



HERITAGE TOURING CUP

DIX MILLE TOURS

PRIVATE PRACTICE

Best Sector Times

| SECTOR 1 | | | SECTOR 2 | | | SECTOR 3 | | | Pos | Car | Cl | Ideal Lap | Best Lap |
|----------|---------------------|--------|---------------------|--------|---------------------|----------|-----|---|------------|----------|----------|-----------|----------|
| Pos | Driver | Time | Driver | Time | Driver | Time | Pos | Car | | | | | |
| 1 | 25 C.TRABER | 40.649 | 25 C.TRABER | 43.213 | 25 C.TRABER | 1:02.321 | 1 | 25 BMW 3.0 CSL 1975 | TC2 | 2:26.183 | 2:26.200 | (1) | |
| 2 | 68 D.TOMLIN | 40.900 | 6 S.DANCE | 44.362 | 68 D.TOMLIN | 1:03.050 | 2 | 68 FORD Escort 1800 RS Zakspeed 1975 | TC2 | 2:28.678 | 2:28.795 | (2) | |
| 3 | 77 H.SCHMERSAL | 40.901 | 68 D.TOMLIN | 44.728 | 6 S.DANCE | 1:03.232 | 3 | 6 FORD Capri 2600 RS 1975 | TC2 | 2:29.015 | 2:29.406 | (3) | |
| 4 | 47 G.MESTROT | 41.081 | 80 C.VAN RIET | 44.819 | 77 H.SCHMERSAL | 1:03.664 | 4 | 47 FORD Escort 1600 RS 1972 | TC2 | 2:29.686 | 2:29.862 | (4) | |
| 5 | 6 S.DANCE | 41.421 | 47 G.MESTROT | 44.891 | 47 G.MESTROT | 1:03.714 | 5 | 77 FORD Escort 1600 RS 1975 | TC2 | 2:29.718 | 2:29.884 | (5) | |
| 6 | 12 B.GILL | 41.569 | 77 H.SCHMERSAL | 45.153 | 80 C.VAN RIET | 1:04.035 | 6 | 80 FORD Escort 2000 RS 1975 | TC2 | 2:30.629 | 2:30.629 | (6) | |
| 7 | 80 C.VAN RIET | 41.775 | 17 C.BOISSY | 45.284 | 12 B.GILL | 1:04.092 | 7 | 12 FORD Escort 1600 RS Broadspeed 1975 | TC2 | 2:31.723 | 2:32.235 | (7) | |
| 8 | 52 Y.SCEMAMA | 42.002 | 52 Y.SCEMAMA | 45.511 | 57 B.PORON | 1:05.318 | 8 | 52 FORD Capri 2600 RS 1971 | TC2 | 2:33.007 | 2:33.276 | (8) | |
| 9 | 24 A.RITTWEGGER | 42.284 | 57 B.PORON | 45.550 | 24 A.RITTWEGGER | 1:05.325 | 9 | 9 57 FORD Mustang GT Pinepac 1984 | Group A | 2:33.509 | 2:34.073 | (9) | |
| 10 | 57 B.PORON | 42.641 | 24 A.RITTWEGGER | 46.051 | 52 Y.SCEMAMA | 1:05.494 | 10 | 10 24 BMW 635 CSI 1984 | Group A | 2:33.660 | 2:35.016 | (11) | |
| 11 | 17 C.BOISSY | 42.727 | 12 B.GILL | 46.062 | 8 X.GALANT | 1:05.720 | 11 | 17 FORD Escort 1600 RS 1974 | TC2 | 2:34.407 | 2:34.553 | (10) | |
| 12 | 11 C.FIRMENICH | 42.865 | 26 D.SINGLETON | 46.379 | 74 S.GLASER | 1:05.902 | 12 | 12 117 FORD Escort 1600 RS 1975 | TC2 | 2:35.459 | 2:35.459 | (12) | |
| 13 | 74 S.GLASER | 42.983 | 117 A.PAGES | 46.410 | 117 A.PAGES | 1:05.969 | 13 | 13 74 FORD Escort 1600 RS 1971 | TC2 | 2:35.622 | 2:36.070 | (13) | |
