



HERITAGE TOURING CUP

ESPÍRITU DE MONTJUÏC

PRIVATE PRACTICE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	
2		FORD Escort 1600 RS 1972 1.Geoffroy PETER						TC2								
1	1	3:27.440	1:29.550	1:05.679	52.211	102.0	3:27.440									
2	1	2:34.893	46.144	1:01.754	46.995	152.8	6:02.333									
3	1	2:32.986	45.482	59.762	47.742	161.0	8:35.319									
4	1	2:29.407	44.353	59.151	45.903	172.2	11:04.726									
5	1	2:25.228	43.172	57.366	44.690	188.8	13:29.954									
6	1	2:23.558	41.761	57.217	44.580	197.1	15:53.512									
7	1	2:19.992	41.232	56.685	42.075	188.2	18:13.504									
8	1	2:15.050	39.871	54.178	41.001	202.6	20:28.554									
9	1	2:11.689	39.024	52.072	40.593	213.0	22:40.243									
10	1	2:12.036	39.069	51.603	41.364	209.7	24:52.279									
11	1	2:13.757	39.010	53.251	41.496	210.9	27:06.036									
12	1	3:01.151 B	38.758	1:04.081	1:18.312	219.5	30:07.187									
5		FORD Capri 2600 RS 1973 1.Alain VÖGELE						TC2								
1	1	4:30.905	2:20.997	1:15.408	54.500	80.8	4:30.905									
2	1	2:41.568	48.990	1:02.358	50.220	128.7	7:12.473									
3	1	2:32.333	44.274	59.533	48.526	168.2	9:44.806									
4	1	2:51.891 B	51.526	1:01.666	58.699	135.0	12:36.697									
5	1	4:05.658	2:24.323	56.533	44.802	151.3	16:42.355									
6	1	2:20.117	40.948	55.476	43.693	189.1	19:02.472									
7	1	2:17.613	40.576	53.497	43.540	185.2	21:20.085									
8	1	2:14.645	39.634	51.974	43.037	190.5	23:34.730									
9	1	2:17.197	39.922	52.594	44.681	187.2	25:51.927									
10	1	2:33.788 B	39.371	54.783	59.634	199.6	28:25.715									
6		BMW 635 CSI 1980 1.Antoine CAZALIERES						TC2								
1	1	2:54.791	1:00.595	1:05.183	49.013	115.3	2:54.791									
2	1	2:37.609	47.540	1:01.923	48.146	154.3	5:32.400									
3	1	3:18.395 B	47.074	1:20.059	1:11.262	154.7	8:50.795									
4	1	4:28.346	2:40.200	1:01.629	46.517	124.3	13:19.141									
5	1	2:26.833	44.597	57.866	44.370	184.9	15:45.974									
6	1	2:23.141	42.505	57.185	43.451	184.6	18:09.115									
7	1	2:22.200	43.150	56.733	42.317	186.9	20:31.315									
8	1	2:16.587	41.244	54.332	41.011	196.7	22:47.902									
9	1	2:11.880	40.212	52.120	39.548	195.3	24:59.782									
10	1	2:14.551	40.427	52.788	41.336	215.1	27:14.333									
7		FORD Capri 2600 RS 1971 1.Carlo VÖGELE						TC2								
1	1	3:14.511 B	1:03.340	1:09.932	1:01.239	117.1	3:14.511									
2	1	4:16.368	2:21.124	1:03.223	52.021	114.5	7:30.879									
3	1	2:45.795	48.577	1:06.265	50.953	149.0	10:16.674									
4	1	2:33.011	45.477	59.548	47.986	173.4	12:49.685									
5	1	2:27.664	43.721	57.196	46.747	166.7	15:17.349									
6	1	2:23.301	43.088	56.360	43.853	165.4	17:40.650									
7	1	2:20.922	41.625	54.166	45.131	183.4	20:01.572									
8	1	2:15.297	41.322	52.819	41.156	178.8	22:16.869									
9	1	2:13.207	40.144	51.795	41.268	191.8	24:30.076									
10	1	2:09.535	38.708	50.760	40.067	205.7	26:39.611									
