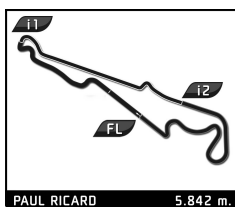


HERITAGE TOURING CUP DIX MILLE TOURS RACE

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	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed				
7 1. Eric BROUTIN 2. Benjamin de FORTIS							CHEVROLET Camaro Z 28 1967							TC2													
1	1	2:42.111	48.283	47.196	1:06.632	129.7	2:42.111	4	1	2:35.417	43.867	45.855	1:05.695	135.3	10:25.109	5	1	2:34.195	43.632	45.868	1:04.695	136.4	12:59.304				
2	1	2:38.893	44.357	45.626	1:08.910	132.4	5:21.004	6	1	2:33.948	43.457	45.947	1:04.544	136.6	15:33.252	7	1	2:34.288	43.592	46.243	1:04.453	136.3	18:07.540				
3	1	2:36.646	44.510	45.753	1:06.383	134.3	7:57.650	8	1	2:34.795	43.394	45.708	1:05.693	135.9	20:42.335	9	1	2:35.218	44.149	46.067	1:05.002	135.5	23:17.553				
4	1	2:37.631	44.273	45.743	1:07.615	133.4	10:35.281	10	1	2:36.744	43.666	46.886	1:06.192	134.2	25:54.297	11	1	2:37.338	43.627	47.869	1:05.842	133.7	28:31.633				
5	1	2:36.785	44.714	45.473	1:06.598	134.1	13:12.066	12	1	2:45.037 B	44.025	45.806	1:15.206	127.4	31:16.672	13	1	3:49.187	1:57.755	46.078	1:05.354	91.8	35:05.859				
6	1	2:36.828	44.014	45.688	1:07.126	134.1	15:48.894	14	1	2:35.375	43.796	45.785	1:05.794	135.4	37:41.234	15	1	2:35.108	44.229	45.650	1:05.229	135.6	40:16.342				
7	1	2:35.704	44.389	45.435	1:05.880	135.1	18:24.598	16	1	2:35.504	43.981	46.056	1:05.467	135.2	42:51.846	17	1	2:35.838	44.296	46.025	1:05.517	135.0	45:27.684				
8	1	2:37.000	44.345	45.664	1:06.991	134.0	21:01.598	18	1	2:35.569	43.962	46.093	1:05.514	135.2	48:03.253	19	1	2:35.164	43.931	45.973	1:05.260	135.5	50:38.417				
9	1	2:36.547	44.297	45.324	1:06.926	134.3	23:38.145	20	1	2:34.772	43.940	46.016	1:04.816	135.9	53:13.189	21	1	2:35.650	44.622	45.702	1:05.326	135.1	55:48.839				
10	1	2:36.311	43.783	45.744	1:06.784	134.5	26:14.456	22	1	2:35.342	43.854	45.641	1:05.847	135.4	58:24.181	23	1	2:36.734	44.168	47.288	1:05.278	134.2	1:01:00.915				
11	1	2:44.408 B	43.563	45.880	1:14.965	127.9	28:58.864	24	1	2:36.504	44.480	45.914	1:06.110	134.4	1:03:37.419												
12	1	3:56.714	2:03.521	45.653	1:07.540	88.8	32:55.578								FORD Escort 1600 RS 1975												
13	1	2:39.772	45.469	45.717	1:08.586	131.6	35:35.350								TC2												
14	1	2:38.012	44.968	45.777	1:07.267	133.1	38:13.362																				
15	1	2:37.435	44.627	46.129	1:06.679	133.6	40:50.797																				
16	1	2:38.765	45.267	45.893	1:07.605	132.5	43:29.562																				
17	1	2:37.814	44.645	45.721	1:07.448	133.3	46:07.376																				
18	1	2:37.337	44.190	45.904	1:07.243	133.7	48:44.713																				
19	1	2:36.971	44.464	45.543	1:06.964	134.0	51:21.684																				
20	1	2:36.833	44.717	45.422	1:06.694	134.1	53:58.517																				
21	1	2:37.434	44.827	44.981	1:07.626	133.6	56:35.951																				
22	1	2:37.126	44.691	45.533	1:06.902	133.8	59:13.077																				
23	1	2:36.287	44.602	44.862	1:06.823	134.6	1:01:49.364																				
24	1	2:36.988	44.697	45.660	1:06.631	134.0	1:04:26.352																				
8 1. Xavier GALANT 2. Vincent NEURISSE							FORD Escort 1600 RS 1972																				
							TC2																				
1	1	2:54.368	52.296	50.100	1:11.972	120.6	2:54.368	1	1	2:32.818	42.940	44.869	1:05.009	137.6	2:32.818	2	1	2:33.172	43.310	45.009	1:04.853	137.3	5:05.990				
2	1	2:48.190	47.869	50.257	1:10.064	125.0	5:42.558	3	1	2:33.382	43.041	45.265	1:05.076	137.1	7:39.372	4	1	2:33.848	43.403	45.142	1:05.303	136.7	10:13.220				
3	1	2:48.328	48.470	48.832	1:11.026	124.9	8:30.886	5	1	2:43.308	43.410	45.144	1:14.754	128.8	12:56.528	6	1	2:33.181	43.269	44.860	1:05.052	137.3	15:29.709				
4	1	2:43.985	46.910	48.234	1:08.841	128.3	11:14.871	7	1	2:34.747	43.345	46.533	1:04.869	135.9	18:04.456	8	1	2:43.605	43.488	45.207	1:14.910	128.5	20:48.061				
5	1	2:43.673	46.658	48.063	1:08.952	128.5	13:58.544	9	1	2:43.801	43.412	45.733	1:14.656	128.4	23:31.862	10	1	2:37.642	44.589	46.039	1:07.014	133.4	26:09.504				
6	1	2:42.426	45.897	48.126	1:08.403	129.5	16:40.970	11	1	2:35.902	43.846	45.769	1:06.287	134.9	28:45.406	12	1	2:35.434	43.972	45.644	1:05.818	135.3	31:20.840				
7	1	2:42.882	46.324	47.833	1:08.725	129.1	19:23.852	13	1	2:43.592 B	44.122	45.276	1:14.194	128.6	34:04.432	14	1	3:54.277	2:01.791	46.754	1:05.732	89.8	37:58.709				
8	1	2:45.450	47.344	48.282	1:09.824	127.1	22:09.302	15	1	2:45.561	54.484	45.719	1:05.358	127.0	40:44.270	16	1	2:36.518	44.078	45.993	1:06.447	134.4	43:20.788				
9	1	2:48.503	48.615	50.283	1:09.605	124.8	24:57.805	17	1	2:36.141	44.400	45.352	1:06.389	134.7	45:56.929	18	1	2:36.673	44.020	45.761	1:06.892	134.2	48:33.602				
10	1	7:44.868 B	46.739	48.732	6:09.397	45.2	32:42.673	19	1	2:38.526	44.031	46.408	1:08.087	132.7	51:12.128	20	1	2:41.721	45.513	46.543	1:09.665	130.0	53:53.849				
11	1	3:06.706	1:08.886	47.730	1:10.090	112.6	35:49.379	21	1	2:52.305	45.914	46.203	1:20.188	122.1	56:46.154	22	1	2:46.998	46.632	48.888	1:11.478	125.9	59:33.152				
12	1	2:44.077	46.637	48.946	1:08.494	128.2	38:33.456	23	1	2:45.205	46.615	48.358	1:10.232	127.3	1:02:18.357												
13	1	2:43.445	45.832	49.663	1:07.950	128.7	41:16.901								BMW 530i US 1977												
14	1	2:42.811	45.870	48.313	1:08.628	129.2	43:59.712								TC1												
15	1	2:45.709	49.365	49.034	1:07.310	126.9	46:45.421																				
16	1	2:41.013	45.821	48.022	1:07.170	130.6	49:26.434																				
17	1	2:39.908	45.463	47.481	1:06.964	131.5	52:06.342																				
18	1	2:41.526	46.033	47.903	1:07.590	130.2	54:47.868																				
19	1	2:41.379	45.385	47.977	1:08.017	130.3	57:29.247																				
20	1	2:41.587	46.424	47.830	1:07.333	130.2	1:00:10.834																				
21	1	2:41.681	46.141	47.910	1:07.630	130.1	1:02:52.515																				
9 1. Maxime GUENAT							BMW 635 CSi 1984																				
							Group A																				
1	1	2:38.569	45.170	47.405	1:05.994	132.6	2:38.569	1	1	2:59.935	55.506	52.497	1:11.932	116.9	2:59.935	2	1	2:50.118	49.265	49.748	1:11.105	123.6	5:50.053				
2	1	2:35.524	44.181	45.951	1:05.392	135.2	5:14.093	3	1	2:47.524	46.947	50.274	1:10.303	125.5	8:37.577	4	1	2:48.176	47.725	49.457	1:10.994	125.1	11:25.753				
3	1	2:35.599	43.911	45.932	1:05.756	135.2	7:49.692	5	1	2:45.880	46.536	49.015	1:10.329	126.8	14:11.633	6	1	2:47.682	47.170	49.671	1:10.841	125.4	16:59.315				



