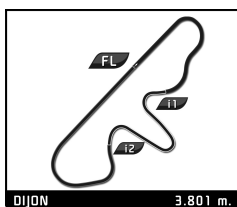


HERITAGE TOURING CUP GRAND PRIX DE L'AGE D'OR QUALIFYING

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed
8 1.Xavier GALANT 2.Olivier TANCOGNE FORD Escort 1600 RS 1972 TC2								14 1.Carlo VÖGELE 2.Alain VÖGELE FORD Capri 2600 RS 1972 TC2							
1	1	4:40.037				48.9	4:40.037	1	1	2:40.277	1:19.277	41.660	39.340	85.4	2:40.277
2	1	1:49.072				125.5	6:29.109	2	1	1:45.250	29.927	37.911	37.412	130.0	4:25.527
3	1	1:48.083				126.6	8:17.192	3	1	1:42.644	29.299	36.621	36.724	133.3	6:08.171
4	1	1:42.163				133.9	9:59.355	4	1	1:46.305	31.644	38.208	36.453	128.7	7:54.476
5	1	1:40.824				135.7	11:40.179	5	1	1:41.431	28.226	37.376	35.829	134.9	9:35.907
6	1	4:28.151 B				51.0	16:08.330	6	1	1:43.297	29.781	37.104	36.412	132.5	11:19.204
7	1	1:48.188	35.625	36.508	36.055	126.5	17:56.518	7	1	1:41.464	28.340	37.074	36.050	134.9	13:00.668
8	1	1:40.147	27.412	36.867	35.868	136.6	19:36.665	8	1	1:41.708	28.255	36.862	36.591	134.5	14:42.376
9	1	6:19.379 B	27.163	37.329	5:14.887	36.1	25:56.044	9	1	1:42.284	27.523	37.508	37.253	133.8	16:24.660
10 1.Adrian George BRADY BMW 3.0 CSL 1975 TC2								15 1.Bill CUTLER BMW M535 1981 TC2							
1	1	2:20.749	1:04.515	38.228	38.006	97.2	2:20.749	1	1	2:35.318	1:17.932	38.780	38.606	88.1	2:35.318
2	1	1:40.789	28.904	35.402	36.483	135.8	4:01.538	2	1	1:42.738	29.029	36.787	36.922	133.2	4:18.056
3	1	1:44.285	34.318	35.896	34.071	131.2	5:45.823	3	1	1:42.505	27.440	37.779	37.286	133.5	6:00.561
4	1	1:34.623	26.149	33.811	34.663	144.6	7:20.446	4	1	1:38.883	27.557	35.629	35.697	138.4	7:39.444
5	1	8:41.458 B	26.750	35.309	7:39.399	26.2	16:01.904	5	1	1:41.402	27.431	38.309	35.662	134.9	9:20.846
11 1.Charles FIRMENICH BMW 3.0 CSL 1972 TC2								6	1	1:39.824	27.673	36.063	36.088	137.1	11:00.670
1	1	2:18.210	59.259	40.687	38.264	99.0	2:18.210	7	1	1:40.365	28.523	36.532	35.310	136.3	12:41.035
2	1	1:41.983	28.114	36.340	37.529	134.2	4:00.193	8	1	1:41.188	29.126	36.086	35.976	135.2	14:22.223
3	1	1:46.412	34.821	36.254	35.337	128.6	5:46.605	9	1	1:38.296	27.366	35.361	35.569	139.2	16:00.519
4	1	1:36.440	26.563	34.952	34.925	141.9	7:23.045	10	1	1:39.231	27.224	36.092	35.915	137.9	17:39.750
12 1.Ben GILL FORD Escort 1600 RS 1975 TC2								11	1	1:38.744	27.327	35.432	35.985	138.6	19:18.494
1	1	2:34.012	1:18.995	38.286	36.731	88.8	2:34.012	12	1	5:58.945 B	31.237	42.653	4:45.055	38.1	25:17.439
2	1	1:36.732	28.511	33.891	34.330	141.5	4:10.744	13	1	1:52.452	38.281	37.817	36.354	121.7	27:09.891
3	1	1:36.563	27.237	34.547	34.779	141.7	5:47.307	14	1	1:39.345	27.343	35.867	36.135	137.7	28:49.236
4	1	1:34.271	26.460	33.356	34.455	145.2	7:21.578	15	1	1:38.973	27.533	35.372	36.068	138.3	30:28.209
5	1	1:33.157	26.027	32.803	34.327	146.9	8:54.735	16	1	1:39.187	27.102	36.077	36.008	138.0	32:07.396
6	1	1:34.341	26.445	33.097	34.799	145.0	10:29.076	17	1	1:38.536	27.357	35.257	35.922	138.9	33:45.932
7	1	6:04.911 B	28.748	37.943	4:58.220	37.5	16:33.987	18	1	1:40.535	27.879	35.508	37.148	136.1	35:26.467
8	1	1:51.149	36.364	37.737	37.048	123.1	18:25.136	19	1	1:40.265	27.524	35.611	37.130	136.5	37:06.732
9	1	1:38.358	25.916	36.948	35.494	139.1	20:03.494	20	1	1:38.475	27.256	35.375	35.844	139.0	38:45.207
10	1	1:32.659	26.002	32.823	33.834	147.7	21:36.153	17 1.Patrick BOURGUIGNON 2.Claude BOISSY FORD Escort 1600 RS 1974 TC2							
11	1	1:32.466	25.453	32.612	34.401	148.0	23:08.619	1	1	3:57.833	2:05.727	54.287	57.819	57.5	3:57.833
13 1.Philippe TRUFFIER BMW 530i US 1977 TC1								2	1	1:51.496	37.912	38.700	34.884	122.7	5:49.329
1	1	2:24.707	1:04.125	41.664	38.918	94.6	2:24.707	3	1	1:35.557	27.763	34.150	33.644	143.2	7:24.886
2	1	1:41.671	28.319	36.958	36.394	134.6	4:06.378	4	1	2:13.085	25.022	1:14.237	33.826	102.8	9:37.971
3	1	1:47.807	31.267	39.047	37.493	126.9	5:54.185	5	1	1:33.811	26.389	33.826	33.596	145.9	11:11.782
4	1	1:41.444	27.949	37.128	36.367	134.9	7:35.629	6	1	1:33.257	25.723	33.820	33.714	146.7	12:45.039
5	1	1:42.023	28.076	37.485	36.462	134.1	9:17.652	7	1	1:34.862	26.215	34.375	34.272	144.2	14:19.901
6	1	1:40.850	27.855	36.643	36.352	135.7	10:58.502	8	1	1:33.626	26.595	33.580	33.451	146.2	15:53.527
7	1	1:41.293	28.115	36.658	36.520	135.1	12:39.795	9	1	13:29.566 B	30.302	38.096	...	16.9	29:23.093
8	1	3:11.866 B	32.836	37.476	2:01.554	71.3	15:51.661	10	1	2:00.952	44.805	38.746	37.401	113.1	31:24.045
9	1	1:56.339	39.055	40.071	37.213	117.6	17:48.000	11	1	1:38.584	28.192	35.121	35.271	138.8	33:02.629
10	1	1:41.097	28.041	36.695	36.361	135.4	19:29.097	12	1	1:36.836	27.370	34.431	35.035	141.3	34:39.465
11	1	1:41.531	28.058	36.768	36.705	134.8	21:10.628	13	1	1:35.101	26.484	34.238	34.379	143.9	36:14.566
12	1	1:40.906	27.716	36.791	36.399	135.6	22:51.534	14	1	1:35.985	26.839	34.535	34.611	142.6	37:50.551
								15	1	1:35.896	27.052	34.505	34.339	142.7	39:26.447

