.431 B	26.887	40.615	1:52.929	97.9	34:33.020							
2	1	2:06.429	26.943	41.328	58.158	139.8	4:11.127	17	2	2:42.429	1:03.508	41.182	57.739	108.8	37:15.449							
3	1	2:06.828	27.288	41.514	58.026	139.3	6:17.955	18	2	2:07.217	26.751	41.462	59.004	138.9	39:22.666							
4	1	2:06.861	27.208	41.365	58.288	139.3	8:24.816	19	2	2:05.014	26.938	40.657	57.419	141.4	41:27.680							
5	1	3:22.650 B	26.927	41.226	2:14.497	87.2	11:47.466	20	2	2:05.685	26.816	41.018	57.851	140.6	43:33.365							
6	1	2:19.282	40.121	41.054	58.107	126.9	14:06.748	21	2	2:05.015	27.097	40.611	57.307	141.4	45:38.380							
7	1	2:03.986	26.323	40.787	56.876	142.5	16:10.734	22	2	2:05.902	26.876	41.735	57.291	140.4	47:44.282							
8	1	2:03.071	26.434	40.222	56.415	143.6	18:13.805	23	2	2:05.069	26.757	41.011	57.301	141.3	49:49.351							
9	1	2:03.984	26.104	40.414	57.466	142.5	20:17.789	24	2	2:05.005	26.929	40.979	57.097	141.4	51:54.356							
2 1. Geoff STEELE 2. Richard HOPE BMW 635 Csi 1984 (G.R.A.) TC2 1972-1984								25								2	2:05.134	26.747	41.516	56.871	141.2	53:59.490
1	1	2:22.025	33.543	45.664	1:02.818	124.4	2:22.025	26	2	2:04.794	26.722	40.864	57.208	141.6	56:04.284							
2	1	2:15.051	27.863	44.205	1:02.983	130.9	4:37.076	6 1. Jean-Marc BUSSOLINI VOLKSWAGEN Sirocco 1974 -2000 1972-1984														
3	1	2:11.048	27.678	42.917	1:00.453	134.9	6:48.124	1	1	2:26.745	35.721	46.947	1:04.077	120.4	2:26.745							
4	1	2:09.868	27.375	42.397	1:00.096	136.1	8:57.992	2	1	2:16.018	29.543	44.002	1:02.473	129.9	4:42.763							
5	1	2:12.515	27.917	44.450	1:00.148	133.4	11:10.507	3	1	2:14.960	29.034	43.752	1:02.174	130.9	6:57.723							
6	1	2:12.845	28.684	43.107	1:01.054	133.0	13:23.352	4	1	2:14.744	28.957	43.587	1:02.200	131.2	9:12.467							
7	1	2:10.894	27.633	42.976	1:00.285	135.0	15:34.246	5	1	2:14.662	29.317	43.540	1:01.805	131.2	11:27.129							
8	1	2:10.388	27.361	42.643	1:00.384	135.5	17:44.634	6	1	2:13.967	29.032	43.424	1:01.511	131.9	13:41.096							
9	1	2:10.821	27.826	42.877	1:00.118	135.1	19:55.455	7	1	2:13.312	29.102	43.126	1:01.084	132.6	15:54.408							
10	1	2:11.331	27.716	43.057	1:00.558	134.6	22:06.786	8	1	2:12.761	28.888	43.026	1:00.847	133.1	18:07.169							
11	1	2:10.767	28.139	43.115	59.513	135.1	24:17.553	9	1	2:14.558	29.366	43.397	1:01.795	131.3	20:21.727							
12	1	2:10.430	27.835	42.677	59.918	135.5	26:27.983	10	1	2:13.778	29.509	43.157	1:01.112	132.1	22:35.505							
13	1	2:09.934	27.307	42.929	59.698	136.0	28:37.917	11	1	2:12.773	28.943	43.304	1:00.526	133.1	24:48.278							
14	1	2:09.421	27.214	41.500	1:00.707	136.5	30:47.338	12	1	2:13.632	28.826	43.163	1:01.643	132.2	27:01.910							
15	1	3:15.973 B	27.434	41.979	2:06.560	90.2	34:03.311	13	1	3:34.319 B	29.712	43.113	2:21.494	82.5	30:36.229							
16	2	2:34.922	52.311	42.397	1:00.214	114.1	36:38.233	14	1	2:28.605	43.963	43.545	1:01.097	118.9	33:04.834							
17	2	2:08.902	27.364	42.287	59.251	137.1	38:47.135	15	1	2:14.032	28.902	43.725	1:01.405	131.9	35:18.866							
18	2	2:08.780	27.320	41.687	59.773	137.2	40:55.915	16	1	2:14.423	29.070	43.527	1:01.826	131.5	37:33.289							
19	2	2:09.418	27.387	42.087	59.944	136.6	43:05.333	17	1	2:12.818	28.489	43.910	1:00.419	133.1	39:46.107							
20	2	2:09.010	27.338	42.013	59.659	137.0	45:14.343	18	1	2:13.992	29.055	43.517	1:01.420	131.9	42:00.099							
21	2	2:10.016	27.654	42.491	59.871	135.9	47:24.359	19	1	2:13.573	29.041	43.131	1:01.401	132.3	44:13.672							
22	2	2:10.797	27.435	43.183	1:00.179	135.1	49:35.156	20	1	2:13.593	29.058	43.324	1:01.211	132.3	46:27.265							
23	2	2:09.585	27.318	42.393	59.874	136.4	51:44.741	21	1	2:12.774	29.095	43.239	1:00.440	133.1	48:40.039							
24	2	2:10.764	28.206	42.247	1:00.311	135.1	53:55.505	22	1	2:12.124	28.565	42.922	1:00.637	133.8	50:52.163							
25	2	2:10.290	27.608	42.309	1:00.373	135.6	56:05.795	23	1	2:12.122	28.606	42.513	1:01.003	133.8	53:04.285							
4 1. Christophe VAN RIET 2. Raphaël DE BORMAN FORD Escort 1600 RS 1972 -2000 1972-1984								24								1	2:14.905	28.676	43.798	1:02.431	131.0	55:19.190
1	1	2:07.941	27.666	41.894	58.381	138.1	2:07.941	25	1	2:11.743	28.738	42.830	1:00.175	134.1	57:30.933							
2	1	2:05.759	27.182	40.904	57.673	140.5	4:13.700	8 1. Julien BUSSOLINI ALFA ROMEO GTV6 1984 (G.R.A.) TC2 1972-1984														
3	1	2:07.093	27.997	40.957	58.139	139.1	6:20.793	1	1	2:25.494	34.938	46.803	1:03.753	121.5	2:25.494							
4	1	2:05.807	27.192	41.005	57.610	140.5	8:26.600	2	1	2:15.874	28.755	44.288	1:02.831	130.1	4:41.368							
5	1	2:06.070	27.035	41.062	57.973	140.2	10:32.670	3	1	2:15.733	28.703	44.784	1:02.246	130.2	6:57.101							
6	1	2:05.827	27.202	40.899	57.726	140.4	12:38.497	4	1	2:14.192	28.315	44.226	1:01.651	131.7	9:11.293							
7	1	2:07.256	28.456	41.138	57.662	138.9	14:45.753	5	1	2:14.369	28.435	44.264	1:01.670	131.5	11:25.662							
8	1	2:05.894	27.195	41.047	57.652	140.4	16:51.647	6	1	2:13.385	28.037	44.052	1:01.296	132.5	13:39.047							
9	1	2:05.896	27.150	41.217	57.529	140.4	18:57.543	7	1	2:12.554	28.112	43.243	1:01.199	133.3	15:51.601							
10	1	2:05.898	26.920	41.327	57.651	140.4	21:03.441	8	1	2:13.191	28.279	43.304	1:01.608	132.7	18:04.792							
11	1	2:05.495	26.783	40.979	57.733	140.8	23:08.936	9 1. Maxime GUENAT BMW 635 Csi 1984 TC2 1972-1984														
12	1	2:06.460	26.768	40.887	58.805	139.7	25:15.396	1	1	2:17.927	31.746	44.564	1:01.617	128.1	2:17.927							
13	1	2:05.934	26.880	41.177	57.877	140.3	27:21.330	2	1	2:12.713	27.994	43.480	1:01.239	133.2	4:30.640							
14	1	2:05.755	27.317	40.997	57.441	140.5	29:27.085															