11	1	2:45.851 B	38.759	1:01.156	1:05.936	201.1	29:25.462									
8		FORD Escort 1600 RS 1971 1.Xavier GALANT 2.Vincent NEURRISSE						TC2								
1	1	7:26.891	5:28.985	1:05.780	52.126	108.5	7:26.891									
2	1	2:51.500	47.089	1:14.786	49.625	156.3	10:18.391									
3	1	2:33.377	46.892	59.614	46.871	159.1	12:51.768									
4	1	2:26.397	43.623	57.449	45.325	175.0	15:18.165									
5	1	2:26.052	44.370	56.369	45.313	169.5	17:44.217									
6	1	2:30.106 B	42.400	54.455	53.251	165.6	20:14.323									
7	1	3:38.818	2:00.335	56.520	41.963	130.4	23:53.141									
8	1	2:14.766	40.677	52.653	41.436	206.5	26:07.907									
9	1	2:32.947 B	39.826	52.753	1:00.368	208.5	28:40.854									
9		FORD Capri 2600 RS 1973 1.Thomas STUDER						TC2								
1	1	3:16.851	1:14.380	1:10.170	52.301	106.2	3:16.851									
2	1	2:39.655	49.483	1:01.702	48.470	147.3	5:56.506									
3	1	2:59.717 B	50.547	1:03.843	1:05.327	151.0	8:56.223									
4	1	13:42.486 B	...	56.932	55.232	108.0	22:38.709									
5	1	4:45.639	3:12.429	52.480	40.730	137.8	27:24.348									
11		BMW 3.0 CSL 1973 1.Charles FIRMENICH 2.Henri MOSER						TC2								
1	1	3:56.038	1:49.356	1:11.595	55.087	83.9	3:56.038									
2	1	2:49.072	52.134	1:06.938	50.000	138.1	6:45.110									
3	1	3:05.823 B	57.515	1:05.215	1:03.093	181.2	9:50.933									
4	1	4:40.440	2:44.040	1:05.988	50.412	87.2	14:31.373									
5	1	2:52.053 B	47.745	1:00.661	1:03.647	154.3	17:23.426									
6	1	5:14.141	3:40.030	54.112	39.999	121.9	22:37.567									
12		FORD Escort 1600 RS Broadspeed 1975 1.Ben GILL						TC2								
1	1	3:21.221	1:28.438	1:03.806	48.977	108.0	3:21.221									
2	1	2:29.444	45.316	58.303	45.825	155.6	5:50.665									
3	1	2:38.803 B	42.681	57.679	58.443	189.8	8:29.468									
4	1	3:48.097	2:05.813	57.192	45.092	116.8	12:17.565									
5	1	2:31.622	50.998	55.682	44.942	193.5	14:49.187									
6	1	2:21.751	42.226	56.048	43.477	176.5	17:10.938									
7	1	2:10.660	39.278	51.010	40.372	192.5	19:21.598									
8	1	2:15.466	38.745	52.398	44.323	200.0	21:37.064									
9	1	2:07.547	38.916	49.626	39.005	206.1	23:44.611									
10	1	2:07.597	36.929	49.773	40.895	210.5	25:52.208									
11	1	2:24.701 B	39.419	51.262	54.020	194.9	28:16.909									
14		FORD Capri 2600 RS 1972 1.Yves VÖGELE						TC2								
1	1	4:26.269	2:13.584	1:14.941	57.744	83.2	4:26.269									
2	1	2:39.253	48.731	1:03.473	47.049	142.1	7:05.522									
3	1	2:38.323	45.738	1:02.244	50.341	161.7	9:43.845									
4	1	2:49.497 B	51.687	1:01.407	56.403	142.7	12:33.342									
5	1	4:09.691	2:26.231	59.580	43.880	144.8	16:43.033									
6	1	2:18.295	40.944	54.215	43.136	177.9	19:01.328									
7	1	2:14.982	40.353	53.584	41.045	180.3	21:16.310									
8	1	2:13.511	39.831	52.625	41.055	180.9	23:29.821									
9	1	2:14.713	43.362	51.601	39.750	167.2	25:44.534									
10	1	2:26.529 B	39.713	53.076	53.740	182.7	28:11.063									