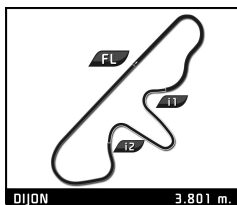


HERITAGE TOURING CUP GRAND PRIX DE L'AGE D'OR QUALIFYING

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed
16	1	1:35.593	26.148	34.320	35.125	143.1	41:02.040	5	1	1:36.689	27.416	34.991	34.282	141.5	9:29.833
21 1.Armand ADRIAANS BMW 635 CSi 1983 Group A								6	1	1:36.428	27.048	34.943	34.437	141.9	11:06.261
1	1	3:59.590	2:10.223	53.687	55.680	57.1	3:59.590	7	1	1:34.845	26.637	34.350	33.858	144.3	12:41.106
2	1	1:50.348	32.695	38.889	38.764	124.0	5:49.938	8	1	1:36.441	28.225	34.029	34.187	141.9	14:17.547
3	1	1:44.343	29.052	38.424	36.867	131.1	7:34.281	9	1	1:35.691	27.065	34.328	34.298	143.0	15:53.238
4	1	1:44.131	28.931	38.691	36.509	131.4	9:18.412	10	1	1:35.162	26.970	34.098	34.094	143.8	17:28.400
5	1	1:40.513	28.798	35.674	36.041	136.1	10:58.925	11	1	1:36.058	26.580	34.166	35.312	142.5	19:04.458
6	1	1:41.107	29.215	36.088	35.804	135.3	12:40.032	12	1	1:35.103	26.741	34.049	34.313	143.9	20:39.561
7	1	1:44.643	29.771	38.634	36.238	130.8	14:24.675	13	1	1:34.418	26.288	33.981	34.149	144.9	22:13.979
8	1	1:39.561	28.579	35.703	35.279	137.4	16:04.236	14	1	1:34.996	26.953	33.862	34.181	144.0	23:48.975
9	1	1:39.540	28.132	35.836	35.572	137.5	17:43.776	15	1	1:34.332	26.372	33.931	34.029	145.1	25:23.307
10	1	1:38.810	28.561	35.340	34.909	138.5	19:22.586	30 1.Christian TRABER BMW 2002 Ti 1971 TC2							
22 1.Andrew BEVERLEY VOLVO 240T 1984 Group A								2	1	2:45.417	1:23.198	40.580	41.639	82.7	2:45.417
1	1	2:50.596	1:33.572	41.277	35.747	80.2	2:50.596	3	1	1:48.264	32.030	38.994	37.240	126.4	4:33.681
2	1	1:40.126	27.555	37.554	35.017	136.7	4:30.722	4	1	1:41.583	27.644	36.267	37.672	134.7	6:15.264
3	1	1:37.747	27.505	35.239	35.003	140.0	6:08.469	5	1	1:40.596	27.474	37.129	35.993	136.0	7:55.860
4	1	1:37.302	28.470	34.635	34.197	140.6	7:45.771	6	1	1:41.681	27.263	37.399	37.019	134.6	9:37.541
5	1	1:35.350	27.076	34.659	33.615	143.5	9:21.121	7	1	1:42.078	28.317	36.170	37.591	134.1	11:19.619
6	1	6:02.190 B	26.853	35.663	4:59.674	37.8	15:23.311	8	1	1:39.859	28.137	35.916	35.806	137.0	12:59.478
7	1	1:52.356	40.056	37.919	34.381	121.8	17:15.667	9	1	1:40.133	28.472	35.414	36.247	136.7	14:39.611
8	1	1:32.980	26.698	33.180	33.102	147.2	18:48.647	10	1	1:39.104	27.870	35.242	35.992	138.1	16:18.715
9	1	1:32.173	25.879	33.060	33.234	148.5	20:20.820	11	1	2:48.456 B	27.081	36.902	1:44.473	81.2	19:07.171
23 1.David HUXLEY Group A 2.Nigel GREENSALL FORD Mustang GT Pineapc 1984								12	1	1:50.574	38.302	36.003	36.269	123.8	20:57.745
1	1	2:48.290	1:34.754	39.233	34.303	81.3	2:48.290	13	1	1:38.452	27.440	35.029	35.983	139.0	22:36.197
2	1	1:37.330	28.147	36.543	32.640	140.6	4:25.620	14	1	1:38.865	27.479	35.260	36.126	138.4	24:15.062
3	1	1:32.885	25.506	33.747	33.632	147.3	5:58.505	15	1	1:38.494	27.125	35.468	35.901	138.9	25:53.556
4	1	3:30.525 B	25.370	34.033	2:31.122	65.0	9:29.030	16	1	1:38.570	26.899	35.884	35.787	138.8	27:32.126
5	1	1:45.753	35.618	36.340	33.795	129.4	11:14.783	17	1	1:41.350	28.799	35.948	36.603	135.0	29:13.476
6	1	1:35.270	26.782	35.586	32.902	143.6	12:50.053	18	1	1:38.431	27.221	35.224	35.986	139.0	30:51.907
7	1	1:35.296	26.766	35.131	33.399	143.6	14:25.349	1	1	1:38.382	27.135	35.264	35.983	139.1	32:30.289
8	1	1:34.325	26.631	34.520	33.174	145.1	15:59.674	32 1.Stephen DANCE FORD Capri 2600 RS 1972 TC2							
9	1	1:37.662	27.017	35.506	35.139	140.1	17:37.336	1	1	3:03.415	1:43.609	42.023	37.783	74.6	3:03.415
10	1	1:33.992	26.724	34.318	32.950	145.6	19:11.328	2	1	1:38.212	29.537	34.981	33.694	139.3	4:41.627
11	1	1:35.043	27.160	34.704	33.179	144.0	20:46.371	3	1	1:36.756	29.010	34.028	33.718	141.4	6:18.383
12	1	1:34.134	27.049	34.187	32.898	145.4	22:20.505	4	1	1:40.630	25.825	39.359	35.446	136.0	7:59.013
13	1	3:05.571 B	29.878	37.151	1:58.542	73.7	25:26.076	5	1	1:36.941	27.473	35.571	33.897	141.2	9:35.954
14	1	1:42.365	34.353	34.440	33.572	133.7	27:08.441	6	1	1:33.314	25.997	33.555	33.762	146.6	11:09.268
15	1	1:31.848	26.094	33.308	32.446	149.0	28:40.289	7	1	1:32.144	25.439	33.478	33.227	148.5	12:41.412
16	1	1:31.360	25.384	33.569	32.407	149.8	30:11.649	8	1	1:33.134	26.193	33.501	33.440	146.9	14:14.546
17	1	1:32.514	25.581	33.330	33.603	147.9	31:44.163	9	1	1:33.311	25.864	33.728	33.719	146.6	15:47.857
18	1	4:17.053 B	26.852	34.243	3:15.958	53.2	36:01.216	10	1	1:33.239	25.894	33.692	33.653	146.8	17:21.096
19	1	1:51.835	37.321	38.645	35.869	122.4	37:53.051	11	1	5:52.490 B	26.213	33.969	4:52.308	38.8	23:13.586
20	1	1:43.204	28.345	37.525	37.334	132.6	39:36.255	12	1	1:44.060	34.167	35.854	34.039	131.5	24:57.646
27 1.Laki CHRISTOFOROU FORD Escort 1600 RS 1972 TC2								13	1	1:34.591	25.680	35.414	33.497	144.7	26:32.237
1	1	2:54.692	1:30.598	43.062	41.032	78.3	2:54.692	14	1	1:33.376	25.611	33.563	34.202	146.5	28:05.613
2	1	1:41.205	29.701	35.951	35.553	135.2	4:35.897	15	1	1:32.609	25.844	33.418	33.347	147.8	29:38.222
3	1	1:37.040	27.042	34.974	35.024	141.0	6:12.937	39 1.Charles DE VILLACOURT FORD Mustang 289 1965 TC1							
4	1	1:40.207	27.397	36.449	36.361	136.6	7:53.144	2	1	2:31.840	1:10.038	42.676	39.126	90.1	2:31.840
								3	1	1:48.136	31.867	39.272	36.997	126.5	4:19.976
								4	1	1:44.456	28.997	37.333	38.126	131.0	6:04.432