HERITAGE TOURING CUP IMOLA CLASSIC RACE

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
3	1	2:12.075	27.559	43.217	1:01.299	133.8	6:42.715	7	1	2:09.757	27.198	42.144	1:00.415	136.2	15:38.075
4	1	2:14.538	28.241	43.404	1:02.893	131.4	8:57.253	8	1	2:10.328	27.297	42.965	1:00.066	135.6	17:48.403
5	1	2:12.776	28.483	43.589	1:00.704	133.1	11:10.029	9	1	2:12.384	28.059	43.973	1:00.352	133.5	20:00.787
6	1	2:13.106	28.438	42.927	1:01.741	132.8	13:23.135	10	1	2:09.592	27.121	42.184	1:00.287	136.4	22:10.379
7	1	2:11.720	28.453	42.903	1:00.364	134.2	15:34.855	11	1	2:09.283	27.433	41.797	1:00.053	136.7	24:19.662
8	1	2:12.820	28.091	42.889	1:01.840	133.1	17:47.675	12	1	2:25.510	27.344	57.436	1:00.730	121.5	26:45.172
9	1	9:16.094 B	27.892	44.918	8:03.284	31.8	27:03.769	13	1	2:11.285	28.065	42.701	1:00.519	134.6	28:56.457
10	1	2:30.579	46.902	43.281	1:00.396	117.4	29:34.348	14	1	3:23.965 B	27.896	42.432	2:13.637	86.6	32:20.422
11	1	2:12.677	27.651	42.618	1:02.408	133.2	31:47.025	15	1	2:28.028	44.351	42.634	1:01.043	119.4	34:48.450
12	1	3:36.978 B	27.774	43.746	2:25.458	81.4	35:24.003	16	1	2:11.938	28.314	42.438	1:01.186	133.9	37:00.388
13	1	2:27.969	45.006	42.564	1:00.399	119.4	37:51.972	17	1	2:10.730	27.982	42.098	1:00.650	135.2	39:11.118
14	1	2:10.938	27.796	42.998	1:00.144	135.0	40:02.910	18	1	2:11.471	27.495	42.968	1:01.008	134.4	41:22.589
15	1	2:10.724	27.338	43.085	1:00.301	135.2	42:13.634	19	1	2:10.643	27.304	42.664	1:00.675	135.3	43:33.232
16	1	2:09.997	27.356	42.206	1:00.435	135.9	44:23.631	20	1	2:10.883	28.020	42.570	1:00.293	135.0	45:44.115
17	1	2:10.864	27.964	42.424	1:00.476	135.0	46:34.495	21	1	2:11.096	27.259	42.535	1:01.302	134.8	47:55.211
18	1	2:10.099	27.663	42.422	1:00.014	135.8	48:44.594	22	1	2:11.309	28.262	42.199	1:00.848	134.6	50:06.520
19	1	2:09.726	28.013	41.960	59.753	136.2	50:54.320	23	1	2:09.760	27.138	42.545	1:00.077	136.2	52:16.280
20	1	2:10.442	27.502	42.106	1:00.834	135.5	53:04.762	24	1	2:12.174	28.378	43.325	1:00.471	133.7	54:28.454
21	1	2:14.409	28.261	43.156	1:02.992	131.5	55:19.171	25	1	2:09.596	27.507	42.634	59.455	136.4	56:38.050
22	1	2:09.929	27.528	42.437	59.964	136.0	57:29.100								