HERITAGE TOURING CUP DIX MILLE TOURS 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
8	1	2:47.016	46.981	49.230	1:10.805	125.9	22:33.821	4	1	2:33.721	43.740	45.080	1:04.901	136.8	10:20.748
9	1	2:46.523	46.640	49.370	1:10.513	126.3	25:20.344	5	1	2:34.025	43.831	45.061	1:05.133	136.5	12:54.773
10	1	2:47.508	47.269	49.268	1:10.971	125.6	28:07.852	6	1	2:34.497	43.938	45.149	1:05.410	136.1	15:29.270
11	1	2:55.724 B	47.271	49.251	1:19.202	119.7	31:03.576	7	1	2:36.272	44.430	46.345	1:05.497	134.6	18:05.542
12	1	4:12.615	2:11.404	49.201	1:12.010	83.3	35:16.191	8	1	2:35.514	43.863	45.314	1:06.337	135.2	20:41.056
13	1	2:48.583	47.122	50.141	1:11.320	124.8	38:04.774	9	1	2:34.114	43.359	45.351	1:05.404	136.5	23:15.170
14	1	2:50.191	47.509	49.781	1:12.901	123.6	40:54.965	10	1	2:35.469	43.994	45.328	1:06.147	135.3	25:50.639
15	1	2:47.958	47.142	49.545	1:11.271	125.2	43:42.923	11	1	2:44.508 B	44.118	45.575	1:14.815	127.8	28:35.147
16	1	2:49.392	47.575	49.314	1:12.503	124.2	46:32.315	12	1	3:58.409	2:03.524	47.715	1:07.170	88.2	32:33.556
17	1	2:46.248	46.451	49.783	1:10.014	126.5	49:18.563	13	1	2:37.324	46.119	45.532	1:05.673	133.7	35:10.880
18	1	2:45.945	46.145	48.643	1:11.157	126.7	52:04.508	14	1	2:37.422	45.601	45.566	1:06.255	133.6	37:48.302
19	1	3:00.919	49.552	57.273	1:14.094	116.2	55:05.427	15	1	2:38.147	45.895	45.526	1:06.726	133.0	40:26.449
20	1	2:51.758	48.976	51.046	1:11.736	122.4	57:57.185	16	1	2:35.834	45.164	45.016	1:05.654	135.0	43:02.283
21	1	2:53.932	50.486	50.972	1:12.474	120.9	1:00:51.117	17	1	2:36.007	44.933	45.274	1:05.800	134.8	45:38.290
22	1	2:51.285	48.395	50.794	1:12.096	122.8	1:03:42.402	18	1	2:35.393	44.382	45.080	1:05.931	135.3	48:13.683

14

1. Carlo VÖGELE
2. Yves VÖGELE

FORD Capri 2600 RS 1972
TC2

1	1	2:43.069	47.379	48.997	1:06.693	129.0	2:43.069
2	1	2:35.879	44.182	45.813	1:05.884	134.9	5:18.948
3	1	2:37.650	44.544	46.451	1:06.655	133.4	7:56.598
4	1	2:38.006	44.357	46.068	1:07.581	133.1	10:34.604
5	1	2:38.263	45.850	46.260	1:06.153	132.9	13:12.867
6	1	2:37.343	44.188	46.116	1:07.039	133.7	15:50.210
7	1	2:36.110	44.529	45.984	1:05.597	134.7	18:26.320
8	1	2:37.709	44.831	46.455	1:06.423	133.4	21:04.029
9	1	2:35.448	44.463	45.504	1:05.481	135.3	23:39.477
10	1	2:48.210 B	44.389	46.302	1:17.519	125.0	26:27.687
11	1	3:50.013	1:58.081	46.505	1:05.427	91.4	30:17.700
12	1	2:38.807	45.118	46.667	1:07.022	132.4	32:56.507
13	1	2:38.345	45.324	45.661	1:07.360	132.8	35:34.852
14	1	2:35.441	44.226	45.095	1:06.120	135.3	38:10.293
15	1	2:35.760	44.426	45.619	1:05.715	135.0	40:46.053
16	1	2:36.706	44.710	45.890	1:06.106	134.2	43:22.759
17	1	2:36.128	44.991	45.408	1:05.729	134.7	45:58.887
18	1	2:36.968	44.565	45.723	1:06.680	134.0	48:35.855
19	1	2:38.913	46.121	46.328	1:06.464	132.3	51:14.768
20	1	2:40.442	44.929	45.438	1:10.075	131.1	53:55.210
21	1	2:41.757	45.426	46.096	1:10.235	130.0	56:36.967
22	1	2:37.309	45.608	45.471	1:06.230	133.7	59:14.276
23	1	2:38.489	45.361	46.381	1:06.747	132.7	1:01:52.765
24	1	2:42.336	45.976	46.989	1:09.371	129.6	1:04:35.101

16

1. Damien KOHLER

FORD Escort 1600 RS 1974
TC2

1	1	2:44.154	48.665	48.578	1:06.911	128.1	2:44.154
2	1	2:39.534	44.760	48.530	1:06.244	131.8	5:23.688
3	1	2:36.758	43.899	47.147	1:05.712	134.2	8:00.446
4	1	2:36.733	43.691	46.844	1:06.198	134.2	10:37.179
5	1	2:38.901	43.942	47.008	1:07.951	132.4	13:16.080
6	1	3:30.032 B	55.240	1:02.996	1:31.796	100.1	16:46.112

17

1. Patrick BOURGUIGNON
2. Claude BOISSY

FORD Escort 1600 RS 1974
TC2

1	1	2:36.788	44.140	46.258	1:06.390	134.1	2:36.788
2	1	2:35.864	44.569	45.538	1:05.757	134.9	5:12.652
3	1	2:34.375	43.809	45.890	1:04.676	136.2	7:47.027

18

1. Eric EVERARD

BMW 3.0 CSL 1976
TC2

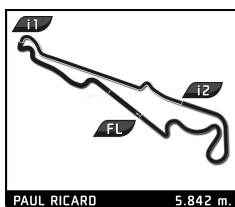
1	1	2:47.845	50.259	48.008	1:09.578	125.3	2:47.845
2	1	2:37.489	44.105	46.605	1:06.779	133.5	5:25.334
3	1	2:35.756	44.246	45.894	1:05.616	135.0	8:01.090
4	1	2:36.488	44.121	46.537	1:05.830	134.4	10:37.578
5	1	2:37.156	44.214	46.663	1:06.279	133.8	13:14.734
6	1	2:36.060	43.813	45.915	1:06.332	134.8	15:50.794
7	1	2:36.006	44.595	45.871	1:05.540	134.8	18:26.800
8	1	2:36.428	44.657	45.653	1:06.118	134.4	21:03.228
9	1	2:35.554	43.901	46.019	1:05.634	135.2	23:38.782
10	1	2:36.491	43.829	45.895	1:06.767	134.4	26:15.273
11	1	2:47.068 B	44.201	46.074	1:16.793	125.9	29:02.341
12	1	3:52.593	1:59.087	47.027	1:06.479	90.4	32:54.934
13	1	2:36.448	44.487	45.847	1:06.114	134.4	35:31.382
14	1	2:37.008	44.508	45.822	1:06.678	133.9	38:08.390
15	1	2:37.049	45.449	45.735	1:05.865	133.9	40:45.439
16	1	2:36.732	44.631	46.136	1:05.965	134.2	43:22.171
17	1	2:36.586	44.120	45.791	1:06.675	134.3	45:58.757
18	1	2:36.782	43.823	46.260	1:06.699	134.1	48:35.539

19

1. Camille GUIKAS
2. Raphaël de BORMAN

FORD Escort 1800 RS 1978
TC2

1	1	2:45.771	49.502	48.139	1:08.130	126.9	2:45.771
2	1	2:39.941	44.319	47.295	1:08.327	131.5	5:25.712
3	1	2:38.705	45.649	46.381	1:06.675	132.5	8:04.417
4	1	2:38.882	44.925	46.906	1:07.051	132.4	10:43.299
5	1	2:38.450	44.463	47.107	1:06.880	132.7	13:21.749
6	1	2:38.394	44.692	46.668	1:07.034	132.8	16:00.143
7	1	2:39.711	44.407	47.168	1:08.136	131.7	18:39.854
8	1	2:46.194	45.385	47.320	1:13.489	126.5	21:26.048
9	1	2:45.736	48.139	47.985	1:09.612	126.9	24:11.784
10	1	2:39.794	45.155	46.921	1:07.718	131.6	26:51.578
11	1	2:39.866	45.298	46.777	1:07.791	131.6	29:31.444
12	1	2:54.536 B	45.723	49.506	1:19.307	120.5	32:25.980