HERITAGE TOURING CUP GRAND PRIX DE L'AGE D'OR QUALIFYING

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed
4	1	1:44.183	29.081	37.635	37.467	131.3	7:48.615	4	1	1:34.674	26.365	33.823	34.486	144.5	7:19.363
5	1	1:45.299	29.783	38.136	37.380	129.9	9:33.914	5	1	1:33.742	26.024	33.714	34.004	146.0	8:53.105
6	1	1:45.099	29.574	38.247	37.278	130.2	11:19.013	6	1	1:33.506	25.755	33.633	34.118	146.3	10:26.611
7	1	1:43.817	29.552	37.303	36.962	131.8	13:02.830	7	1	6:59.101 B	25.701	34.040	5:59.360	32.6	17:25.712
8	1	1:43.173	29.262	37.241	36.670	132.6	14:46.003	8	1	1:45.651	34.473	35.012	36.166	129.5	19:11.363
9	1	1:43.011	28.892	37.171	36.948	132.8	16:29.014	9	1	1:36.930	27.535	35.192	34.203	141.2	20:48.293
10	1	1:43.984	29.377	37.906	36.701	131.6	18:12.998	10	1	1:34.050	26.077	34.008	33.965	145.5	22:22.343
11	1	3:49.169 B	28.750	36.829	2:43.590	59.7	22:02.167	11	1	1:34.591	26.186	34.001	34.404	144.7	23:56.934
12	1	1:57.834	40.713	38.625	38.496	116.1	24:00.001	12	1	1:33.808	25.702	33.934	34.172	145.9	25:30.742
13	1	1:45.225	29.006	38.252	37.967	130.0	25:45.226	13	1	1:35.888	25.898	35.869	34.121	142.7	27:06.630
14	1	1:45.201	29.181	38.276	37.744	130.1	27:30.427	14	1	1:33.974	26.204	33.764	34.006	145.6	28:40.604
15	1	1:45.414	30.146	38.160	37.108	129.8	29:15.841	15	1	1:33.721	25.989	33.806	33.926	146.0	30:14.325
16	1	1:44.272	29.047	37.757	37.468	131.2	31:00.113	16	1	1:35.103	26.988	34.088	34.027	143.9	31:49.428
17	1	1:44.706	29.167	37.845	37.694	130.7	32:44.819	17	1	1:33.956	26.023	34.039	33.894	145.6	33:23.384
18	1	1:43.922	28.962	37.562	37.398	131.7	34:28.741	18	1	1:33.898	25.972	33.887	34.039	145.7	34:57.282
19	1	1:44.329	29.128	37.932	37.269	131.2	36:13.070	19	1	1:34.416	25.910	34.259	34.247	144.9	36:31.698
20	1	1:43.639	29.376	37.314	36.949	132.0	37:56.709	20	1	1:33.879	26.068	33.825	33.986	145.8	38:05.577
21	1	1:46.096	28.885	39.901	37.310	129.0	39:42.805	21	1	1:36.209	25.795	34.269	36.145	142.2	39:41.786
22	1	1:42.148	28.603	36.921	36.624	134.0	41:24.953	22	1	1:34.574	25.913	34.413	34.248	144.7	41:16.360