10

1. Richard HOPE
2. Geoff STEELE

BMW 635i 1984 (G.R.A.)
TC2 1972-1984

1	1	2:17.182	31.448	44.311	1:01.423	128.8	2:17.182
2	1	2:12.327	28.329	43.165	1:00.833	133.6	4:29.509
3	1	2:12.721	27.946	43.397	1:01.378	133.2	6:42.230
4	1	2:13.431	28.388	43.420	1:01.623	132.4	8:55.661
5	1	2:13.862	28.216	43.485	1:02.161	132.0	11:09.523
6	1	2:12.329	28.408	43.033	1:00.888	133.5	13:21.852
7	1	2:11.567	27.917	43.006	1:00.644	134.3	15:33.419
8	1	2:10.790	27.734	42.631	1:00.425	135.1	17:44.209
9	1	2:11.100	27.973	42.837	1:00.290	134.8	19:55.309
10	1	2:11.264	27.660	42.993	1:00.611	134.6	22:06.573
11	1	2:10.790	27.872	42.780	1:00.138	135.1	24:17.363
12	1	2:10.588	27.631	42.722	1:00.235	135.3	26:27.951
13	1	2:11.511	28.603	43.021	59.887	134.4	28:39.462
14	1	3:18.622 B	27.539	42.872	2:08.211	89.0	31:58.084
15	2	2:33.789	50.288	43.082	1:00.419	114.9	34:31.873
16	2	2:10.032	27.623	42.582	59.827	135.9	36:41.905
17	2	2:10.041	27.904	42.665	59.472	135.9	38:51.946
18	2	2:09.919	27.711	42.596	59.612	136.0	41:01.865
19	2	2:10.102	27.680	42.643	59.779	135.8	43:11.967
20	2	2:10.959	27.654	43.495	59.810	134.9	45:22.926
21	2	2:11.104	27.725	43.219	1:00.160	134.8	47:34.030
22	2	2:10.532	27.886	42.900	59.746	135.4	49:44.562
23	2	2:14.037	30.104	42.962	1:00.971	131.8	51:58.599
24	2	2:10.313	27.929	42.910	59.474	135.6	54:08.912
25	2	2:10.400	27.703	42.763	59.934	135.5	56:19.312

11

1. Charles FIRMINICH

BMW 3.0 CSL 1972
TC2 1972-1984

1	1	2:23.748	34.581	46.043	1:03.124	122.9	2:23.748
2	1	2:15.114	29.606	43.915	1:01.593	130.8	4:38.862
3	1	2:13.785	28.592	43.358	1:01.835	132.1	6:52.647
4	1	2:12.211	27.884	43.226	1:01.101	133.7	9:04.858
5	1	2:12.747	30.212	42.445	1:00.090	133.1	11:17.605
6	1	2:10.713	27.495	43.306	59.912	135.2	13:28.318

12

1. Ben GILL

FORD Escort 1600 RS 1975
-2000 1972-1984

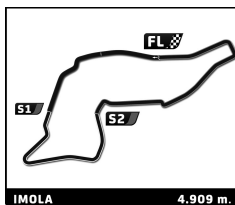
1	1	2:08.598	28.106	42.166	58.326	137.4	2:08.598
2	1	2:05.318	27.146	40.998	57.174	141.0	4:13.916
3	1	2:07.496	28.219	40.949	58.328	138.6	6:21.412
4	1	2:08.593	28.367	40.934	59.292	137.4	8:30.005
5	1	2:08.224	28.087	41.849	58.288	137.8	10:38.229
6	1	2:06.683	28.036	41.136	57.511	139.5	12:44.912
7	1	2:07.215	28.547	40.975	57.693	138.9	14:52.127
8	1	2:05.234	27.574	40.907	56.753	141.1	16:57.361
9	1	2:06.467	27.600	40.863	58.004	139.7	19:03.828
10	1	2:05.810	27.685	40.895	57.230	140.5	21:09.638
11	1	2:05.826	27.814	40.903	57.109	140.5	23:15.464
12	1	2:06.137	27.948	41.222	56.967	140.1	25:21.601
13	1	2:07.059	28.057	41.386	57.616	139.1	27:28.660
14	1	2:07.432	28.708	40.981	57.743	138.7	29:36.092
15	1	3:36.735 B	28.190	41.236	2:27.309	81.5	33:12.827
16	1	2:18.836	40.841	40.968	57.027	127.3	35:31.663
17	1	2:04.552	27.322	40.834	56.396	141.9	37:36.215
18	1	2:05.233	27.629	41.019	56.585	141.1	39:41.448
19	1	2:04.923	27.513	40.718	56.692	141.5	41:46.371
20	1	2:05.607	27.305	41.211	57.091	140.7	43:51.978
21	1	2:05.391	27.352	40.688	57.351	140.9	45:57.369
22	1	2:06.410	27.461	41.560	57.389	139.8	48:03.779
23	1	2:05.961	27.572	41.094	57.295	140.3	50:09.740
24	1	2:06.485	27.617	40.932	57.936	139.7	52:16.225
25	1	2:05.697	27.258	40.879	57.560	140.6	54:21.922
26	1	2:31.834	28.400	48.154	1:15.280	116.4	56:53.756

16

1. Damien KOHLER

FORD Escort 1600 RS 1974
-2000 1972-1984

1	1	2:20.610	33.401	44.738	1:02.471	125.7	2:20.610
2	1	2:13.486	28.437	44.399	1:00.650	132.4	4:34.096
3	1	2:10.484	28.070	42.620	59.794	135.4	6:44.580
4	1	2:11.633	27.772	43.067	1:00.794	134.3	8:56.213
5	1	2:13.904	29.420	44.433	1:00.051	132.0	11:10.117
6	1	2:12.360	28.860	42.919	1:00.581	133.5	13:22.477