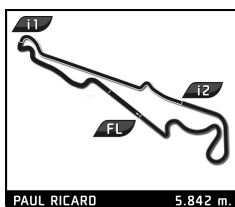


HERITAGE TOURING CUP DIX MILLE TOURS RACE

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
13	1	4:38.552	2:32.867	50.627	1:15.058	75.5	37:04.532	20	1	2:42.947	46.365	47.706	1:08.876	129.1	56:11.144
14	1	2:53.358	49.752	50.122	1:13.484	121.3	39:57.890	21	1	2:42.265	45.890	48.031	1:08.344	129.6	58:53.409
15	1	2:51.638	49.328	49.140	1:13.170	122.5	42:49.528	22	1	2:42.025	45.639	47.941	1:08.445	129.8	1:01:35.434
16	1	2:52.768	48.292	49.717	1:14.759	121.7	45:42.296	23	1	2:43.306	46.700	48.342	1:08.264	128.8	1:04:18.740
17	1	2:51.128	49.020	49.819	1:12.289	122.9	48:33.424	22 1.Andrew BEVERLEY VOLVO 240T 1984 Group A							
18	1	2:52.041	48.218	51.305	1:12.518	122.2	51:25.465								
19	1	2:50.310	48.134	50.028	1:12.148	123.5	54:15.775	1	1	2:39.782	47.235	45.885	1:06.662	131.6	2:39.782
20	1	2:51.665	48.293	49.775	1:13.597	122.5	57:07.440	2	1	2:35.062	44.678	45.569	1:04.815	135.6	5:14.844
21	1	2:54.013	49.226	51.481	1:13.306	120.9	1:00:01.453	3	1	2:34.858	44.031	45.143	1:05.684	135.8	7:49.702
22	1	2:52.308	48.663	49.899	1:13.746	122.1	1:02:53.761	4	1	2:33.621	43.421	45.183	1:05.017	136.9	10:23.323
20 1.Christian DUMOLIN BMW 3.0 CSL 1972 TC2								5	1	2:34.192	43.791	45.605	1:04.796	136.4	12:57.515
								6	1	2:34.070	43.856	45.202	1:05.012	136.5	15:31.585
1	1	2:46.698	49.176	49.147	1:08.375	126.2	2:46.698	7	1	2:35.275	43.763	46.030	1:05.482	135.4	18:06.860
2	1	2:39.328	44.756	47.340	1:07.232	132.0	5:26.026	8	1	2:34.884	43.405	45.605	1:05.874	135.8	20:41.744
3	1	2:37.900	44.718	46.694	1:06.488	133.2	8:03.926	9	1	2:35.234	44.180	45.729	1:05.325	135.5	23:16.978
4	1	2:36.207	44.196	46.160	1:05.851	134.6	10:40.133	10	1	2:36.415	43.759	46.730	1:05.926	134.5	25:53.393
5	1	2:37.078	44.084	46.787	1:06.207	133.9	13:17.211	11	1	2:48.072 B	44.151	47.704	1:16.217	125.1	28:41.465
6	1	2:38.082	44.047	47.198	1:06.837	133.0	15:55.293	12	1	3:56.232	2:04.677	45.745	1:05.810	89.0	32:37.697
7	1	2:36.746	44.099	46.477	1:06.170	134.2	18:32.039	13	1	2:37.310	44.810	46.125	1:06.375	133.7	35:15.007
8	1	2:38.171	44.476	47.252	1:06.443	133.0	21:10.210	14	1	2:36.585	44.800	45.676	1:06.109	134.3	37:51.592
9	1	2:36.577	44.271	46.172	1:06.134	134.3	23:46.787	15	1	2:37.555	44.353	45.576	1:07.626	133.5	40:29.147
10	1	2:40.129	44.300	48.230	1:07.599	131.3	26:26.916	16	1	2:36.513	44.612	45.630	1:06.271	134.4	43:05.660
11	1	2:51.226 B	44.277	48.742	1:18.207	122.8	29:18.142	17	1	2:36.577	44.835	45.314	1:06.428	134.3	45:42.237
12	1	3:52.067	1:57.238	47.628	1:07.201	90.6	33:10.209	18	1	2:35.525	44.282	45.434	1:05.809	135.2	48:17.762
13	1	2:39.959	44.231	46.653	1:09.075	131.5	35:50.168	19	1	2:35.973	43.683	46.215	1:06.075	134.8	50:53.735
14	1	2:41.607	46.280	46.501	1:08.826	130.1	38:31.775	20	1	2:35.119	43.714	45.058	1:06.347	135.6	53:28.854
15	1	2:39.631	45.004	46.795	1:07.832	131.7	41:11.406	21	1	2:35.585	44.618	45.002	1:05.965	135.2	56:04.439
16	1	2:43.380	44.784	49.132	1:09.464	128.7	43:54.786	22	1	2:36.319	44.262	45.492	1:06.565	134.5	58:40.758
17	1	2:40.004	46.174	46.429	1:07.401	131.4	46:34.790	23	1	2:35.499	44.014	45.798	1:05.687	135.2	1:01:16.257
18	1	2:39.035	44.570	47.822	1:06.643	132.2	49:13.825	24	1	2:37.639	44.323	46.011	1:07.305	133.4	1:03:53.896
19	1	2:44.805	42.406	52.187	1:10.212	127.6	51:58.630	24 1.Laurent LEVAUX 2.Christophe VAN RIET FORD Capri 2600 RS 1970 TC2							
20	1	2:52.604	47.054	49.908	1:15.642	121.8	54:51.234								
21	1	3:01.662	52.354	51.966	1:17.342	115.8	57:52.896	1	1	2:55.472	51.681	49.584	1:14.207	119.9	2:55.472
22	1	3:26.261 B	55.821	56.535	1:33.905	102.0	1:01:19.157	2	1	3:03.380	59.868	50.938	1:12.574	114.7	5:58.852
21 1.Armand ADRIAANS BMW 635 CSi 1983 Group A								3	1	2:54.162	51.096	50.602	1:12.464	120.8	8:53.014
								4	1	2:54.849	49.095	52.054	1:13.700	120.3	11:47.863
1	1	2:56.304	54.049	51.556	1:10.699	119.3	2:56.304	5	1	2:49.977	49.792	49.544	1:10.641	123.7	14:37.840
2	1	2:45.320	46.568	49.339	1:09.413	127.2	5:41.624	6	1	2:50.091	49.164	49.643	1:11.284	123.6	17:27.931
3	1	2:44.056	46.426	48.692	1:08.938	128.2	8:25.680	7	1	2:48.545	47.695	48.577	1:12.273	124.8	20:16.476
4	1	2:43.030	46.491	48.021	1:08.518	129.0	11:08.710	8	1	2:50.080	47.223	49.087	1:13.770	123.7	23:06.556
5	1	2:43.440	46.377	48.128	1:08.935	128.7	13:52.150	9	1	2:49.556	48.845	48.281	1:12.430	124.0	25:56.112
6	1	2:42.718	45.586	48.263	1:08.869	129.2	16:34.868	10	1	2:58.565	48.851	48.642	1:21.072	117.8	28:54.677
7	1	2:45.428	46.903	49.789	1:08.736	127.1	19:20.296	11	1	3:02.818 B	48.782	48.947	1:25.089	115.0	31:57.495
8	1	2:45.909	45.969	48.362	1:11.578	126.8	22:06.205	12	1	4:14.605	2:08.093	52.425	1:14.087	82.6	36:12.100
9	1	2:44.401	46.686	48.890	1:08.825	127.9	24:50.606	13	1	2:51.466	48.369	51.151	1:11.946	122.7	39:03.566
10	1	2:42.404	45.642	47.926	1:08.836	129.5	27:33.010	14	1	2:48.836	48.503	48.789	1:11.544	124.6	41:52.402
11	1	2:54.552 B	46.604	48.427	1:19.521	120.5	30:27.562	15	1	2:49.218	48.266	49.055	1:11.897	124.3	44:41.620
12	1	3:57.634	1:59.536	48.593	1:09.505	88.5	34:25.196	16	1	3:01.169 B	48.109	49.953	1:23.107	116.1	47:42.789
13	1	2:44.994	46.416	48.290	1:10.288	127.5	37:10.190	17	1	3:17.736	1:17.128	48.674	1:11.934	106.4	51:00.525
14	1	2:44.521	46.132	48.762	1:09.627	127.8	39:54.711	18	1	2:46.182	48.068	47.961	1:10.153	126.6	53:46.707
15	1	2:43.067	46.178	48.336	1:08.553	129.0	42:37.778	19	1	2:47.693	48.870	47.714	1:11.109	125.4	56:34.400
16	1	2:42.861	46.623	47.860	1:08.378	129.1	45:20.639	20	1	3:05.986	52.481	1:00.975	1:12.530	113.1	59:40.386
17	1	2:43.721	46.090	47.605	1:10.026	128.5	48:04.360	21	1	2:51.263	49.437	50.629	1:11.197	122.8	1:02:31.649
18	1	2:42.423	45.494	47.939	1:08.990	129.5	50:46.783								
19	1	2:41.414	45.874	47.699	1:07.841	130.3	53:28.197								