| 14 | 117 A.PAGES | 43.080 | 82 M.KUENDIG | 46.518 | 16 D.KOHLER | 1:06.128 | 14 | 14 26 FORD Capri 2600 RS 1973 | TC1 | 2:36.075 | 2:36.075 | (14) | |
| 15 | 14 Y.VÖGELE | 43.120 | 74 S.GLASER | 46.737 | 11 C.FIRMENICH | 1:06.237 | 15 | 15 16 FORD Escort 1600 RS 1971 | TC2 | 2:36.402 | 2:36.903 | (16) | |
| 16 | 16 D.KOHLER | 43.142 | 3 D.REINHARDT | 46.794 | 17 C.BOISSY | 1:06.396 | 16 | 16 14 FORD Capri 2600 RS 1972 | TC2 | 2:36.662 | 2:38.734 | (18) | |
| 17 | 26 D.SINGLETON | 43.165 | 14 Y.VÖGELE | 46.865 | 70 G.PETER | 1:06.491 | 17 | 17 11 BMW 3.0 CSL 1973 | TC2 | 2:36.739 | 2:36.739 | (15) | |
| 18 | 64 G.GORDON | 43.568 | 8 X.GALANT | 46.865 | 26 D.SINGLETON | 1:06.531 | 18 | 18 8 FORD Escort 1600 RS 1972 | TC2 | 2:37.054 | 2:37.198 | (17) | |
| 19 | 82 M.KUENDIG | 43.694 | 64 G.GORDON | 47.105 | 14 Y.VÖGELE | 1:06.677 | 19 | 19 82 FORD Escort RS Zakspeed 1981 | Invitation | 2:38.006 | 2:39.223 | (19) | |
| 20 | 60 J.BUSSOLINI | 43.841 | 16 D.KOHLER | 47.132 | 60 J.BUSSOLINI | 1:07.303 | 20 | 20 64 ALFA ROMEO Alfesud Sprint Veloce 1979 | TC2 | 2:38.707 | 2:40.437 | (21) | |
| 21 | 76 M.HUMPHREYS | 44.139 | 11 C.FIRMENICH | 47.637 | 33 R.BOOS | 1:07.512 | 21 | 21 60 VOLKSWAGEN Scirocco 1977 | TC2 | 2:39.406 | 2:40.019 | (20) | |
| 22 | 21 A.ADRIAANS | 44.298 | 70 G.PETER | 47.993 | 82 M.KUENDIG | 1:07.794 | 22 | 22 3 BMW 3.0 CSL 1975 | TC2 | 2:39.732 | 2:40.471 | (22) | |
| 23 | 36 F.WUNDERLICH | 44.329 | 33 R.BOOS | 48.039 | 64 G.GORDON | 1:08.034 | 23 | 23 33 BMW 635 CSI 1985 | Group A | 2:39.957 | 2:40.752 | (23) | |
| 24 | 33 R.BOOS | 44.406 | 21 A.ADRIAANS | 48.046 | 3 D.REINHARDT | 1:08.095 | 24 | 24 70 FORD Capri 2600 RS 1975 | TC2 | 2:40.187 | 2:41.860 | (27) | |
| 25 | 8 X.GALANT | 44.469 | 60 J.BUSSOLINI | 48.262 | 30 N.TRABER | 1:08.235 | 25 | 25 21 BMW 635 CSI 1985 | Group A | 2:40.687 | 2:40.779 | (24) | |
| 26 | 83 G.SCHINDLER | 44.522 | 7 E.BROUTIN | 48.411 | 36 F.WUNDERLICH | 1:08.253 | 26 | 26 36 BMW 635 CSI 1984 | Group A | 2:41.075 | 2:41.223 | (25) | |
| 27 | 28 P.VÖGELE | 44.775 | 76 M.HUMPHREYS | 48.428 | 21 A.ADRIAANS | 1:08.343 | 27 | 27 76 FORD Mustang 1983 | Group A | 2:41.559 | 2:42.376 | (28) | |
| 28 | 30 N.TRABER | 44.838 | 28 P.VÖGELE | 48.439 | 83 G.SCHINDLER | 1:08.680 | 28 | 28 83 BMW 2002 1971 | TC2 | 2:41.840 | 2:41.840 | (26) | |