44

1.David FERRER

FORD Corina Lotus 1964
Invitation

1	1	4:54.821	3:33.485	41.440	39.896	46.4	4:54.821
2	1	1:48.349	30.129	38.920	39.300	126.3	6:43.170
3	1	1:46.764	29.783	38.275	38.706	128.2	8:29.934
4	1	1:47.795	29.627	39.270	38.898	126.9	10:17.729
5	1	1:46.288	28.934	38.716	38.638	128.7	12:04.017
6	1	1:47.675	29.420	39.222	39.033	127.1	13:51.692

46

1.Christian BOURIEZ

BMW 3.0 CSL 1973
TC2

1	1	3:03.173	1:41.342	41.367	40.464	74.7	3:03.173
2	1	1:52.064	31.584	40.671	39.809	122.1	4:55.237
3	1	3:11.277 B	30.945	38.233	2:02.099	71.5	8:06.514
4	1	1:47.581	35.067	36.959	35.555	127.2	9:54.095
5	1	1:40.197	28.234	36.312	35.651	136.6	11:34.292
6	1	1:38.754	27.808	35.604	35.342	138.6	13:13.046
7	1	1:38.457	27.358	35.364	35.735	139.0	14:51.503
8	1	1:37.279	26.939	35.118	35.222	140.7	16:28.782
9	1	1:38.682	27.043	35.983	35.656	138.7	18:07.464
10	1	1:38.279	27.755	34.943	35.581	139.2	19:45.743
11	1	1:37.666	27.005	35.281	35.380	140.1	21:23.409
12	1	1:38.931	27.026	36.016	35.889	138.3	23:02.340
13	1	1:38.543	27.481	35.840	35.222	138.9	24:40.883
14	1	1:38.564	27.791	35.391	35.382	138.8	26:19.447
15	1	1:37.612	26.846	35.114	35.652	140.2	27:57.059
16	1	1:40.272	29.127	35.695	35.450	136.5	29:37.331
17	1	1:40.931	29.392	35.842	35.697	135.6	31:18.262
18	1	1:39.107	27.806	35.741	35.560	138.1	32:57.369
19	1	1:39.302	27.364	36.383	35.555	137.8	34:36.671

52

1.Yves SCEMAMA

FORD Capri 2600 RS 1971
TC2

1	1	2:16.380	57.161	41.109	38.110	100.3	2:16.380
2	1	1:43.461	27.673	35.939	39.849	132.3	3:59.841
3	1	1:44.848	34.119	35.667	35.062	130.5	5:44.689