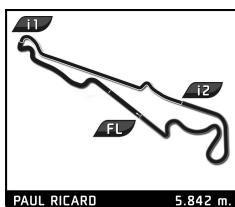


HERITAGE TOURING CUP DIX MILLE TOURS RACE

Analysis

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

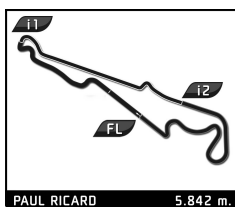
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
30 1.Christian TRABER 2.Nicolas TRABER BMW 2002 Ti 1971 TC2								3	1	2:44.376	46.296	48.541	1:09.539	127.9	8:30.497
1	1	3:09.276	1:00.132	54.199	1:14.945	111.1	3:09.276	4	1	2:42.816	46.231	47.643	1:08.942	129.2	11:13.313
2	1	2:50.707	49.235	50.074	1:11.398	123.2	5:59.983	5	1	2:43.636	46.998	48.129	1:08.509	128.5	13:56.949
3	1	2:48.470	47.980	49.549	1:10.941	124.8	8:48.453	6	1	2:42.762	46.225	47.900	1:08.637	129.2	16:39.711
4	1	2:48.409	47.058	49.518	1:11.833	124.9	11:36.862	7	1	2:43.286	46.616	48.403	1:08.267	128.8	19:22.997
5	1	2:47.022	47.672	50.232	1:09.118	125.9	14:23.884	8	1	2:42.867	46.111	47.892	1:08.864	129.1	22:05.864
6	1	2:46.577	47.038	49.297	1:10.242	126.3	17:10.461	9	1	2:41.787	45.639	48.258	1:07.890	130.0	24:47.651
7	1	2:46.766	47.596	48.957	1:10.213	126.1	19:57.227	10	1	2:42.498	45.904	48.334	1:08.260	129.4	27:30.149
8	1	2:49.221	48.019	49.559	1:11.643	124.3	22:46.448	11	1	2:42.609	46.456	47.710	1:08.443	129.3	30:12.758
9	1	2:50.838	48.654	50.274	1:11.910	123.1	25:37.286	12	1	3:00.588 B	47.239	47.912	1:25.437	116.5	33:13.346
10	1	2:51.503	48.350	49.978	1:13.175	122.6	28:28.789	36 1.Jean Marc BUSSOLINI VOLKSWAGEN Scirocco 1974 TC2							
11	1	2:52.081	49.876	50.647	1:11.558	122.2	31:20.870	1	1	2:49.556	50.893	49.111	1:09.552	124.0	2:49.556
12	1	3:01.670 B	49.789	50.462	1:21.419	115.8	34:22.540	2	1	2:43.931	46.006	48.484	1:09.441	128.3	5:33.487
13	1	4:02.565	2:03.299	48.864	1:10.402	86.7	38:25.105	3	1	2:42.079	45.838	48.072	1:08.169	129.8	8:15.566
14	1	2:45.907	47.735	48.869	1:09.303	126.8	41:11.012	4	1	2:42.525	45.690	48.320	1:08.515	129.4	10:58.091
15	1	2:48.676	48.790	49.347	1:10.539	124.7	43:59.688	5	1	2:42.579	46.103	48.430	1:08.046	129.4	13:40.670
16	1	2:49.566	50.457	49.528	1:09.581	124.0	46:49.254	6	1	2:42.689	45.599	48.430	1:08.660	129.3	16:23.359
17	1	2:48.117	47.722	49.865	1:10.530	125.1	49:37.371	7	1	2:44.326	46.154	48.270	1:09.902	128.0	19:07.685
18	1	2:46.762	47.676	49.393	1:09.693	126.1	52:24.133	8	1	2:42.652	46.083	48.401	1:08.168	129.3	21:50.337
19	1	2:47.430	48.371	49.219	1:09.840	125.6	55:11.563	9	1	2:44.831	45.808	48.853	1:10.170	127.6	24:35.168
20	1	2:46.567	47.662	48.793	1:10.112	126.3	57:58.130	10	1	2:48.685	47.204	50.079	1:11.402	124.7	27:23.853
21	1	2:47.456	48.040	48.981	1:10.435	125.6	1:00:45.586	11	1	11:12.549 B	47.644	51.224	9:33.681	31.3	38:36.402
22	1	2:47.911	48.458	48.975	1:10.478	125.3	1:03:33.497	12	1	3:08.969	1:06.892	51.291	1:10.786	111.3	41:45.371
32 1.Stephen DANCE FORD Capri 2600 RS 1972 TC2								13	1	2:45.453	46.896	49.164	1:09.393	127.1	44:30.824
1	1	2:30.762	40.567	44.760	1:05.435	139.5	2:30.762	14	1	2:45.787	46.311	49.524	1:09.952	126.9	47:16.611
2	1	2:33.340	43.325	44.686	1:05.329	137.2	5:04.102	15	1	2:45.503	47.125	49.449	1:08.929	127.1	50:02.114
3	1	2:32.777	43.362	44.878	1:04.537	137.7	7:36.879	16	1	2:45.847	46.847	49.233	1:09.767	126.8	52:47.961
4	1	2:33.080	43.501	44.670	1:04.909	137.4	10:09.959	17	1	2:46.980	47.934	49.578	1:09.468	126.0	55:34.941
5	1	2:32.819	43.170	44.799	1:04.850	137.6	12:42.778	18	1	2:46.322	47.783	49.223	1:09.316	126.4	58:21.263
6	1	2:33.748	43.219	44.755	1:05.774	136.8	15:16.526	19	1	2:45.519	46.751	49.492	1:09.276	127.1	1:01:06.782
7	1	2:32.699	43.245	44.506	1:04.948	137.7	17:49.225	20	1	2:45.699	46.882	49.697	1:09.120	126.9	1:03:52.481
8	1	2:32.636	43.099	44.305	1:05.232	137.8	20:21.861	37 1.Yves VÖGELE 2.Carlo VÖGELE FORD Capri 2600 RS 1973 TC2							
9	1	2:33.156	43.454	44.658	1:05.044	137.3	22:55.017	1	1	2:52.179	52.859	49.708	1:09.612	122.1	2:52.179
10	1	2:31.984	42.978	44.391	1:04.615	138.4	25:27.001	2	1	2:39.851	45.385	46.862	1:07.604	131.6	5:32.030
11	1	2:40.254 B	43.059	44.559	1:12.636	131.2	28:07.255	3	1	2:39.141	45.412	46.651	1:07.078	132.2	8:11.171
12	1	3:49.594	1:59.324	44.975	1:05.295	91.6	31:56.849	4	1	2:38.985	45.286	46.699	1:07.000	132.3	10:50.156
13	1	2:33.501	43.978	44.689	1:04.834	137.0	34:30.350	5	1	2:38.922	45.529	46.573	1:06.820	132.3	13:29.078
14	1	2:32.498	43.601	44.439	1:04.458	137.9	37:02.848	6	1	2:39.018	45.089	47.347	1:06.582	132.3	16:08.096
15	1	2:32.662	43.467	44.264	1:04.931	137.8	39:35.510	7	1	2:37.452	44.911	46.322	1:06.219	133.6	18:45.548
16	1	2:31.226	43.006	44.277	1:03.943	139.1	42:06.736	8	1	2:39.056	45.017	45.913	1:08.126	132.2	21:24.604
17	1	2:30.905	42.487	44.148	1:04.270	139.4	44:37.641	9	1	2:38.725	45.370	46.379	1:06.976	132.5	24:03.329
18	1	2:30.868	42.784	44.221	1:03.863	139.4	47:08.509	10	1	2:46.357 B	44.779	45.829	1:15.749	126.4	26:49.686
19	1	2:31.478	42.462	44.529	1:04.487	138.8	49:39.987	11	1	3:49.461	1:58.189	45.468	1:05.804	91.7	30:39.147
20	1	2:32.007	43.012	44.733	1:04.262	138.4	52:11.994	12	1	2:36.936	45.152	46.166	1:05.618	134.0	33:16.083
21	1	2:33.718	43.240	44.892	1:05.586	136.8	54:45.712	13	1	2:36.393	44.520	45.668	1:06.205	134.5	35:52.476
22	1	2:31.983	43.219	44.306	1:04.458	138.4	57:17.695	14	1	2:38.242	44.650	46.105	1:07.487	132.9	38:30.718
23	1	2:33.093	43.414	45.010	1:04.669	137.4	59:50.788	15	1	2:38.640	44.632	46.252	1:07.756	132.6	41:09.358
24	1	2:31.463	42.881	44.584	1:03.998	138.9	1:02:22.251	16	1	2:39.668	45.422	47.207	1:07.039	131.7	43:49.026
33 1.Robert BOOS 2.Pascal GOURY BMW 635 CSi 1984 Group A								17	1	2:39.594	45.047	46.823	1:07.724	131.8	46:28.620
1	1	2:58.461	55.565	51.506	1:11.390	117.8	2:58.461	18	1	2:37.407	44.415	46.350	1:06.642	133.6	49:06.027
2	1	2:47.660	49.356	48.821	1:09.483	125.4	5:46.121	19	1	2:38.555	45.548	46.211	1:06.796	132.6	51:44.582
								20	1	2:38.383	44.991	45.912	1:07.480	132.8	54:22.965
								21	1	2:40.313	45.818	46.176	1:08.319	131.2	57:03.278