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Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
16	FORD Escort 1600 RS 1972 1. Damien KOHLER TC2							2	1	7:30.637	5:45.482	58.964	46.191	127.2	12:20.919
	1	2:55.904	1:01.760	1:05.130	49.014	107.0	2:55.904	3	1	2:30.100	44.961	57.345	47.794	156.1	14:51.019
	2	2:37.243	47.813	1:01.484	47.946	146.1	5:33.147	4	1	2:44.890 B	45.263	1:01.527	58.100	174.2	17:35.909
	3	2:47.763 B	47.713	1:02.079	57.971	148.1	8:20.910	5	1	8:17.426	6:28.562	1:01.035	47.829	124.1	25:53.335
	4	5:02.920	3:17.812	59.234	45.874	122.7	13:23.830	6	1	2:35.860 B	42.148	55.451	58.261	197.1	28:29.195
	5	2:23.709	42.665	56.656	44.388	181.2	15:47.539								
	6	2:18.473	41.616	54.533	42.324	194.6	18:06.012								
	7	2:13.382	39.856	52.309	41.217	208.5	20:19.394								
	8	2:10.748	39.150	51.674	39.924	210.9	22:30.142								
	9	2:22.536 B	38.211	51.050	53.275	210.9	24:52.678								
20	BMW 3.0 CSL 1975 1. Christophe VAN RIET TC2 2. Caroline GRIFNEE							1	1	3:28.041	1:24.682	1:10.015	53.344	94.6	3:28.041
	1	3:03.450	1:17.061	1:00.301	46.088	109.1	3:03.450	2	1	2:46.854	52.142	1:04.631	50.081	130.6	6:14.895
	2	2:27.109	43.616	58.286	45.207	161.4	5:30.559	3	1	2:57.825 B	52.862	1:04.541	1:00.422	124.4	9:12.720
	3	2:23.860	43.134	56.929	43.797	174.8	7:54.419	4	1	7:23.421	5:37.129	59.693	46.599	113.6	16:36.141
	4	2:24.174	43.241	56.595	44.338	175.0	10:18.593	5	1	2:23.155	42.164	55.765	45.226	174.8	18:59.296
	5	2:20.759	43.119	55.037	42.603	169.0	12:39.352	6	1	2:16.664	40.666	53.776	42.222	183.1	21:15.960
	6	2:19.727	41.266	56.809	41.652	188.2	14:59.079	7	1	2:13.638	39.652	52.480	41.506	197.8	23:29.598
	7	2:13.104	40.509	52.420	40.175	180.6	17:12.183	8	1	2:14.381	40.194	53.009	41.178	187.5	25:43.979
	8	2:07.701	38.709	50.277	38.715	185.6	19:19.884	9	1	2:13.802	39.656	52.786	41.360	199.3	27:57.781
	9	2:05.628	38.160	49.355	38.113	192.5	21:25.512								
	10	2:04.582	37.260	48.833	38.489	209.3	23:30.094								
	11	2:04.410	37.324	48.525	38.561	199.3	25:34.504								
	12	2:03.449	36.994	48.624	37.831	206.5	27:37.953								
25	BMW 3.0 CSL 1975 1. Christian TRABER TC2							1	1	4:33.891	1:26.938	2:07.512	59.441	100.3	4:33.891
	1	3:14.030	1:21.866	1:03.848	48.316	112.3	3:14.030	2	1	2:53.399	49.971	1:08.914	54.514	147.1	7:27.290
	2	2:26.709	43.959	57.223	45.527	164.1	5:40.739	3	1	2:53.347	50.882	1:09.366	53.099	147.1	10:20.637
	3	2:30.037	42.942	1:00.419	46.676	173.6	8:10.776	4	1	2:46.278	50.231	1:03.759	52.288	136.5	13:06.915
	4	2:24.304	42.519	56.304	45.481	181.8	10:35.080	5	1	2:39.570	46.926	1:03.209	49.435	159.1	15:46.485