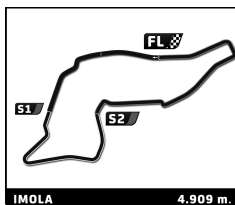


HERITAGE TOURING CUP IMOLA CLASSIC RACE

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
7	1	2:11.911	28.274	42.807	1:00.830	134.0	15:34.388	4	1	2:12.945	28.203	43.770	1:00.972	132.9	9:04.061
8	1	2:11.591	28.237	42.871	1:00.483	134.3	17:45.979	5	1	2:11.656	29.639	42.544	59.473	134.2	11:15.717
9	1	2:09.881	28.335	42.246	59.300	136.1	19:55.860	6	1	2:13.488	29.327	44.091	1:00.070	132.4	13:29.205
17 1.Claude BOISSY 2.Patrick BOURGUIGNON FORD Escort 1600 RS 1974 -2000 1972-1984								7	1	2:09.728	27.694	42.646	59.388	136.2	15:38.933
1	1	2:07.748	28.815	41.725	57.208	138.3	2:07.748	8	1	2:10.307	27.884	42.486	59.937	135.6	17:49.240
2	1	2:04.714	26.573	41.113	57.028	141.7	4:12.462	9	1	2:12.696	28.065	44.021	1:00.610	133.2	20:01.936
3	1	2:05.404	26.549	41.514	57.341	140.9	6:17.866	10	1	2:09.343	27.419	42.325	59.599	136.6	22:11.279
4	1	2:02.948	26.309	40.305	56.334	143.7	8:20.814	11	1	2:08.894	27.361	42.195	59.338	137.1	24:20.173
5	1	2:02.904	25.938	40.010	56.956	143.8	10:23.718	12	1	2:11.298	27.404	43.100	1:00.794	134.6	26:31.471
6	1	2:04.123	26.128	41.350	56.645	142.4	12:27.841	13	1	3:34.245 B	27.357	42.649	2:24.239	82.5	30:05.716
7	1	2:05.538	28.102	40.391	57.045	140.8	14:33.379	14	1	2:22.882	41.015	43.308	58.559	123.7	32:28.598
8	1	2:04.575	26.771	40.733	57.071	141.9	16:37.954	15	1	2:08.853	27.380	42.668	58.805	137.2	34:37.451
9	1	2:04.419	27.102	40.888	56.429	142.0	18:42.373	16	1	2:08.509	27.075	41.850	59.584	137.5	36:45.960
10	1	2:06.178	26.159	42.361	57.658	140.1	20:48.551	17	1	2:09.844	27.209	43.028	59.607	136.1	38:55.804
11	1	2:04.792	26.446	41.090	57.256	141.6	22:53.343	18	1	2:07.823	27.260	42.093	58.470	138.3	41:03.627
12	1	2:04.851	26.853	40.603	57.395	141.5	24:58.194	19	1	2:08.900	27.027	43.127	58.746	137.1	43:12.527
13	1	2:05.152	26.814	40.886	57.452	141.2	27:03.346	20	1	2:11.159	28.180	43.651	59.328	134.7	45:23.686
14	1	2:06.656	26.981	41.440	58.235	139.5	29:10.002	21	1	2:10.349	27.564	43.301	59.484	135.6	47:34.035
15	1	2:07.153	27.326	41.307	58.520	139.0	31:17.155	22	1	2:09.283	27.299	42.801	59.183	136.7	49:43.318
16	1	3:22.147 B	26.783	40.856	2:14.508	87.4	34:39.302	23	1	2:09.391	27.120	43.057	59.214	136.6	51:52.709
17	2	2:34.106	51.461	44.249	58.396	114.7	37:13.408	24	1	2:09.381	27.279	42.324	59.778	136.6	54:02.090
18	2	2:08.330	27.506	42.469	58.355	137.7	39:21.738	25	1	2:09.012	27.215	42.555	59.242	137.0	56:11.102
19	2	2:05.265	26.368	41.453	57.444	141.1	41:27.003	21 1.Christian BOURIEZ 2.Marc-Antoine BIALBY BMW 635 Csi 1984 (G.R.A) TC2 1972-1984							
20	2	2:05.136	26.749	41.237	57.150	141.2	43:32.139	1	1	2:28.679	36.715	47.501	1:04.463	118.9	2:28.679
21	2	2:05.443	27.060	41.147	57.236	140.9	45:37.582	2	1	2:20.714	30.496	46.139	1:04.079	125.6	4:49.393
22	2	2:07.474	26.712	42.973	57.789	138.6	47:45.056	3	1	2:18.109	29.808	44.911	1:03.390	128.0	7:07.502
23	2	2:04.927	26.795	40.993	57.139	141.5	49:49.983	4	1	2:17.186	30.305	44.628	1:02.253	128.8	9:24.688
24	2	2:05.395	27.281	41.072	57.042	140.9	51:55.378	5	1	2:16.912	29.759	44.756	1:02.397	129.1	11:41.600
25	2	2:05.926	26.804	41.510	57.612	140.3	54:01.304	6	1	2:16.939	30.097	44.154	1:02.688	129.1	13:58.539
26	2	2:04.445	26.587	40.902	56.956	142.0	56:05.749	7	1	2:15.469	29.300	43.958	1:02.211	130.5	16:14.008
19 1.Philip WALKER 2.Miles GRIFFITHS FORD Capri 2600 RS 1973 TC2 1972-1984								8	1	2:14.778	28.728	43.923	1:02.127	131.1	18:28.786
1	1	2:11.732	29.351	43.581	58.800	134.2	2:11.732	9	1	2:15.850	28.973	44.642	1:02.235	130.1	20:44.636
2	1	2:09.113	27.421	42.493	59.199	136.9	4:20.845	10	1	2:16.740	29.412	44.956	1:02.372	129.2	23:01.376
3	1	2:08.337	27.464	42.056	58.817	137.7	6:29.182	11	1	2:15.720	29.057	44.214	1:02.449	130.2	25:17.096
4	1	2:08.856	27.384	42.314	59.158	137.1	8:38.038	12	1	2:15.661	29.157	44.439	1:02.065	130.3	27:32.757
5	1	2:09.564	27.335	43.830	58.399	136.4	10:47.602	13	1	3:48.486 B	28.905	44.040	2:35.541	77.3	31:21.243
6	1	2:07.991	27.471	41.976	58.544	138.1	12:55.593	14	2	2:31.393	44.717	44.540	1:02.136	116.7	33:52.636
7	1	2:07.797	27.366	41.924	58.507	138.3	15:03.390	15	2	2:13.631	28.874	43.845	1:00.912	132.2	36:06.267
8	1	2:07.299	27.402	41.739	58.158	138.8	17:10.689	16	2	2:12.502	28.184	43.524	1:00.794	133.4	38:18.769
9	1	2:07.024	27.113	41.491	58.420	139.1	19:17.713	17	2	2:13.430	29.295	43.090	1:01.045	132.4	40:32.199
10	1	2:06.967	27.245	41.271	58.451	139.2	21:24.680	18	2	2:12.211	28.293	42.853	1:01.065	133.7	42:44.410
11	1	4:50.132 B	27.217	41.622	3:41.293	60.9	26:14.812	19	2	2:12.038	28.148	43.485	1:00.405	133.8	44:56.448
12	1	2:26.035	47.319	40.848	57.868	121.0	28:40.847	20	2	2:12.039	27.854	43.441	1:00.744	133.8	47:08.487
13	1	2:04.859	26.160	41.013	57.686	141.5	30:45.706	21	2	2:11.778	27.743	42.920	1:01.115	134.1	49:20.265
14	1	2:03.643	26.243	40.577	56.823	142.9	32:49.349	22	2	2:11.563	27.874	43.100	1:00.589	134.3	51:31.828
15	1	2:03.502	26.227	40.455	56.820	143.1	34:52.851	23	2	2:13.157	29.351	43.181	1:00.625	132.7	53:44.985
20 1.Christian DUMOLIN BMW 3.0 CSL 1972 TC2 1972-1984								24	2	2:12.426	28.460	43.331	1:00.635	133.5	55:57.411
1	1	2:23.115	34.176	45.815	1:03.124	123.5	2:23.115	22 1.Andrew BEVERLEY VOLVO 240 Turbo 1984 (G.R.A) TC2 1972-1984							
2	1	2:15.037	29.877	43.800	1:01.360	130.9	4:38.152	1	1	2:13.549	30.056	43.687	59.806	132.3	2:13.549
3	1	2:12.964	28.845	43.364	1:00.755	132.9	6:51.116	2	1	2:09.452	27.314	42.776	59.362	136.5	4:23.001
								3	1	2:08.431	27.489	41.988	58.954	137.6	6:31.432
								4	1	2:07.774	27.387	41.700	58.687	138.3	8:39.206
								5	1	2:07.346	27.329	42.275	57.742	138.8	10:46.552