HERITAGE TOURING CUP DIX MILLE TOURS 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
22	1	2:39.239	46.128	46.476	1:06.635	132.1	59:42.517	5	1	2:39.175	44.565	47.825	1:06.785	132.1	13:33.113
23	1	2:38.828	45.571	46.260	1:06.997	132.4	1:02:21.345	6	1	2:39.040	44.515	47.895	1:06.630	132.2	16:12.153
38 1. Pierre MODAS 2. Frédéric BERCHON							FORD Mustang 289 1965 Invitation	7	1	2:38.557	44.512	47.533	1:06.512	132.6	18:50.710
							8	1	2:37.808	43.909	47.558	1:06.341	133.3	21:28.518	
1	1	3:05.006	58.822	53.308	1:12.876	113.7	3:05.006	9	1	2:39.340	44.915	47.733	1:06.692	132.0	24:07.858
2	1	2:52.518	48.808	50.102	1:13.608	121.9	5:57.524	10	1	2:37.400	44.089	47.176	1:06.135	133.6	26:45.258
3	1	2:52.141	49.427	50.161	1:12.553	122.2	8:49.665	11	1	2:50.846B	44.475	47.679	1:18.692	123.1	29:36.104
4	1	2:51.432	47.939	50.198	1:13.295	122.7	11:41.097	12	1	4:05.749	2:12.048	47.952	1:05.749	85.6	33:41.853
5	1	2:51.787	48.122	49.836	1:13.829	122.4	14:32.884	13	1	2:34.769	43.157	46.860	1:04.752	135.9	36:16.622
6	1	2:52.220	49.120	50.236	1:12.864	122.1	17:25.104	14	1	2:37.318	44.297	47.549	1:05.472	133.7	38:53.940
7	1	2:51.381	48.302	50.019	1:13.060	122.7	20:16.485	15	1	2:34.247	43.111	46.557	1:04.579	136.3	41:28.187
8	1	2:52.301	49.771	49.924	1:12.606	122.1	23:08.786	16	1	2:34.368	43.195	46.237	1:04.936	136.2	44:02.555
9	1	2:50.812	48.236	50.128	1:12.448	123.1	25:59.598	17	1	2:37.569	45.631	47.452	1:04.486	133.5	46:40.124
10	1	2:52.634	48.016	50.186	1:14.432	121.8	28:52.232	18	1	2:35.501	43.357	47.422	1:04.722	135.2	49:15.625
11	1	3:02.821B	48.297	51.709	1:22.815	115.0	31:55.053	19	1	2:36.795	43.523	47.932	1:05.340	134.1	51:52.420
12	1	4:49.848	2:44.053	51.903	1:13.892	72.6	36:44.901	20	1	2:34.871	43.482	46.456	1:04.933	135.8	54:27.291
13	1	2:56.647	49.781	51.423	1:15.443	119.1	39:41.548	21	1	2:36.402	43.730	46.860	1:05.812	134.5	57:03.693
14	1	2:55.070	49.178	52.029	1:13.863	120.1	42:36.618	22	1	2:36.706	44.911	46.658	1:05.137	134.2	59:40.399
15	1	2:55.003	50.508	51.531	1:12.964	120.2	45:31.621	23	1	2:36.882	43.369	48.010	1:05.503	134.1	1:02:17.281
16	1	2:53.508	48.657	51.767	1:13.084	121.2	48:25.129	46 1. Christian BOURIEZ BMW 3.0 CSL 1973 TC2							
17	1	2:52.734	48.136	51.259	1:13.339	121.8	51:17.863								
18	1	2:53.300	49.231	51.287	1:12.782	121.4	54:11.163	1	1	2:44.599	48.380	48.794	1:07.425	127.8	2:44.599
19	1	2:54.716	49.853	51.193	1:13.670	120.4	57:05.879	47 1. Guy Fabrice MESTROT 2. Eric SECHAUD FORD Escort 1600 RS 1972 TC2							
20	1	2:54.007	49.138	51.417	1:13.452	120.9	59:59.886								
21	1	2:52.627	48.889	51.002	1:12.736	121.8	1:02:52.513	1	1	2:30.992	41.757	45.035	1:04.200	139.3	2:30.992
39 1. Charles DE VILLACOURT 2. Ghislain BORRELLY							FORD Mustang 289 1965 TC1	2	1	2:31.174	42.494	44.051	1:04.629	139.1	5:02.166
							3	1	2:31.568	42.870	44.530	1:04.168	138.8	7:33.734	
1	1	3:06.779	1:00.953	52.526	1:13.300	112.6	3:06.779	4	1	2:31.548	42.830	44.864	1:03.854	138.8	10:05.282
2	1	2:54.682	49.291	51.556	1:13.835	120.4	6:01.461	5	1	2:32.636	43.047	44.873	1:04.716	137.8	12:37.918
3	1	2:53.860	49.413	51.476	1:12.971	121.0	8:55.321	6	1	2:33.568	43.163	44.948	1:05.457	137.0	15:11.486
4	1	2:53.999	49.063	51.066	1:13.870	120.9	11:49.320	7	1	2:33.063	43.171	44.848	1:05.044	137.4	17:44.549
5	1	2:53.727	49.451	50.851	1:13.425	121.1	14:43.047	8	1	2:33.534	43.675	45.469	1:04.390	137.0	20:18.083
6	1	2:52.608	49.150	50.408	1:13.050	121.8	17:35.655	9	1	2:32.812	43.612	44.833	1:04.367	137.6	22:50.895
7	1	2:53.261	48.337	50.745	1:14.179	121.4	20:28.916	10	1	2:32.828	43.645	44.924	1:04.259	137.6	25:23.723
8	1	2:52.971	48.591	50.557	1:13.823	121.6	23:21.887	11	1	2:32.615	43.152	44.863	1:04.600	137.8	27:56.338
9	1	2:51.918	48.074	50.470	1:13.374	122.3	26:13.805	12	1	2:40.903B	43.006	44.825	1:13.072	130.7	30:37.241
10	1	2:52.120	49.117	50.543	1:12.460	122.2	29:05.925	13	1	4:12.718	2:15.874	47.807	1:09.037	83.2	34:49.959
11	1	3:02.108B	48.101	49.906	1:24.101	115.5	32:08.033	14	1	2:44.347	47.213	47.467	1:09.667	128.0	37:34.306
12	1	4:06.762	2:03.939	50.804	1:12.019	85.2	36:14.795	15	1	2:42.875	46.522	47.568	1:08.785	129.1	40:17.181
13	1	2:52.006	48.077	51.238	1:12.691	122.3	39:06.801	16	1	2:40.361	45.613	46.920	1:07.828	131.1	42:57.542
14	1	2:50.437	48.001	50.289	1:12.147	123.4	41:57.238	17	1	2:41.481	46.211	46.554	1:08.716	130.2	45:39.023
15	1	2:53.379	48.670	51.380	1:13.329	121.3	44:50.617	18	1	2:41.530	45.800	47.021	1:08.709	130.2	48:20.553
16	1	2:51.692	48.769	50.744	1:12.179	122.5	47:42.309	19	1	2:38.859	44.654	47.433	1:06.772	132.4	50:59.412
17	1	2:51.424	48.448	50.524	1:12.452	122.7	50:33.733	20	1	2:38.435	44.942	46.387	1:07.106	132.7	53:37.847
18	1	2:52.546	49.827	49.927	1:12.792	121.9	53:26.279	21	1	2:42.814	46.125	47.767	1:08.922	129.2	56:20.661
19	1	2:57.502	52.510	50.757	1:14.235	118.5	56:23.781	22	1	2:42.521	46.257	47.753	1:08.511	129.4	59:03.182
20	1	2:56.797	49.810	51.867	1:15.120	119.0	59:20.578	23	1	2:42.268	46.630	46.853	1:08.785	129.6	1:01:45.450
21	1	2:53.808	49.558	51.333	1:12.917	121.0	1:02:14.386	24	1	2:42.484	46.434	47.448	1:08.602	129.4	1:04:27.934
40 1. Jean-Marc MERLIN 2. Sébastien CRUBILE							BMW 3.0 CSL 1972 TC2	50 1. Patrick HAUTOT 2. Geoffrey PETER FORD Escort 1600 RS 1972 TC2							
							1								1
2	1	2:43.841	46.893	48.811	1:08.137	128.4	5:31.563	1	1	3:13.753B	49.866	50.745	1:33.142	108.5	3:13.753
3	1	2:40.923	45.323	48.343	1:07.257	130.7	8:12.486	51 1. Benjamin PORON FORD Mustang GT Pinepac 1984 Group A							
4	1	2:41.452	45.168	48.442	1:07.842	130.3	10:53.938								