	5	2:27.058	42.643	57.006	47.409	181.8	13:02.138	6	1	2:36.432	47.539	1:01.755	47.138	167.7	18:22.917
	6	2:16.714	41.670	52.906	42.138	187.2	15:18.852	7	1	2:34.345	47.587	1:00.207	46.551	156.7	20:57.262
	7	2:14.308	40.034	52.390	41.884	196.4	17:33.160	8	1	2:32.095	43.891	1:01.684	46.520	171.7	23:29.357
	8	2:07.269	37.783	50.026	39.460	195.7	19:40.429	9	1	2:32.098	47.129	58.834	46.135	169.8	26:01.455
	9	2:05.369	36.706	48.605	40.058	205.7	21:45.798	10	1	2:54.735 B	44.881	59.388	1:10.466	162.4	28:56.190
	10	2:55.731 B	48.509	1:08.486	58.736	211.8	24:41.529								
28	FORD Escort 1600 RS 1975 1. Peter VÖGELE TC2							1	1	3:59.654	1:54.301	1:11.260	54.093		3:59.654
	1	4:00.147	1:55.355	1:11.352	53.440	92.2	4:00.147	2	1	2:46.482	51.493	1:06.841	48.148	132.4	6:46.136
	2	2:53.654	51.552	1:08.065	54.037	117.5	6:53.801	3	1	2:45.441	50.983	1:04.226	50.232	150.2	9:31.577
	3	2:42.354	45.953	1:04.848	51.553	157.7	9:36.155	4	1	2:40.864	45.719	1:05.561	49.584	164.6	12:12.441
	4	2:52.427 B	46.358	1:05.254	1:00.815	151.9	12:28.582	5	1	2:33.826	45.837	1:00.658	47.331	163.6	14:46.267
	5	4:11.492	2:26.766	58.979	45.747	131.7	16:40.074	6	1	2:25.542	42.814	57.579	45.149		17:11.809
	6	2:20.571	40.874	54.845	44.852	194.9	19:00.645	7	1	2:20.044	42.091	55.806	42.147	172.5	19:31.853
	7	2:18.712	40.383	54.909	43.420	189.5	21:19.357	8	1	2:15.531	39.610	53.922	41.999		21:47.384
	8	2:14.405	39.697	52.022	42.686	208.5	23:33.762	9	1	2:11.520	40.144	52.220	39.156	203.0	23:58.904
	9	2:17.567	40.197	52.466	44.904	212.2	25:51.329	10	1	2:07.528	37.838	50.520	39.170	197.4	26:06.432
	10	2:31.482 B	39.663	54.182	57.637	210.5	28:22.811	11	1	2:25.893 B	37.968	50.325	57.600	222.2	28:32.325
45	BMW 2002 1971 1. Bart BLOMMAERT TC2 2. Rikkert LEEMAN							1	1	25:06.176	...	53.220	42.682	125.3	25:06.176
	1	3:52.720	1:36.543	1:15.211	1:00.966	97.5	3:52.720	2	1	3:13.330 B	54.921	1:11.644	1:06.765	126.9	7:06.050
	2	3:31.702	1:30.327	1:06.569	54.806	117.4	10:37.752	3	1	2:51.571	50.313	1:06.959	54.299	138.6	13:29.323
	3	3:05.609 B	49.910	1:10.840	1:04.859	154.3	16:34.932	4	1	9:35.197 B	7:26.222	1:06.854	1:02.121	109.8	26:10.129
	4	2:17.567	40.197	52.466	44.904	212.2	25:51.329	5	1	3:05.609 B	49.910	1:10.840	1:04.859	154.3	16:34.932
	5	2:31.482 B	39.663	54.182	57.637	210.5	28:22.811	6	1	9:35.197 B	7:26.222	1:06.854	1:02.121	109.8	26:10.129
31	FORD Escort 1600 RS 1975 1. Michael FÖVENY TC2							1	1	25:06.176	...	53.220	42.682	125.3	25:06.176
	1	4:50.282 B	2:16.757	1:23.487	1:10.038	73.6	4:50.282	2	1	25:06.176	...	53.220	42.682	125.3	25:06.176