HERITAGE TOURING CUP IMOLA CLASSIC RACE

Analysis

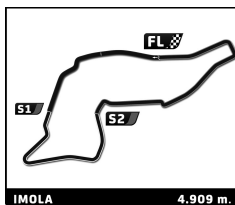
Personal Best Session Best B Crossing the finish line in pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
6	1	2:06.745	27.002	41.658	58.085	139.4	12:53.297	5	1	2:32.021	32.705	49.612	1:09.704	116.2	12:43.740
7	1	2:06.991	27.926	41.319	57.746	139.2	15:00.288	6	1	2:32.220	32.896	49.872	1:09.452	116.1	15:15.960
8	1	2:06.080	26.690	41.580	57.810	140.2	17:06.368	7	1	2:34.533	32.971	49.976	1:11.586	114.4	17:50.493
9	1	2:07.592	26.804	41.633	59.155	138.5	19:13.960	8	1	2:29.423	31.674	48.789	1:08.960	118.3	20:19.916
10	1	2:07.224	26.560	41.205	59.459	138.9	21:21.184	9	1	2:29.352	31.505	48.796	1:09.051	118.3	22:49.268
11	1	2:06.636	26.611	41.435	58.590	139.6	23:27.820	10	1	2:28.545	31.693	48.645	1:08.207	119.0	25:17.813
12	1	2:06.810	27.013	41.531	58.266	139.4	25:34.630	11	1	2:29.277	32.311	48.505	1:08.461	118.4	27:47.090
13	1	3:49.321 B	27.048	41.483	2:40.790	77.1	29:23.951	12	1	2:27.572	31.217	47.618	1:08.737	119.8	30:14.662
14	1	2:24.441	43.391	42.087	58.963	122.4	31:48.392	13	1	4:16.967 B	31.955	48.331	2:56.681	68.8	34:31.629
15	1	2:27.162	26.902	41.998	1:18.262	120.1	34:15.554	14	2	2:51.191	48.829	51.584	1:11.778	103.2	37:22.820
16	1	2:06.862	27.137	41.356	58.369	139.3	36:22.416	15	2	2:34.159	32.600	52.257	1:09.302	114.6	39:56.979
17	1	2:07.737	27.115	41.548	59.074	138.3	38:30.153	16	2	2:29.755	32.059	49.621	1:08.075	118.0	42:26.734
18	1	2:08.211	27.316	41.876	59.019	137.8	40:38.364	17	2	2:28.931	32.015	49.292	1:07.624	118.7	44:55.665
19	1	2:09.166	27.472	43.011	58.683	136.8	42:47.530	18	2	2:28.356	32.062	48.345	1:07.949	119.1	47:24.021
20	1	2:09.570	26.863	42.288	1:00.419	136.4	44:57.100	19	2	2:26.694	31.897	47.414	1:07.383	120.5	49:50.715
21	1	2:08.340	27.476	42.239	58.625	137.7	47:05.440	20	2	2:30.975	31.749	49.724	1:09.502	117.1	52:21.690
22	1	2:08.218	27.186	42.011	59.021	137.8	49:13.658	21	2	2:27.834	32.000	47.895	1:07.939	119.5	54:49.524
23	1	2:07.904	27.242	41.756	58.906	138.2	51:21.562	22	2	2:27.776	31.766	48.238	1:07.772	119.6	57:17.300
24	1	2:08.572	27.925	41.853	58.794	137.5	53:30.134								
25	1	2:08.350	27.274	42.156	58.920	137.7	55:38.484								
26	1	2:07.118	27.334	41.545	58.239	139.0	57:45.602								