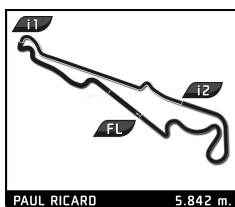


HERITAGE TOURING CUP DIX MILLE TOURS RACE

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	3:20.724 B	52.140	56.761	1:31.823	104.8	3:20.724	14	1	2:53.436	49.280	51.260	1:12.896	121.3	41:05.610
2	1	4:26.038 B	2:01.115	55.269	1:29.654	79.1	7:46.762	15	1	2:53.812	48.800	52.500	1:12.512	121.0	43:59.422
52 1.Yves SCEMAMA FORD Capri 2600 RS 1971 TC2								16	1	2:53.163	50.266	51.430	1:11.467	121.5	46:52.585
1	1	2:34.399	43.361	45.418	1:05.620	136.2	2:34.399	17	1	2:50.832	48.339	50.642	1:11.851	123.1	49:43.417
2	1	2:35.123	43.974	45.519	1:05.630	135.6	5:09.522	18	1	2:49.373	48.013	49.950	1:11.410	124.2	52:32.790
3	1	2:33.935	43.803	45.083	1:05.049	136.6	7:43.457	19	1	2:49.228	48.222	49.584	1:11.422	124.3	55:22.018
4	1	2:33.588	43.539	44.854	1:05.195	136.9	10:17.045	20	1	2:50.321	48.311	49.815	1:12.195	123.5	58:12.339
5	1	2:34.946	44.100	45.483	1:05.363	135.7	12:51.991	21	1	2:50.845	48.480	50.038	1:12.327	123.1	1:01:03.184
6	1	2:33.959	43.767	44.939	1:05.253	136.6	15:25.950	22	1	2:54.183	49.127	52.087	1:12.969	120.7	1:03:57.367
7	1	2:33.779	43.543	44.985	1:05.251	136.8	17:59.729	60 1.Patrice GARROUSTE FORD Mustang 302 1968 TC2							
8	1	2:33.569	43.307	44.627	1:05.635	136.9	20:33.298	2	1	3:11.710	1:01.587	54.026	1:16.097	109.7	3:11.710
9	1	2:35.962	44.385	45.600	1:05.977	134.8	23:09.260	2	1	2:59.868	51.625	53.064	1:15.179	116.9	6:11.578
10	1	2:35.848	44.183	45.579	1:06.086	134.9	25:45.108	3	1	3:00.958	50.842	53.513	1:16.603	116.2	9:12.536
11	1	2:53.392 B	43.818	49.202	1:20.372	121.3	28:38.500	4	1	3:03.700	51.773	53.587	1:18.340	114.5	12:16.236
12	1	4:08.322	2:11.970	47.876	1:08.476	84.7	32:46.822	5	1	3:03.726	51.598	53.404	1:18.724	114.5	15:19.962
13	1	2:38.460	45.325	45.988	1:07.147	132.7	35:25.282	6	1	3:03.279	51.730	53.985	1:17.564	114.7	18:23.241
14	1	2:35.868	44.378	45.235	1:06.255	134.9	38:01.150	7	1	3:02.080	51.587	52.630	1:17.863	115.5	21:25.321
15	1	2:36.290	45.258	45.313	1:05.719	134.6	40:37.440	8	1	3:01.280	51.070	52.986	1:17.224	116.0	24:26.601
16	1	2:33.514	43.670	44.891	1:04.953	137.0	43:10.954	9	1	3:00.110	51.152	53.200	1:15.758	116.8	27:26.711
17	1	2:35.032	43.890	45.299	1:05.843	135.7	45:45.986	10	1	3:04.864	52.766	54.011	1:18.087	113.8	30:31.575
18	1	2:35.546	44.695	45.296	1:05.555	135.2	48:21.532	11	1	3:14.107 B	52.401	53.381	1:28.325	108.3	33:45.682
19	1	2:36.173	44.026	46.025	1:06.122	134.7	50:57.705	12	1	4:20.943	2:15.864	51.891	1:13.188	80.6	38:06.625
20	1	2:34.087	43.524	45.205	1:05.358	136.5	53:31.792	13	1	2:55.618	50.315	52.041	1:13.262	119.8	41:02.243
21	1	2:36.225	44.514	45.601	1:06.110	134.6	56:08.017	14	1	2:55.013	49.217	51.495	1:14.301	120.2	43:57.256
22	1	2:34.554	44.282	45.075	1:05.197	136.1	58:42.571	15	1	2:58.313	50.635	53.854	1:13.824	117.9	46:55.569
23	1	2:34.706	43.786	44.995	1:05.925	135.9	1:01:17.277	16	1	2:56.776	49.430	53.121	1:14.225	119.0	49:52.345
56 1.Malivai CASTELLI BMW 323i 1978 TC1								17	1	3:09.953 B	51.356	53.076	1:25.521	110.7	53:02.298
1	1	3:09.377	59.116	54.401	1:15.860	111.1	3:09.377	18	1	7:24.867	5:10.030	55.242	1:19.595	47.3	1:00:27.165
2	1	2:53.288	49.655	51.343	1:12.290	121.4	6:02.665	19	1	4:37.405	1:00.393	2:08.791	1:28.221	75.8	1:05:04.570
3	1	2:52.249	48.601	51.506	1:12.142	122.1	8:54.914	61 1.Guenther SCHINDLER BMW 2002 Ti 1971 TC2							
4	1	2:50.454	47.840	50.962	1:11.652	123.4	11:45.368	2	1	3:02.930	59.587	51.916	1:11.427	115.0	3:02.930
5	1	2:50.983	47.939	50.748	1:12.296	123.0	14:36.351	2	1	2:47.488	48.597	49.441	1:09.450	125.6	5:50.418
6	1	2:52.048	48.753	50.831	1:12.464	122.2	17:28.399	3	1	2:45.191	47.398	48.800	1:08.993	127.3	8:35.609
7	1	2:51.038	48.574	50.428	1:12.036	123.0	20:19.437	4	1	2:45.732	46.983	48.909	1:09.840	126.9	11:21.341
8	1	2:52.143	48.147	51.099	1:12.897	122.2	23:11.580	5	1	2:45.127	46.857	48.823	1:09.447	127.4	14:06.468
9	1	3:03.397 B	48.265	52.761	1:22.371	114.7	26:14.977	6	1	2:45.369	47.216	48.873	1:09.280	127.2	16:51.837
10	1	17:32.838 B	...	53.766	1:30.300	20.0	43:47.815	7	1	2:45.220	46.984	48.402	1:09.834	127.3	19:37.057
58 1.Patrick WILWERT ALFA ROMEO 1750 GTAm 1971 TC2								8	1	2:45.375	47.185	49.043	1:09.147	127.2	22:22.432
1	1	2:58.235	55.488	50.691	1:12.056	118.0	2:58.235	9	1	2:44.613	46.954	48.133	1:09.526	127.8	25:07.045
2	1	2:50.406	50.189	49.428	1:10.789	123.4	5:48.641	10	1	2:54.771 B	47.209	49.048	1:18.514	120.3	28:01.816
3	1	2:46.952	47.351	49.167	1:10.434	126.0	8:35.593	11	1	4:14.994	2:14.246	51.158	1:09.590	82.5	32:16.810
4	1	2:46.506	47.551	48.780	1:10.175	126.3	11:22.099	12	1	2:45.617	47.083	48.642	1:09.892	127.0	35:02.427
5	1	2:45.486	46.696	48.723	1:10.067	127.1	14:07.585	13	1	2:42.953	46.423	47.863	1:08.667	129.1	37:45.380
6	1	2:45.530	47.094	48.675	1:09.761	127.1	16:53.115	14	1	2:43.866	46.280	48.427	1:09.159	128.3	40:29.246
7	1	2:45.640	46.746	48.562	1:10.332	127.0	19:38.755	15	1	2:41.717	45.895	47.492	1:08.330	130.0	43:10.963
8	1	2:45.444	47.337	48.272	1:09.835	127.1	22:24.199	16	1	2:42.746	45.865	47.869	1:09.012	129.2	45:53.709
9	1	2:45.445	46.969	48.312	1:10.164	127.1	25:09.644	17	1	2:44.178	46.623	47.938	1:09.617	128.1	48:37.887
10	1	2:54.262 B	47.214	48.446	1:18.602	120.7	28:03.906	18	1	2:42.405	46.091	47.756	1:08.558	129.5	51:20.292
11	1	4:17.227	2:11.891	52.740	1:12.596	81.8	32:21.133	19	1	2:43.604	46.614	47.637	1:09.353	128.5	54:03.896
12	1	2:55.710	50.005	52.204	1:13.501	119.7	35:16.843	20	1	2:43.687	47.345	47.868	1:08.474	128.5	56:47.583
13	1	2:55.331	50.147	51.479	1:13.705	120.0	38:12.174	21	1	2:42.283	45.625	47.762	1:08.896	129.6	59:29.866
								22	1	2:42.220	46.226	47.566	1:08.428	129.6	1:02:12.086