55

1.Rebeca RETTENMAIER

ALFA ROMEO 1600 GTA 1965
Invitation

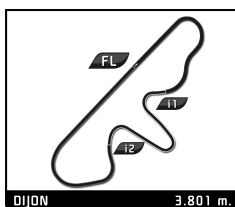
1	1	3:59.781	2:09.605	53.337	56.839	57.1	3:59.781
2	1	2:06.219	38.895	44.668	42.656	108.4	6:06.000
3	1	1:57.181	32.861	42.755	41.565	116.8	8:03.181
4	1	1:59.168	32.777	44.212	42.179	114.8	10:02.349
5	1	1:57.134	33.033	42.506	41.595	116.8	11:59.483
6	1	1:57.191	32.403	43.084	41.704	116.8	13:56.674
7	1	1:56.292	32.149	42.373	41.770	117.7	15:52.966
8	1	1:54.456	31.843	41.914	40.699	119.6	17:47.422
9	1	1:59.368	31.741	43.736	43.891	114.6	19:46.790
10	1	1:56.657	32.174	43.262	41.221	117.3	21:43.447
11	1	1:56.778	31.871	43.408	41.499	117.2	23:40.225
12	1	1:58.375	31.835	44.664	41.876	115.6	25:38.600
13	1	2:00.479	33.149	44.995	42.335	113.6	27:39.079
14	1	1:58.466	32.728	43.608	42.130	115.5	29:37.545
15	1	1:58.642	32.767	42.152	43.723	115.3	31:36.187
16	1	1:54.730	31.555	41.922	41.253	119.3	33:30.917
17	1	1:57.227	32.864	42.766	41.597	116.7	35:28.144
18	1	1:58.355	32.417	43.612	42.326	115.6	37:26.499
19	1	1:59.470	32.859	44.596	42.015	114.5	39:25.969
20	1	1:58.785	32.822	43.950	42.013	115.2	41:24.754

56

1.Malivai CASTELLI

BMW 323i 1978
TC1

1	1	3:58.265	2:06.859	54.041	57.365	57.4	3:58.265
2	1	1:58.383	40.542	38.676	39.165	115.6	5:56.648
3	1	1:45.804	29.078	37.957	38.769	129.3	7:42.452
4	1	1:46.988	28.721	40.119	38.148	127.9	9:29.440
5	1	1:44.212	28.501	37.366	38.345	131.3	11:13.652
6	1	1:44.154	28.779	37.450	37.925	131.4	12:57.806
7	1	1:47.286	28.793	38.921	39.572	127.5	14:45.092
8	1	1:43.662	28.461	37.332	37.869	132.0	16:28.754
9	1	6:39.107 B	30.135	39.893	5:29.079	34.3	23:07.861
10	1	1:59.366	38.319	40.143	40.904	114.6	25:07.227
11	1	1:45.058	28.506	37.488	39.064	130.2	26:52.285
12	1	1:44.372	28.616	37.410	38.346	131.1	28:36.657