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
23	1	2:14.166	30.995	43.429	59.742	131.7	2:14.166	1	1	2:30.475	37.667	47.547	1:05.261	117.4	2:30.475
2	1	2:09.867	28.101	42.545	59.221	136.1	4:24.033	2	1	2:19.906	30.529	45.993	1:03.384	126.3	4:50.381
3	1	2:10.655	28.062	43.503	59.090	135.3	6:34.688	3	1	2:18.463	29.596	45.354	1:03.513	127.6	7:08.844
4	1	2:09.042	27.775	42.781	58.486	137.0	8:43.730	4	1	2:17.798	29.292	45.126	1:03.380	128.2	9:26.642
5	1	2:07.346	27.597	41.918	57.831	138.8	10:51.076	5	1	2:17.455	29.650	44.019	1:03.786	128.6	11:44.097
6	1	2:06.587	27.268	41.728	57.591	139.6	12:57.663	6	1	2:16.332	29.337	43.999	1:02.996	129.6	14:00.429
7	1	2:08.330	27.268	41.987	59.075	137.7	15:05.993	7	1	2:17.372	29.458	44.767	1:03.147	128.6	16:17.801
8	1	2:06.168	27.357	41.248	57.563	140.1	17:12.161	8	1	2:16.818	29.355	44.459	1:03.004	129.2	18:34.619
9	1	2:06.020	26.806	41.317	57.897	140.2	19:18.181	9	1	2:18.449	29.029	45.209	1:04.211	127.6	20:53.068
10	1	2:07.418	27.516	41.250	58.652	138.7	21:25.599	10	1	2:19.462	29.639	45.375	1:04.448	126.7	23:12.530
11	1	2:06.916	26.976	41.783	58.157	139.2	23:32.515	11	1	2:15.943	29.105	44.485	1:02.353	130.0	25:28.473
12	1	2:06.707	27.438	41.312	57.957	139.5	25:39.222	12	1	2:17.488	29.029	44.391	1:04.068	128.5	27:45.961
13	1	2:07.094	27.170	41.686	58.238	139.0	27:46.316	13	1	3:34.751 B	29.464	43.972	2:21.315	82.3	31:20.712
14	1	2:08.824	28.233	41.959	58.632	137.2	29:55.140	14	2	2:28.983	42.538	43.941	1:02.504	118.6	33:49.695
15	1	3:37.322 B	27.925	42.169	2:27.228	81.3	33:32.462	15	2	2:15.469	29.493	43.798	1:02.178	130.5	36:05.164
16	2	2:32.345	48.359	43.651	1:00.335	116.0	36:04.807	16	2	2:13.474	28.995	43.153	1:01.326	132.4	38:18.638
17	2	2:07.473	28.167	41.692	57.614	138.6	38:12.280	17	2	2:15.002	30.266	43.086	1:01.650	130.9	40:33.640
18	2	2:06.849	27.628	41.459	57.762	139.3	40:19.129	18	2	2:13.219	28.831	43.029	1:01.359	132.7	42:46.859
19	2	2:06.708	27.220	41.404	58.084	139.5	42:25.837	19	2	2:13.951	28.896	42.990	1:02.065	131.9	45:00.810
20	2	2:07.815	27.867	41.672	58.276	138.3	44:33.652	20	2	2:13.062	28.694	43.122	1:01.246	132.8	47:13.872
21	2	2:05.983	26.837	41.395	57.751	140.3	46:39.635	21	2	2:13.805	28.814	43.306	1:01.685	132.1	49:27.677
22	2	2:05.405	26.325	41.326	57.754	140.9	48:45.040	22	2	2:13.612	28.652	43.570	1:01.390	132.3	51:41.289
23	2	2:04.131	26.521	40.981	56.629	142.4	50:49.171	23	2	2:13.844	29.557	43.178	1:01.109	132.0	53:55.133
24	2	2:05.430	26.493	41.207	57.730	140.9	52:54.601	24	2	2:14.375	28.806	43.503	1:02.066	131.5	56:09.508
25	2	2:05.226	26.575	41.375	57.276	141.1	54:59.827								
26	2	2:05.959	26.244	41.348	58.367	140.3	57:05.786								

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
24	1	2:36.797	38.355	49.394	1:09.048	112.7	2:36.797	1	1	2:21.384	33.077	45.650	1:02.657	125.0	2:21.384
2	1	2:30.390	32.252	49.082	1:09.056	117.5	5:07.187	2	1	2:16.307	28.338	45.134	1:02.835	129.7	4:37.691
3	1	2:31.787	32.248	49.128	1:10.411	116.4	7:38.974	3	1	2:12.831	28.140	43.787	1:00.904	133.0	6:50.522
4	1	2:32.745	32.716	49.981	1:10.048	115.7	10:11.719	4	1	2:13.072	27.865	44.099	1:01.108	132.8	9:03.594

BMW 2002 Ti 1970 -2000 1966-1971										
30		1.Christian TRABER 2.Nicolas TRABER								
1	1	2:30.475	37.667	47.547	1:05.261	117.4	2:30.475			
2	1	2:19.906	30.529	45.993	1:03.384	126.3	4:50.381			
3	1	2:18.463	29.596	45.354	1:03.513	127.6	7:08.844			
4	1	2:17.798	29.292	45.126	1:03.380	128.2	9:26.642			
5	1	2:17.455	29.650	44.019	1:03.786	128.6	11:44.097			
6	1	2:16.332	29.337	43.999	1:02.996	129.6	14:00.429			
7	1	2:17.372	29.458	44.767	1:03.147	128.6	16:17.801			
8	1	2:16.818	29.355	44.459	1:03.004	129.2	18:34.619			
9	1	2:18.449	29.029	45.209	1:04.211	127.6	20:53.068			
10	1	2:19.462	29.639	45.375	1:04.448	126.7	23:12.530			
11	1	2:15.943	29.105	44.485	1:02.353	130.0	25:28.473			
12	1	2:17.488	29.029	44.391	1:04.068	128.5	27:45.961			
13	1	3:34.751 B	29.464	43.972	2:21.315	82.3	31:20.712			
14	2	2:28.983	42.538	43.941	1:02.504	118.6	33:49.695			
15	2	2:15.469	29.493	43.798	1:02.178	130.5	36:05.164			
16	2	2:13.474	28.995	43.153	1:01.326	132.4	38:18.638			
17	2	2:15.002	30.266	43.086	1:01.650	130.9	40:33.640			
18	2	2:13.219	28.831	43.029	1:01.359	132.7	42:46.859			
19	2	2:13.951	28.896	42.990	1:02.065	131.9	45:00.810			
20	2	2:13.062	28.694	43.122	1:01.246	132.8	47:13.872			
21	2	2:13.805	28.814	43.306	1:01.685	132.1	49:27.677			
22	2	2:13.612	28.652	43.570	1:01.390	132.3	51:41.289			
23	2	2:13.844	29.557	43.178	1:01.109	132.0	53:55.133			
24	2	2:14.375	28.806	43.503	1:02.066	131.5	56:09.500			