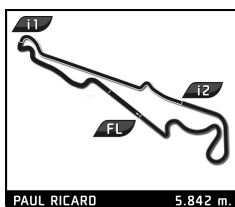


HERITAGE TOURING CUP DIX MILLE TOURS RACE

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
63 1.Gerard LOPEZ 2.Richard MEADEN								Ford Capri 3100 RS 1974 TC2							
1	1	2:25.016	39.256	43.292	1:02.468	145.0	2:25.016	8	1	2:42.649	46.454	48.095	1:08.100	129.3	22:06.885
2	1	2:26.915	41.656	43.169	1:02.090	143.2	4:51.931	9	1	2:43.975	46.634	48.672	1:08.669	128.3	24:50.860
3	1	2:26.871	41.381	43.174	1:02.316	143.2	7:18.802	10	1	2:42.776	45.976	48.297	1:08.503	129.2	27:33.636
4	1	2:26.655	41.231	43.224	1:02.200	143.4	9:45.457	70 1.Frank JACOB							
5	1	2:27.211	41.357	43.285	1:02.569	142.9	12:12.668	BMW 635 CSI 1984 Group A							
6	1	2:26.693	41.117	43.410	1:02.166	143.4	14:39.361	1	1	2:55.714	53.315	50.999	1:11.400	119.7	2:55.714
7	1	2:28.442	42.218	43.551	1:02.673	141.7	17:07.803	2	1	2:47.701	48.138	49.452	1:10.111	125.4	5:43.415
8	1	2:26.645	41.306	43.246	1:02.093	143.4	19:34.448	3	1	2:44.220	47.198	48.179	1:08.843	128.1	8:27.635
9	1	2:28.586	41.203	43.278	1:04.105	141.5	22:03.034	4	1	2:43.632	45.749	48.570	1:09.313	128.5	11:11.267
10	1	2:27.040	41.057	43.565	1:02.418	143.0	24:30.074	5	1	2:42.268	46.235	47.622	1:08.411	129.6	13:53.535
11	1	2:27.732	42.277	43.309	1:02.146	142.4	26:57.806	6	1	2:41.973	45.091	48.730	1:08.152	129.8	16:35.508
12	1	2:26.740	41.462	43.029	1:02.249	143.3	29:24.546	7	1	2:45.896	45.828	50.947	1:09.121	126.8	19:21.404
13	1	3:36.732 B	41.498	43.267	2:11.967	97.0	33:01.278	8	1	2:45.063	46.465	48.257	1:10.341	127.4	22:06.467
14	1	2:58.774	1:05.293	46.679	1:06.802	117.6	36:00.052	9	1	2:43.610	45.931	48.646	1:09.033	128.5	24:50.077
15	1	2:36.738	44.626	45.664	1:06.448	134.2	38:36.790	10	1	2:41.889	45.432	47.923	1:08.534	129.9	27:31.966
16	1	2:35.509	43.782	45.725	1:06.002	135.2	41:12.299	11	1	2:43.609	46.853	47.624	1:09.132	128.5	30:15.575
17	1	2:38.893	45.273	46.654	1:06.966	132.4	43:51.192	12	1	3:56.919 B	45.527	48.566	2:22.826	88.8	34:12.494
18	1	2:34.520	43.951	45.310	1:05.259	136.1	46:25.712	13	1	3:03.736	1:05.623	48.699	1:09.414	114.5	37:16.230
19	1	2:36.928	44.762	45.700	1:06.466	134.0	49:02.640	14	1	2:42.989	45.851	47.686	1:09.452	129.0	39:59.219
65 1.Eric ROTURIER 2.Jules GOUNON								FORD Mustang 289 1965 TC1							
1	1	3:02.790	58.365	51.373	1:13.052	115.1	3:02.790	15	1	2:42.844	46.146	47.548	1:09.150	129.1	42:42.063
2	1	2:53.545	49.203	49.965	1:14.377	121.2	5:56.335	16	1	2:42.926	45.944	48.300	1:08.682	129.1	45:24.989
3	1	2:50.980	47.826	50.050	1:13.104	123.0	8:47.315	17	1	2:41.644	45.000	47.716	1:08.928	130.1	48:06.633
4	1	2:49.396	47.701	49.126	1:12.569	124.2	11:36.711	18	1	2:41.512	45.065	48.265	1:08.182	130.2	50:48.145
5	1	2:49.758	47.467	50.131	1:12.160	123.9	14:26.469	19	1	2:42.979	46.419	47.484	1:09.076	129.0	53:31.124
6	1	2:53.455	48.664	50.257	1:14.534	121.2	17:19.924	20	1	2:42.993	46.365	47.870	1:08.758	129.0	56:14.117
7	1	2:48.646	47.693	49.041	1:11.912	124.7	20:08.570	21	1	2:42.736	45.448	47.998	1:09.290	129.2	58:56.853
8	1	2:50.284	48.128	49.610	1:12.546	123.5	22:58.854	22	1	2:41.400	45.412	47.591	1:08.397	130.3	1:01:38.253
9	1	2:48.886	48.059	49.152	1:11.675	124.5	25:47.740	23	1	2:40.963	45.590	47.523	1:07.850	130.7	1:04:19.216
10	1	4:04.483 B	48.008	49.591	2:26.884	86.0	29:52.223	73 1.Christian TRABER							
11	1	3:01.336	1:02.421	48.295	1:10.620	116.0	32:53.559	BMW 3.0 CSL 1973 TC2							
12	1	2:47.417	48.199	48.685	1:10.533	125.6	35:40.976	1	1	2:29.044	42.371	43.982	1:02.691	141.1	2:29.044
13	1	2:44.829	46.310	48.281	1:10.238	127.6	38:25.805	2	1	2:27.191	41.616	43.086	1:02.489	142.9	4:56.235
14	1	2:43.406	45.841	48.025	1:09.540	128.7	41:09.211	3	1	2:28.108	41.339	43.587	1:03.182	142.0	7:24.343
15	1	2:44.924	46.301	48.744	1:09.879	127.5	43:54.135	4	1	2:26.921	41.500	43.248	1:02.173	143.1	9:51.264
16	1	2:43.092	46.259	47.448	1:09.385	129.0	46:37.227	5	1	2:27.107	41.576	43.085	1:02.446	143.0	12:18.371
17	1	2:42.554	45.726	47.760	1:09.068	129.4	49:19.781	6	1	2:27.389	41.539	43.390	1:02.460	142.7	14:45.760
18	1	2:43.033	45.944	47.934	1:09.155	129.0	52:02.814	7	1	2:29.322	42.871	43.581	1:02.870	140.8	17:15.082
19	1	2:44.855	46.727	48.084	1:10.044	127.6	54:47.669	8	1	2:27.526	41.587	43.472	1:02.467	142.6	19:42.608
20	1	2:45.305	46.804	48.088	1:10.413	127.2	57:32.974	9	1	2:28.300	42.066	43.808	1:02.426	141.8	22:10.908
21	1	2:49.676	48.226	50.351	1:11.099	123.9	1:00:22.650	10	1	2:31.715	43.170	45.875	1:02.670	138.6	24:42.623
22	1	3:01.705	48.350	53.863	1:19.492	115.7	1:03:24.355	11	1	2:29.429	41.793	44.809	1:02.827	140.7	27:12.052
66 1.Armand MILLE								BMW 635 CSI 1983 Group A							
1	1	2:57.167	54.738	51.732	1:10.697	118.7	2:57.167	12	1	2:39.256 B	42.312	43.753	1:13.191	132.1	29:51.308
2	1	2:48.688	49.075	49.861	1:09.752	124.7	5:45.855	13	1	3:48.240	1:59.421	44.923	1:03.896	92.1	33:39.548
3	1	2:45.566	47.235	48.915	1:09.416	127.0	8:31.421	14	1	2:31.837	42.925	44.307	1:04.605	138.5	36:11.385
4	1	2:43.943	47.101	49.079	1:07.763	128.3	11:15.364	15	1	2:30.856	43.009	44.065	1:03.782	139.4	38:42.241
5	1	2:43.636	46.730	48.714	1:08.192	128.5	13:59.000	16	1	2:30.336	43.221	44.412	1:02.703	139.9	41:12.577
6	1	2:42.481	46.035	48.827	1:07.619	129.4	16:41.481	17	1	2:32.666	44.217	45.268	1:03.181	137.8	43:45.243
7	1	2:42.755	46.290	48.512	1:07.953	129.2	19:24.236	18	1	2:31.354	43.187	44.783	1:03.384	139.0	46:16.597
								19	1	2:31.882	42.587	45.522	1:03.773	138.5	48:48.479
								20	1	2:43.203	54.701	45.129	1:03.373	128.9	51:31.682
								21	1	2:33.584	43.220	45.301	1:05.063	136.9	54:05.266
								22	1	2:34.896	44.493	46.194	1:04.209	135.8	56:40.162
								23	1	2:40.481	46.043	48.735	1:05.703	131.1	59:20.643
								24	1	2:38.286	44.668	47.912	1:05.706	132.9	1:01:58.929