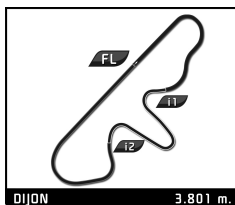


HERITAGE TOURING CUP GRAND PRIX DE L'AGE D'OR QUALIFYING

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed
13	1	1:45.848	28.563	38.873	38.412	129.3	30:22.505	5	1	1:44.675	28.478	38.680	37.517	130.7	11:11.123
14	1	1:45.965	28.495	38.679	38.791	129.1	32:08.470	6	1	1:44.273	28.914	38.425	36.934	131.2	12:55.396
15	1	1:44.167	28.495	37.363	38.309	131.4	33:52.637	7	1	1:43.353	28.791	37.879	36.683	132.4	14:38.749
57 1.Jakob RETTENMAIER 2.Klara RETTENMAIER BMW 1800 Ti 1964 Invitation								8	1	1:44.838	29.625	38.571	36.642	130.5	16:23.587
1	1	3:58.940	2:08.365	53.639	56.936	57.3	3:58.940	9	1	1:43.812	28.613	37.867	37.332	131.8	18:07.399
2	1	2:00.545	35.347	42.169	43.029	113.5	5:59.485	10	1	4:37.371 B	29.861	37.998	3:29.512	49.3	22:44.770
3	1	1:56.806	32.922	41.698	42.186	117.1	7:56.291	11	1	1:54.476	37.392	39.397	37.687	119.5	24:39.246
4	1	1:54.544	31.935	41.775	40.834	119.5	9:50.835	12	1	1:43.648	29.352	38.001	36.295	132.0	26:22.894
5	1	1:51.424	31.152	40.026	40.246	122.8	11:42.259	13	1	1:43.089	28.526	38.228	36.335	132.7	28:05.983
6	1	1:52.069	31.201	40.199	40.669	122.1	13:34.328	14	1	1:42.392	28.613	37.755	36.024	133.6	29:48.375
7	1	1:51.599	30.394	40.233	40.972	122.6	15:25.927	15	1	1:43.960	28.010	37.862	38.088	131.6	31:32.335
8	1	1:51.360	31.005	39.694	40.661	122.9	17:17.287	16	1	1:51.424	28.775	41.683	40.966	122.8	33:23.759
9	1	3:25.605 B	30.019	39.934	2:15.652	66.6	20:42.892	63 1.Gerard LOPEZ 2.Richard MEADEN Ford Capri 3100 RS 1974 TC2							
10	1	2:24.392	48.620	46.545	49.227	94.8	23:07.284	1	1	2:44.800	1:21.382	41.792	41.626	83.0	2:44.800
11	1	2:10.707	37.681	46.580	46.446	104.7	25:17.991	2	1	1:45.503	31.250	39.252	35.001	129.7	4:30.303
12	1	2:07.718	36.789	44.756	46.173	107.1	27:25.709	3	1	1:37.842	27.445	35.217	35.180	139.9	6:08.145
13	1	2:05.870	36.461	43.486	45.923	108.7	29:31.579	4	1	3:51.768 B	30.796	37.303	2:43.669	59.0	9:59.913
14	1	2:04.962	36.168	43.777	45.017	109.5	31:36.541	5	1	1:45.094	35.058	35.881	34.155	130.2	11:45.007
15	1	2:03.426	35.040	43.819	44.567	110.9	33:39.967	6	1	1:38.166	27.876	35.812	34.478	139.4	13:23.173
16	1	2:03.400	35.569	43.391	44.440	110.9	35:43.367	7	1	1:35.640	26.911	35.133	33.596	143.1	14:58.813
17	1	2:02.945	34.923	43.277	44.745	111.3	37:46.312	8	1	1:35.173	26.544	34.653	33.976	143.8	16:33.986
18	1	2:04.093	35.532	43.103	45.458	110.3	39:50.405	9	1	1:37.783	26.509	36.230	35.044	139.9	18:11.769
19	1	2:03.529	35.710	43.197	44.622	110.8	41:53.934	10	1	3:43.957 B	28.093	37.361	2:38.503	61.1	21:55.726
58 1.Patrick WILVERT 2.Tom MAILLIET ALFA ROMEO 1750 GTam 1971 TC2								11	1	1:35.168	29.854	33.291	32.023	143.8	23:30.894