HERITAGE TOURING CUP IMOLA CLASSIC RACE

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
10	1	2:09.578	27.563	42.385	59.630	136.4	22:08.095	11	1	2:05.304	26.828	40.982	57.494	141.0	23:10.323
11	1	2:09.948	27.904	42.567	59.477	136.0	24:18.043	12	1	2:06.046	26.872	41.058	58.116	140.2	25:16.369
12	1	2:10.635	28.057	43.560	59.018	135.3	26:28.678	13	1	2:05.220	26.834	40.970	57.416	141.1	27:21.589
13	1	3:24.628 B	28.226	43.520	2:12.882	86.4	29:53.306	14	1	2:06.550	27.504	40.964	58.082	139.6	29:28.139
14	2	2:28.042	43.787	43.444	1:00.811	119.4	32:21.348	15	1	2:05.003	26.799	40.879	57.325	141.4	31:33.142
15	2	2:11.152	27.552	42.976	1:00.624	134.7	34:32.500	16	1	3:31.963 B	27.149	40.844	2:23.970	83.4	35:05.105
16	2	2:09.690	27.970	42.163	59.557	136.3	36:42.190	17	2	2:25.652	45.918	41.323	58.411	121.3	37:30.757
17	2	2:09.965	27.886	42.883	59.196	136.0	38:52.155	18	2	2:05.031	26.996	40.960	57.075	141.3	39:35.788
18	2	2:10.134	27.842	42.604	59.688	135.8	41:02.289	19	2	2:06.509	26.719	41.446	58.344	139.7	41:42.297
19	2	2:09.877	27.506	42.725	59.646	136.1	43:12.166	20	2	2:06.600	27.558	41.166	57.876	139.6	43:48.897
20	2	2:11.379	27.976	43.446	59.957	134.5	45:23.545	21	2	2:07.524	27.057	41.120	59.347	138.6	45:56.421
21	2	2:25.855	28.214	54.822	1:02.819	121.2	47:49.400	22	2	2:08.795	27.071	43.278	58.446	137.2	48:05.216
22	2	2:11.954	27.819	43.596	1:00.539	133.9	50:01.354	23	2	2:06.152	27.425	41.212	57.515	140.1	50:11.368
23	2	2:12.062	28.120	43.400	1:00.542	133.8	52:13.416	24	2	2:06.557	26.839	41.548	58.170	139.6	52:17.925
24	2	2:10.085	27.621	42.466	59.998	135.9	54:23.501	25	2	2:06.233	27.216	41.244	57.773	140.0	54:24.158
25	2	2:11.132	28.586	43.394	59.152	134.8	56:34.633	26	2	2:08.120	27.313	41.728	59.079	137.9	56:32.278

34

1.Xavier GALANT
2.Vincent NEURISSE

FORD Escort 1600 RS 1972
-2000 1972-1984

1	1	2:23.382	34.603	46.342	1:02.437	123.3	2:23.382
2	1	2:12.560	28.802	43.227	1:00.531	133.3	4:35.942
3	1	2:10.489	27.582	43.370	59.537	135.4	6:46.431
4	1	2:10.663	27.389	42.954	1:00.320	135.3	8:57.094
5	1	2:10.618	28.341	42.339	59.938	135.3	11:07.712
6	1	2:09.872	27.808	42.588	59.476	136.1	13:17.584
7	1	2:10.893	27.912	43.084	59.897	135.0	15:28.477
8	1	2:09.808	27.468	42.598	59.742	136.1	17:38.285
9	1	2:10.976	27.721	43.088	1:00.167	134.9	19:49.261
10	1	2:10.625	27.720	42.933	59.972	135.3	21:59.886
11	1	2:10.467	27.858	42.925	59.684	135.5	24:10.353
12	1	2:10.558	27.815	42.788	59.955	135.4	26:20.911
13	1	2:29.395 B	27.704	42.857	1:18.834	118.3	28:50.306
14	2	3:58.202	2:09.448	45.703	1:03.051	74.2	32:48.508
15	2	2:15.803	29.978	43.765	1:02.060	130.1	35:04.311
16	2	2:14.706	29.285	43.326	1:02.095	131.2	37:19.017
17	2	2:13.447	28.981	43.758	1:00.708	132.4	39:32.464
18	2	2:14.382	29.512	44.278	1:00.592	131.5	41:46.846
19	2	2:16.924	28.521	43.246	1:05.157	129.1	44:03.770
20	2	2:16.903	30.755	44.501	1:01.647	129.1	46:20.673
21	2	2:13.698	29.483	43.778	1:00.437	132.2	48:34.371
22	2	2:14.780	29.518	44.665	1:00.597	131.1	50:49.151
23	2	2:14.366	29.188	43.495	1:01.683	131.5	53:03.517
24	2	2:16.001	28.943	43.320	1:03.738	129.9	55:19.518
25	2	2:12.774	29.289	43.368	1:00.117	133.1	57:32.292

43

1. Gisberto CORAZZARI

2. Piero CORAZZARI

FORD Escort 1600 RS 1972
-2000 1972-1984

1	1	2:10.789	29.595	42.893	58.301	135.1	2:10.789
2	1	2:05.147	26.632	41.026	57.489	141.2	4:15.936
3	1	2:07.846	26.890	43.414	57.542	138.2	6:23.782
4	1	2:05.478	26.749	40.843	57.886	140.8	8:29.260
5	1	2:05.696	26.984	41.064	57.648	140.6	10:34.956
6	1	2:06.366	26.823	40.946	58.597	139.9	12:41.322
7	1	2:06.254	27.409	41.112	57.733	140.0	14:47.576
8	1	2:05.044	27.098	40.834	57.112	141.3	16:52.620
9	1	2:05.404	26.881	40.994	57.529	140.9	18:58.024
10	1	2:06.995	27.074	41.560	58.361	139.2	21:05.019

51

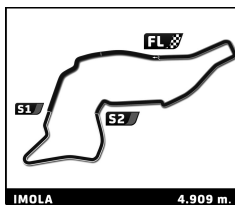
FORD Mustang GT Pineap 1984 (GR-A)

1.Benjamin PORON

TC2 1972-1984

1	1	2:19.581	32.423	45.404	1:01.754	126.6	2:19.581
2	1	2:16.072	28.637	45.536	1:01.899	129.9	4:35.653
3	1	2:14.179	28.573	44.839	1:00.767	131.7	6:49.832
4	1	2:13.185	28.490	43.731	1:00.964	132.7	9:03.017
5	1	2:21.700	36.287	44.347	1:01.066	124.7	11:24.717
6	1	2:14.669	28.610	44.848	1:01.211	131.2	13:39.386
7	1	2:12.491	28.381	44.099	1:00.011	133.4	15:51.877
8	1	2:13.711	28.680	44.169	1:00.862	132.2	18:05.588
9	1	2:13.333	28.570	44.149	1:00.614	132.5	20:18.921
10	1	2:13.403	28.138	43.998	1:01.267	132.5	22:32.324
11	1	2:14.491	28.330	44.348	1:01.813	131.4	24:46.815
12	1	4:28.408 B	28.441	44.371	3:15.596	65.8	29:15.223
13	1	2:29.973	48.236	42.633	59.104	117.8	31:45.196
14	1	2:08.910	27.900	42.245	58.765	137.1	33:54.106
15	1	2:10.376	27.932	42.711	59.733	135.5	36:04.482
16	1	2:07.083	27.360	41.777	57.946	139.1	38:11.565
17	1	2:06.828	27.258	41.617	57.953	139.3	40:18.393
18	1	2:06.983	27.111	41.539	58.333	139.2	42:25.376
19	1	7:46.902 B	28.197	58.708	6:19.997	37.9	50:12.278