| 29 | 3 D.REINHARDT | 44.843 | 36 F.WUNDERLICH | 48.493 | 76 M.HUMPHREYS | 1:08.992 | 29 | 29 30 BMW 2002 TI 1970 | TC2 | 2:41.971 | 2:44.293 | (33) | |
| 30 | 7 E.BROUTIN | 44.887 | 31 W.ZWEIFLER | 48.635 | 58 P.WILWERT | 1:09.078 | 30 | 30 28 FORD Escort 1600 RS 1975 | TC2 | 2:42.543 | 2:42.692 | (29) | |
| 31 | 5 C.VÖGELE | 45.621 | 83 G.SCHINDLER | 48.638 | 28 P.VÖGELE | 1:09.329 | 31 | 31 7 CHEVROLET Camaro Z28 1967 | TC2 | 2:43.189 | 2:44.164 | (31) | |
| 32 | 84 C.VEILLARD | 45.690 | 58 P.WILWERT | 48.676 | 5 C.VÖGELE | 1:09.814 | 32 | 32 58 ALFA ROMEO 1750 GTAM 1971 | TC2 | 2:43.711 | 2:43.711 | (30) | |
| 33 | 70 G.PETER | 45.703 | 30 N.TRABER | 48.898 | 31 W.ZWEIFLER | 1:09.848 | 33 | 33 31 FORD Escort 1600 RS 1972 | TC2 | 2:44.253 | 2:44.253 | (32) | |
| 34 | 31 W.ZWEIFLER | 45.770 | 5 C.VÖGELE | 49.108 | 7 E.BROUTIN | 1:09.891 | 34 | 34 5 FORD Capri 2600 RS 1973 | TC2 | 2:44.543 | 2:44.543 | (34) | |
| 35 | 58 P.WILWERT | 45.957 | 43 P.HAUTOT | 49.683 | 69 C.DEGAND | 1:12.609 | 35 | 35 43 FORD Escort 1600 RS 1972 | TC2 | 2:50.202 | | | |
| 36 | 43 P.HAUTOT | 46.718 | 85 G.BURNICHON | 51.120 | 85 G.BURNICHON | 1:12.658 | 36 | 36 85 | | 2:51.296 | 2:51.296 | (35) | |
| 37 | 79 F.JACOB | 46.925 | 79 F.JACOB | 51.832 | 49 G.GOUBLE | 1:12.898 | 37 | 37 79 OPEL Commodore B GS/E 1973 | TC2 | 2:51.984 | 2:52.359 | (36) | |
| 38 | 85 G.BURNICHON | 47.518 | 62 J.AUDOIN | 52.003 | 79 F.JACOB | 1:13.227 | 38 | 38 49 OPEL Commodore 1974 | TC2 | 2:53.115 | 2:54.787 | (37) | |
| 39 | 49 G.GOUBLE | 47.728 | 49 G.GOUBLE | 52.489 | 43 P.HAUTOT | 1:13.801 | 39 | 39 69 BMW 635 CSI 1983 | Group A | 2:54.028 | 2:57.752 | (38) | |
| 40 | 62 J.AUDOIN | 48.125 | 69 C.DEGAND | 52.820 | 84 C.VEILLARD | 1:15.078 | 40 | 40 62 FORD Mustang 289 1966 | TC1 | 2:58.213 | 2:59.615 | (39) | |
| 41 | 69 C.DEGAND | 48.599 | 50 M.GUENAT | 53.762 | 71 S.GUYOT-SIONNEST | 1:17.852 | 41 | 41 84 BMW 323i 1981 | TC2 | 2:58.423 | | | |
| 42 | 71 S.GUYOT-SIONNEST | 50.121 | 71 S.GUYOT-SIONNEST | 54.933 | 62 J.AUDOIN | 1:18.085 | 42 | 42 71 FORD Mustang 289 1965 | TC1 | 3:02.906 | 3:03.641 | (40) | |
| 43 | 45 B.BLOMMAERT | 57.068 | 84 C.VEILLARD | 57.655 | 45 B.BLOMMAERT | 1:27.326 | 43 | 43 45 BMW 2002 1971 | TC2 | 3:28.490 | 3:32.476 | (41) | |