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Sector Analysis

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Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
2	1	2:17.825	39.748	54.639	43.438	213.4	27:24.001	3	1	5:13.025 B	2:53.782	1:11.587	1:07.656	109.6	13:05.616
50		FORD Capri 3100 RS 1975					TC2								
		1. Maxime GUENAT													
1	1	3:42.498	1:51.344	1:03.467	47.687	94.8	3:42.498	4	1	5:53.343	3:50.176	1:09.656	53.511	94.4	18:58.959
2	1	2:33.553	45.280	1:00.122	48.151	164.1	6:16.051	5	1	2:50.200	52.830	1:05.122	52.248	129.8	21:49.159
3	1	2:35.193	47.317	1:00.184	47.692	128.7	8:51.244	6	1	2:47.846	50.242	1:06.093	51.511	155.8	24:37.005
4	1	2:27.707	44.616	58.278	44.813	163.6	11:18.951	7	1	2:46.215	49.459	1:05.920	50.836	141.2	27:23.220
5	1	2:21.321	42.555	56.339	42.427	189.8	13:40.272	62 BMW 2002 1971							TC2
6	1	2:15.237	40.346	53.127	41.764	200.4	15:55.509	1. Guenther SCHINDLER							
7	1	2:21.292 B	39.342	53.786	48.164	207.3	18:16.801	1	1	3:29.993	1:25.786	1:10.053	54.154	95.4	3:29.993
8	1	5:26.344	3:57.254	50.307	38.783	136.4	23:43.145	2	1	2:46.930	51.274	1:04.592	51.064	121.2	6:16.923
9	1	2:07.029	36.107	48.853	42.069	241.6	25:50.174	3	1	2:59.892 B	51.541	1:04.902	1:03.449	132.4	9:16.815
10	1	2:30.705 B	39.199	55.227	56.279	236.8	28:20.879	4	1	6:47.769	5:06.433	57.180	44.156	136.2	16:04.584
51		FORD Escort 1600 RS 1968					TC2								
		1. Thierry de LATRE DU BOSQ													
1	1	9:08.124 B	6:57.009	1:05.246	1:05.869	96.4	9:08.124	5	1	2:20.797	42.358	54.975	43.464	163.4	18:25.381
2	1	4:12.137	2:24.705	1:01.094	46.338	125.1	13:20.261	6	1	2:23.445	44.136	55.458	43.851	171.2	20:48.826
3	1	2:28.197	45.220	58.669	44.308	162.2	15:48.458	7	1	2:21.791	41.388	56.024	44.379	201.5	23:10.617
4	1	2:21.992	43.609	56.823	41.560	181.5	18:10.450	8	1	2:35.881 B	42.284	56.179	57.418	169.3	25:46.498
5	1	2:14.316	41.098	52.561	40.657	191.8	20:24.766	66 BMW 635 CSI 1983							Group A
6	1	2:12.601	39.551	51.555	41.495	204.2	22:37.367	1. Armand MILLE							
7	1	2:11.023	38.783	51.690	40.550	202.2	24:48.390	1	1	4:16.610	2:11.120	1:14.284	51.206	73.3	4:16.610
8	1	2:13.230	40.009	52.887	40.334	186.2	27:01.620	2	1	2:55.983	57.312	1:07.244	51.427	154.5	7:12.593
9	1	2:41.717 B	38.665	57.614	1:05.438	203.8	29:43.337	3	1	2:45.527	51.271	1:04.729	49.527	139.4	9:58.120
52		FORD Capri 2600 RS 1972					TC2								
		1. Yves SCEMAMA													
1	1	3:53.881	1:56.333	1:07.886	49.662	95.2	3:53.881	4	1	2:43.877	50.200	1:04.471	49.206	142.1	12:41.997
2	1	2:33.359	46.320	1:00.640	46.399	149.4	6:27.240	5	1	2:35.830	47.539	1:00.325	47.966	142.5	15:17.827
3	1	2:30.756	44.329	1:00.072	46.355	163.9	8:57.996	6	1	2:26.787	45.695	57.387	43.705	147.5	17:44.614
4	1	2:27.820	44.824	58.116	44.880	165.9	11:25.816	7	1	2:19.535	42.672	54.239	42.624	165.6	20:04.149
5	1	2:21.604	42.748	55.717	43.139	182.1	13:47.420	8	1	2:13.015	41.417	52.053	39.545	186.5	22:17.164