52		1.Yves SCEMAMA		FORD Capri 2600 RS 1971 TC2 1966-1971			
1	1	2:11.696	29.100	42.870	59.726	134.2	2:11.696
2	1	2:09.918	28.359	42.598	58.961	136.0	4:21.614
3	1	2:09.022	27.819	42.194	59.009	137.0	6:30.636
4	1	2:08.035	27.313	41.474	59.248	138.0	8:38.671
5	1	2:07.116	27.130	42.329	57.657	139.0	10:45.787
6	1	2:06.604	27.145	41.554	57.905	139.6	12:52.391
7	1	2:06.741	27.153	41.969	57.619	139.4	14:59.132
8	1	2:06.196	27.033	41.308	57.855	140.0	17:05.328
9	1	3:36.189 B	27.021	41.724	2:27.444	81.7	20:41.517
10	1	11:54.767 B	42.982	42.859	...	24.7	32:36.284
11	1	2:26.760	45.809	42.254	58.697	120.4	35:03.044
12	1	2:09.881	27.866	42.515	59.500	136.1	37:12.925
13	1	2:09.918	27.402	43.743	58.773	136.0	39:22.843
14	1	2:07.723	27.564	41.346	58.813	138.4	41:30.566
15	1	2:07.931	27.438	42.055	58.438	138.1	43:38.497
16	1	2:07.618	27.572	41.790	58.256	138.5	45:46.115



HERITAGE TOURING CUP IMOLA CLASSIC RACE

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
17	1	2:07.010	27.198	41.775	58.037	139.1	47:53.125	77							
18	1	2:07.451	27.862	41.589	58.000	138.7	50:00.576								
19	1	5:06.438 B	27.330	1:00.301	3:38.807	57.7	55:07.014								
20	1	2:31.956	47.414	44.347	1:00.195	116.3	57:38.970								

57		1.David TOMLIN 2.Richard MEADEN FORD Escort 1800 RS 1975 -2000 1972-1984													
1	1	2:07.083	26.801	42.360	57.922	139.1	2:07.083								
2	1	2:08.245	27.074	43.315	57.856	137.8	4:15.328								
3	1	2:10.250	26.995	43.577	59.678	135.7	6:25.578								
4	1	2:09.713	27.297	41.212	1:01.204	136.2	8:35.291								
5	1	2:06.385	27.318	40.677	58.390	139.8	10:41.676								
6	1	2:04.939	26.875	40.579	57.485	141.4	12:46.615								
7	1	2:06.663	27.790	41.117	57.756	139.5	14:53.278								
8	1	2:04.956	27.124	40.816	57.016	141.4	16:58.234								
9	1	2:05.171	27.023	40.977	57.171	141.2	19:03.405								
10	1	2:05.610	27.432	40.422	57.756	140.7	21:09.015								
11	1	2:05.421	27.101	40.882	57.438	140.9	23:14.436								
12	1	2:05.566	27.077	40.756	57.733	140.7	25:20.002								
13	1	2:07.253	28.061	41.515	57.677	138.9	27:27.255								
14	1	3:31.540 B	28.413	41.028	2:22.099	83.5	30:58.795								
15	2	2:24.830	44.385	42.989	57.456	122.0	33:23.625								
16	2	2:05.852	27.235	41.128	57.489	140.4	35:29.477								
17	2	2:03.713	26.572	40.577	56.564	142.8	37:33.190								
18	2	2:03.461	26.296	40.722	56.443	143.1	39:36.651								
19	2	2:04.719	26.083	41.710	56.926	141.7	41:41.370								
20	2	2:04.037	26.525	40.625	56.887	142.5	43:45.407								
21	2	2:04.155	26.627	40.742	56.786	142.3	45:49.562								
22	2	2:04.023	26.785	40.811	56.427	142.5	47:53.585								
23	2	2:03.725	26.084	40.943	56.698	142.8	49:57.310								
24	2	2:03.675	26.375	40.803	56.497	142.9	52:00.985								
25	2	2:03.497	26.112	41.035	56.350	143.1	54:04.482								
26	2	2:04.037	26.184	40.923	56.930	142.5	56:08.519								

67		1.Eric EVERARD CHEVROLET Camaro Z28 1967 TC2 1966-1971													
1	1	2:27.369	36.073	47.609	1:03.687	119.9	2:27.369								
2	1	2:18.193	29.859	44.801	1:03.533	127.9	4:45.562								
3	1	2:17.889	28.482	45.103	1:04.304	128.2	7:03.451								
4	1	2:16.811	28.711	45.262	1:02.838	129.2	9:20.262								
5	1	2:15.060	28.624	44.498	1:01.938	130.8	11:35.322								
6	1	2:27.945	29.908	44.514	1:13.523	119.5	14:03.267								
7	1	2:18.691	29.258	46.077	1:03.356	127.4	16:21.958								
8	1	2:17.925	28.918	45.563	1:03.444	128.1	18:39.883								
9	1	2:17.711	28.725	46.158	1:02.828	128.3	20:57.594								
10	1	2:16.003	28.778	44.186	1:03.039	129.9	23:13.597								
11	1	2:16.771	29.114	45.851	1:01.806	129.2	25:30.368								
12	1	2:16.574	28.460	45.094	1:03.020	129.4	27:46.942								
13	1	3:28.227 B	29.396	44.924	2:13.907	84.9	31:15.169								
14	1	2:35.391	47.416	45.173	1:02.802	113.7	33:50.560								
15	1	2:18.758	31.019	45.547	1:02.192	127.4	36:09.318								
16	1	2:14.219	28.347	44.076	1:01.796	131.7	38:23.537								
17	1	2:13.781	28.416	44.115	1:01.250	132.1	40:37.318								
18	1	2:14.921	28.119	44.868	1:01.934	131.0	42:52.239								
19	1	2:14.140	28.112	44.119	1:01.909	131.7	45:06.379								
20	1	2:15.055	28.158	44.327	1:02.570	130.9	47:21.434								
21	1	2:21.840	28.041	44.638	1:09.161	124.6	49:43.274								