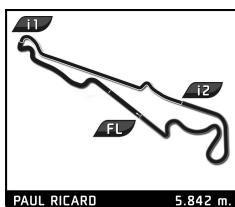


HERITAGE TOURING CUP DIX MILLE TOURS RACE

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
74 1.Christophe VAN RIET 2.Caroline GRIFNEE FORD Escort 1600 RS 1968 TC2															
1	1	2:40.075	47.744	46.246	1:06.085	131.4	2:40.075	1	1	2:58.071	56.100	51.022	1:10.949	118.1	2:58.071
2	1	2:35.723	44.868	45.726	1:05.129	135.1	5:15.798	2	1	2:45.591	49.280	47.991	1:08.320	127.0	5:43.662
3	1	2:34.716	43.868	44.948	1:05.900	135.9	7:50.514	3	1	2:42.348	46.152	47.560	1:08.636	129.5	8:26.010
4	1	2:35.480	43.749	45.564	1:06.167	135.3	10:25.994	4	1	2:39.512	44.703	47.447	1:07.362	131.8	11:05.522
5	1	2:42.135	43.893	45.294	1:12.948	129.7	13:08.129	5	1	2:40.597	45.193	47.091	1:08.313	131.0	13:46.119
6	1	8:15.138	6:18.144	46.984	1:10.010	42.5	21:23.267	6	1	2:40.720	45.315	47.008	1:08.397	130.9	16:26.839
7	1	2:41.150	45.477	46.509	1:09.164	130.5	24:04.417	7	1	2:40.948	45.248	46.973	1:08.727	130.7	19:07.787
8	1	2:39.418	45.024	46.453	1:07.941	131.9	26:43.835	8	1	2:41.457	45.673	47.278	1:08.506	130.3	21:49.244
9	1	2:54.003	46.528	47.518	1:19.957	120.9	29:37.838	9	1	2:53.482	46.617	47.662	1:19.203	121.2	24:42.726
10	1	4:59.452	3:03.520	47.429	1:08.503	70.2	34:37.290	10	1	4:37.165	2:41.509	47.886	1:07.770	75.9	29:19.891
11	1	2:57.223	45.680	46.493	1:25.050	118.7	37:34.513	11	1	2:44.075	46.286	48.185	1:09.604	128.2	32:03.966
12	1	2:41.788	45.083	46.757	1:09.948	130.0	40:16.301	12	1	2:43.335	46.726	47.574	1:09.035	128.8	34:47.301
13	1	2:40.555	45.691	46.689	1:08.175	131.0	42:56.856	13	1	3:03.498	46.023	48.020	1:29.455	114.6	37:50.799
14	1	2:40.848	45.664	46.477	1:08.707	130.8	45:37.704								
15	1	2:43.719	45.886	48.136	1:09.697	128.5	48:21.423	92 1.Jean-Claude BASSO 2.Ronald BASSO BMW 3.0 CSL 1973 TC2							
16	1	2:39.419	45.543	46.251	1:07.625	131.9	51:00.842	1	1	2:39.047	44.884	47.289	1:06.874	132.2	2:39.047
17	1	2:47.082	45.114	46.350	1:15.618	125.9	53:47.924	2	1	2:39.250	45.180	47.706	1:06.364	132.1	5:18.297
18	1	2:40.569	46.417	46.548	1:07.604	131.0	56:28.493	3	1	2:37.834	44.515	47.060	1:06.259	133.2	7:56.131
19	1	2:41.610	45.839	47.588	1:08.183	130.1	59:10.103	4	1	2:37.607	43.854	46.967	1:06.786	133.4	10:33.738
20	1	2:41.761	45.922	46.502	1:09.337	130.0	1:01:51.864	5	1	2:37.153	44.376	46.284	1:06.493	133.8	13:10.891
21	1	2:42.300	46.326	46.519	1:09.455	129.6	1:04:34.164	6	1	2:39.099	44.912	47.313	1:06.874	132.2	15:49.990
								7	1	2:38.438	44.182	48.421	1:05.835	132.7	18:28.428
								8	1	2:38.317	44.601	46.801	1:06.915	132.8	21:06.745
								9	1	2:39.533	44.343	47.669	1:07.521	131.8	23:46.278
								10	1	2:39.765	44.472	47.950	1:07.343	131.6	26:26.043
								11	1	2:50.069	44.544	48.775	1:16.750	123.7	29:16.112
								12	1	3:55.308	2:02.476	46.556	1:06.276	89.4	33:11.420
								13	1	2:36.565	43.847	45.971	1:06.747	134.3	35:47.985
								14	1	2:37.940	43.795	46.999	1:07.146	133.2	38:25.925
								15	1	2:36.051	43.590	45.919	1:06.542	134.8	41:01.976
								16	1	2:35.656	43.635	45.980	1:06.041	135.1	43:37.632
								17	1	2:34.782	43.656	45.626	1:05.500	135.9	46:12.414
								18	1	2:35.804	43.723	45.814	1:06.267	135.0	48:48.218
								19	1	2:37.283	45.419	46.087	1:05.777	133.7	51:25.501
								20	1	2:35.418	43.743	45.905	1:05.770	135.3	54:00.919
								21	1	2:35.882	43.952	45.347	1:06.583	134.9	56:36.801
								22	1	2:36.548	45.080	45.306	1:06.162	134.3	59:13.349
								23	1	2:36.471	44.764	45.563	1:06.144	134.4	1:01:49.820
								24	1	2:37.214	44.681	46.001	1:06.532	133.8	1:04:27.034
82 1.Martin KUNDING FORD Escort RS Zakspeed 1981 Invitation								178 1.David TOMLIN FORD Escort RS Zakspeed 1975 TC2							
1	1	2:57.031	53.644	50.979	1:12.408	118.8	2:57.031	1	1	2:39.283	43.697	45.685	1:09.901	132.0	2:39.283
2	1	2:48.568	47.348	49.203	1:12.017	124.8	5:45.599	2	1	2:34.755	44.061	44.579	1:06.115	135.9	5:14.038
3	1	2:44.361	46.044	48.333	1:09.984	128.0	8:29.960	3	1	2:31.600	42.970	44.926	1:03.704	138.7	7:45.638
4	1	2:43.439	45.727	47.568	1:10.144	128.7	11:13.399	4	1	2:31.975	42.709	44.769	1:04.497	138.4	10:17.613
5	1	2:42.651	46.396	47.145	1:09.110	129.3	13:56.050	5	1	2:32.673	42.812	44.937	1:04.924	137.8	12:50.286
6	1	2:43.066	45.952	47.288	1:09.826	129.0	16:39.116	6	1	2:32.044	42.869	44.955	1:04.220	138.3	15:22.330
7	1	2:42.887	45.695	47.727	1:09.465	129.1	19:22.003	7	1	2:32.613	43.561	44.944	1:04.108	137.8	17:54.943
8	1	2:42.933	46.313	46.775	1:09.845	129.1	22:04.936	8	1	2:32.551	42.960	44.782	1:04.809	137.9	20:27.494
9	1	2:40.952	45.139	46.758	1:09.055	130.7	24:45.888	9	1	2:33.279	42.628	45.661	1:04.990	137.2	23:00.773
10	1	2:40.755	45.335	47.086	1:08.334	130.8	27:26.643	10	1	2:31.814	43.035	44.962	1:03.817	138.5	25:32.587
11	1	3:53.963	46.143	46.993	2:20.827	89.9	31:20.606	11	1	2:30.374	42.100	44.711	1:03.563	139.9	28:02.961
12	1	3:03.659	1:05.974	47.714	1:09.971	114.5	34:24.265	12	1	3:38.909	43.678	44.930	2:10.301	96.1	31:41.870
13	1	2:44.914	46.700	47.110	1:11.104	127.5	37:09.179	13	1	2:48.861	1:01.097	44.638	1:03.126	124.5	34:30.731
14	1	2:44.625	46.577	47.575	1:10.473	127.8	39:53.804	14	1	2:31.654	42.521	44.784	1:04.349	138.7	37:02.385
15	1	2:43.395	46.390	47.344	1:09.661	128.7	42:37.199								
16	1	2:42.862	46.344	47.072	1:09.446	129.1	45:20.061								
17	1	2:43.121	45.856	47.512	1:09.753	128.9	48:03.182								
18	1	2:44.398	46.063	47.370	1:10.965	127.9	50:47.580								
19	1	2:47.957	48.188	48.594	1:11.175	125.2	53:35.537								
20	1	2:45.742	47.969	47.847	1:09.926	126.9	56:21.279								
21	1	3:12.550	1:03.653	49.599	1:19.298	109.2	59:33.829								
22	1	2:50.212	49.402	48.940	1:11.870	123.6	1:02:24.041								
87 1.Frédéric LEMOS 2.Guillaume GOUBLE OPEL Commodore GS/E 1974 TC2															
1	1	3:08.305	58.292	55.102	1:14.911	111.7	3:08.305								
2	1	3:17.732	49.637	55.084	1:33.011	106.4	6:26.037								
90 1.Rémi GAMMAL 2.François LEVEQUE BMW 3.0 CSL 1974 TC2															



PAUL RICARD

5.842 m.

HERITAGE TOURING CUP DIX MILLE TOURS 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
15	1	2:32.110	42.906	44.645	1:04.559	138.3	39:34.495								
16	1	2:31.093	42.940	44.624	1:03.529	139.2	42:05.588								
17	1	2:30.981	42.377	44.954	1:03.650	139.3	44:36.569								
18	1	2:30.732	42.968	44.313	1:03.451	139.5	47:07.301								
19	1	2:30.372	42.241	44.663	1:03.468	139.9	49:37.673								
20	1	2:30.982	42.461	45.057	1:03.464	139.3	52:08.655								
21	1	2:31.531	42.812	44.834	1:03.885	138.8	54:40.186								
22	1	2:32.351	43.301	45.120	1:03.930	138.0	57:12.537								
23	1	2:34.107	43.574	46.011	1:04.522	136.5	59:46.644								
24	1	2:33.593	43.497	45.429	1:04.667	136.9	1:02:20.237								