6	1	2:17.073	41.152	53.805	42.116	193.2	16:04.493	9	1	2:13.379	40.330	51.742	41.307	192.9	24:30.543
7	1	2:12.821	39.415	52.136	41.270	196.4	18:17.314	10	1	2:10.255	39.332	50.790	40.133	193.5	26:40.798
8	1	2:10.139	39.122	51.307	39.710	204.9	20:27.453	11	1	2:47.368 B	39.520	1:00.717	1:07.131	191.8	29:28.166
9	1	2:08.222	38.074	50.479	39.669	216.4	22:35.675	71 FORD Mustang 289 1965							TC1
10	1	2:07.454	38.055	49.911	39.488	218.6	24:43.129	1. Stéphane GUYOT-SIONN							
11	1	2:19.958 B	39.625	49.781	50.552	210.9	27:03.087	2. Baptiste GUYOT-SIONNE							
59		TRIUMPH Dolomite Sprint 1976					TC1								
		1. Georges ROCCHIETTA													
		2. Charles Edouard ROUSSE													
1	1	3:17.572	1:06.257	1:12.797	58.518	127.2	3:17.572	1	1	4:35.750	2:18.683	1:18.150	58.917	93.3	4:35.750
2	1	2:59.065	55.910	1:09.290	53.865	129.7	6:16.637	2	1	2:54.573	52.165	1:09.514	52.894	155.4	7:30.323
3	1	2:53.444	53.617	1:05.826	54.001	123.1	9:10.081	3	1	2:52.578	50.922	1:07.765	53.891	159.3	10:22.901
4	1	3:02.640 B	52.000	1:07.310	1:03.330	145.9	12:12.721	4	1	2:47.051	49.478	1:05.767	51.806	166.2	13:09.952
5	1	4:14.480	2:21.287	1:03.230	49.963	127.7	16:27.201	5	1	2:57.231 B	47.943	1:04.383	1:04.905	157.9	16:07.183
6	1	2:34.901	46.252	1:00.344	48.305	157.9	19:02.102	6	1	5:54.365	3:56.726	1:07.313	50.326	96.1	22:01.548
7	1	2:29.550	44.516	58.066	46.968	168.5	21:31.652	7	1	2:36.048	46.873	1:01.850	47.325	145.2	24:37.596
8	1	2:41.999 B	44.892	57.196	59.911	172.0	24:13.651	8	1	2:35.759	45.666	1:02.488	47.605	152.8	27:13.355
9	1	4:05.831 B	2:06.575	59.949	59.307	130.9	28:19.482	82 FORD Escort RS Zakspeed 1981							INV
61		ALFA ROMEO 1300 GTA 1971					TC2								
		1. Jean-François PIQUET													
1	1	4:33.533	2:11.672	1:20.757	1:01.104	88.3	4:33.533	1	1	2:53.441	57.112	1:05.067	51.262	116.4	2:53.441
2	1	3:19.058 B	58.780	1:12.775	1:07.503	109.3	7:52.591	2	1	2:38.174	47.196	1:02.125	48.853	155.6	5:31.615
89		FORD Escort 1600 RS 1975					TC2								
		1. Franco MEINERS													
1	1	2:13.046	39.104	52.842	41.100	214.3	27:04.732	3	1	2:45.145	48.594	1:06.451	50.100	150.0	8:16.760
2	1	2:14.500	40.614	52.624	41.262	203.4	24:51.686	4	1	2:35.383	46.070	1:01.148	48.165	167.7	10:52.143
3	1	2:33.222	45.487	1:00.289	47.446	184.6	13:25.365	5	1	2:45.911 B	44.020	59.356	1:02.535	177.3	16:11.276
4	1	2:45.911 B	44.020	59.356	1:02.535	177.3	18:40.047	6	1	4:08.771	2:26.697	57.033	45.041	154.9	20:20.047
5	1	2:17.139	40.826	53.864	42.449	191.8	22:37.186	7	1	2:14.500	40.614	52.624	41.262	203.4	24:51.686
6	1	2:14.500	40.614	52.624	41.262	203.4	24:51.686	8	1	2:17.139	40.826	53.864	42.449	191.8	22:37.186
7	1	2:17.139	40.826	53.864	42.449	191.8	22:37.186	9	1	2:14.500	40.614	52.624	41.262	203.4	24:51.686
8	1	2:14.500	40.614	52.624	41.262	203.4	24:51.686	10	1	2:13.046	39.104	52.842	41.100	214.3	27:04.732