1	1	3:21.809	1:47.980	47.081	46.748	67.8	3:21.809	12	1	1:29.288	24.692	32.813	31.783	153.3	25:00.182
2	1	2:05.490	36.192	45.252	44.046	109.0	5:27.299	13	1	1:28.751	24.348	32.807	31.596	154.2	26:28.933
3	1	1:57.696	34.707	41.314	41.675	116.3	7:24.995	14	1	1:29.094	24.735	32.451	31.908	153.6	27:58.027
4	1	1:48.804	29.945	40.329	38.530	125.8	9:13.799	15	1	1:29.205	24.576	32.871	31.758	153.4	29:27.232
5	1	1:44.002	28.768	37.582	37.652	131.6	10:57.801	80 1.Richard DEPAGNEUX 2.Gilles MOREL BMW 2800 CS 1969 TC2							
6	1	1:47.907	31.080	39.380	37.447	126.8	12:45.708	1	1	2:23.215	1:02.627	42.203	38.385	95.5	2:23.215
7	1	1:43.914	28.564	37.395	37.955	131.7	14:29.622	2	1	1:42.115	29.286	36.597	36.232	134.0	4:05.330
8	1	1:44.198	29.192	37.552	37.454	131.3	16:13.820	3	1	1:46.304	31.702	38.312	36.290	128.7	5:51.634
9	1	1:45.188	29.048	38.813	37.327	130.1	17:59.008	4	1	1:41.187	27.771	37.307	36.109	135.2	7:32.821
10	1	1:44.176	29.473	37.036	37.667	131.4	19:43.184	5	1	1:40.674	27.507	36.619	36.548	135.9	9:13.495
11	1	3:48.736 B	28.845	37.860	2:42.031	59.8	23:31.920	6	1	1:40.112	27.863	36.141	36.108	136.7	10:53.607
12	1	1:48.557	34.766	36.950	36.841	126.0	25:20.477	7	1	1:40.217	27.746	36.485	35.986	136.5	12:33.824
13	1	1:41.387	27.629	36.526	37.232	135.0	27:01.864	8	1	1:40.756	28.171	36.460	36.125	135.8	14:14.580
14	1	1:40.586	27.922	35.950	36.714	136.0	28:42.450	9	1	4:48.041 B	33.201	43.352	3:31.488	47.5	19:02.621
15	1	1:39.975	27.714	36.108	36.153	136.9	30:22.425	10	1	2:12.339	46.533	43.070	42.736	103.4	21:14.960
16	1	1:49.543	27.569	45.402	36.572	124.9	32:11.968	11	1	1:57.520	33.777	41.840	41.903	116.4	23:12.480
17	1	1:40.248	27.975	35.873	36.400	136.5	33:52.216	12	1	1:57.415	33.495	42.433	41.487	116.5	25:09.895
18	1	1:40.293	27.651	35.892	36.750	136.4	35:32.509	13	1	1:53.973	31.558	40.609	41.806	120.1	27:03.868
19	1	1:40.839	27.940	35.976	36.923	135.7	37:13.348	14	1	1:54.026	31.834	41.215	40.977	120.0	28:57.894
20	1	1:41.211	28.422	36.229	36.560	135.2	38:54.559	15	1	1:54.089	32.028	41.328	40.733	119.9	30:51.983
21	1	1:41.261	27.969	36.414	36.878	135.1	40:35.820	16	1	1:55.017	32.644	41.170	41.203	119.0	32:47.000
62 1.Martin GREAVES 2.Andrew-Francis GALASHA Ford Capri 3.0 MK III 1979 TC1								17	1	1:56.049	32.689	41.304	42.056	117.9	34:43.049
1	1	3:58.681	2:14.791	54.262	49.628	57.3	3:58.681	18	1	1:55.418	32.868	41.424	41.126	118.6	36:38.467
2	1	1:48.695	32.012	38.445	38.238	125.9	5:47.376	19	1	1:56.095	32.063	42.057	41.975	117.9	38:34.562
3	1	1:50.002	31.090	41.573	37.339	124.4	7:37.378	20	1	1:54.540	32.479	40.806	41.255	119.5	40:29.102
4	1	1:49.070	29.174	42.480	37.416	125.5	9:26.448	85 1.Sean BROWN FORD Escort 1600 RS 1975 TC2							