HERITAGE TOURING CUP

ESPÍRITU DE MONTJUÏC

PRIVATE PRACTICE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:42.204	1:48.806	1:04.467	48.931	90.9	3:42.204								
2	1	2:53.981	46.733	1:20.951	46.297	158.1	6:36.185								
3	1	2:36.277	45.716	1:03.184	47.377	162.4	9:12.462								
4	1	3:02.058 B	45.622	1:17.639	58.797	150.4	12:14.520								
5	1	8:27.385	6:54.458	52.473	40.454	119.2	20:41.905								
6	1	2:36.023	39.841	1:16.156	40.026	191.8	23:17.928								
7	1	2:12.955	40.389	51.545	41.021	187.5	25:30.883								

112 BMW 635 CSI 1984

1. Anthony SCHRAUWEN Group A

1	1	4:26.864	2:06.939	1:20.431	59.494	88.1	4:26.864
2	1	2:57.592	54.467	1:09.235	53.890	122.4	7:24.456
3	1	2:54.248	49.663	1:09.511	55.074	148.8	10:18.704
4	1	2:56.451 B	49.748	1:05.323	1:01.380	139.0	13:15.155
5	1	5:02.405	3:11.271	1:03.594	47.540	130.8	18:17.560
6	1	2:27.884	44.599	57.932	45.353	168.0	20:45.444
7	1	2:24.515	42.705	57.099	44.711	176.8	23:09.959
8	1	2:20.379	42.086	55.118	43.175	180.6	25:30.338
9	1	2:19.142	41.679	53.990	43.473	183.4	27:49.480

121 FORD Capri 3100 RS 1973

1. John DOE TC2
2. Regis PREVOST

1	1	8:11.755	6:09.881	1:07.751	54.123	102.7	8:11.755
2	1	2:44.362	49.586	1:05.669	49.107	153.4	10:56.117
3	1	2:33.425	45.976	1:00.359	47.090	172.2	13:29.542
4	1	2:30.556	44.492	59.079	46.985	183.4	16:00.098
5	1	2:26.245	43.946	58.169	44.130	176.8	18:26.343
6	1	2:22.980	43.396	57.107	42.477	182.1	20:49.323
7	1	2:22.932	41.499	56.201	45.232	194.9	23:12.255
8	1	2:36.278 B	42.638	55.640	58.000	183.1	25:48.533

155 BMW 2002 1975

1. Charles VEILLARD TC2

1	1	3:22.080	1:20.174	1:09.500	52.406	108.2	3:22.080
2	1	2:37.970	50.484	1:00.474	47.012	126.3	6:00.050
3	1	2:52.778 B	46.254	59.039	1:07.485	153.0	8:52.828
4	1	5:55.117	4:09.115	1:00.195	45.807	117.6	14:47.945
5	1	2:18.130	41.701	54.420	42.009	203.4	17:06.075
6	1	2:13.777	40.571	52.351	40.855	204.5	19:19.852
7	1	2:13.392	39.561	53.073	40.758	191.8	21:33.244
8	1	2:53.262 B	46.870	1:06.423	59.969	164.1	24:26.506