HERITAGE TOURING CUP GRAND PRIX DE L'AGE D'OR QUALIFYING

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Mph	Elapsed
1	1	2:19.845	1:05.501	38.117	36.227	97.8	2:19.845								
2	1	1:39.097	26.667	35.180	37.250	138.1	3:58.942								
3	1	1:36.100	27.949	34.368	33.783	142.4	5:35.042								
4	1	1:34.320	26.680	33.904	33.736	145.1	7:09.362								
5	1	1:33.086	25.841	33.657	33.588	147.0	8:42.448								
6	1	1:33.043	26.050	33.611	33.382	147.1	10:15.491								

87

I. Frédéric LEMOS

OPEL Commodore GS/E 1974

TC2

1	1	2:48.123	1:17.357	44.916	45.850	81.4	2:48.123
2	1	1:53.939	34.302	39.584	40.053	120.1	4:42.062
3	1	1:47.788	30.730	37.808	39.250	126.9	6:29.850
4	1	1:47.882	30.258	38.102	39.522	126.8	8:17.732
5	1	2:50.197 B	29.600	37.766	1:42.831	80.4	11:07.929
6	1	1:51.124	35.637	37.357	38.130	123.1	12:59.053
7	1	1:44.384	28.867	37.277	38.240	131.1	14:43.437
8	1	1:43.086	28.745	36.636	37.705	132.7	16:26.523
9	1	1:43.783	28.753	37.029	38.001	131.8	18:10.306
10	1	1:43.962	29.167	36.837	37.958	131.6	19:54.268
11	1	1:43.611	28.807	36.646	38.158	132.1	21:37.879
12	1	1:43.815	28.878	36.688	38.249	131.8	23:21.694
13	1	1:43.252	28.480	36.688	38.084	132.5	25:04.946
14	1	1:42.516	28.585	36.252	37.679	133.5	26:47.462
15	1	1:42.556	28.516	36.381	37.659	133.4	28:30.018
16	1	1:42.770	28.599	36.547	37.624	133.1	30:12.788
17	1	2:37.827 B	28.607	36.834	1:32.386	86.7	32:50.615
18	1	2:16.180	42.802	46.269	47.109	100.5	35:06.795
19	1	2:09.113	35.660	45.370	48.083	106.0	37:15.908