



HERITAGE TOURING CUP HUNGARORING CLASSIC QUALIFYING

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 | 60 Y.MAHE | 43.344 | 50 M.GUENAT | 45.130 | 60 Y.MAHE | 34.191 | 1 | 50 FORD Capri 3100 RS 1975 | TC2 | 2:03.413 | 2:03.413 | (1) | |
| 2 | 50 M.GUENAT | 43.671 | 25 C.TRABER | 45.596 | 40 M.ERLICH | 34.205 | 2 | 60 FORD Capri 3100 RS 1975 | TC2 | 2:03.521 | 2:04.703 | (3) | |
| 3 | 40 M.ERLICH | 44.189 | 60 Y.MAHE | 45.986 | 25 C.TRABER | 34.610 | 3 | 25 BMW 3.0 CSL 1975 | TC2 | 2:04.508 | 2:05.226 | (4) | |
| 4 | 162 G.SCHINDLER | 44.231 | 40 M.ERLICH | 46.189 | 50 M.GUENAT | 34.612 | 4 | 40 BMW 3.0 CSL 1975 | TC2 | 2:04.583 | 2:04.583 | (2) | |
| 5 | 25 C.TRABER | 44.302 | 36 F.WUNDERLICH | 46.471 | 36 F.WUNDERLICH | 34.768 | 5 | 162 FORD Capri 3100 RS 1974 | TC2 | 2:06.303 | 2:06.303 | (5) | |
| 6 | 52 Y.SCEMAMA | 44.832 | 52 Y.SCEMAMA | 46.911 | 14 Y.VÖGELE | 34.816 | 6 | 36 BMW 635 CSi 1984 | Group A | 2:06.564 | 2:06.995 | (6) | |
| 7 | 14 Y.VÖGELE | 45.062 | 162 G.SCHINDLER | 46.926 | 16 D.KOHLER | 35.122 | 7 | 14 FORD Capri 2600 RS 1972 | TC2 | 2:06.815 | 2:07.143 | (7) | |
| 8 | 36 F.WUNDERLICH | 45.325 | 14 Y.VÖGELE | 46.937 | 162 G.SCHINDLER | 35.146 | 8 | 52 FORD Capri 2600 RS 1972 | TC2 | 2:06.901 | 2:07.218 | (8) | |
| 9 | 17 C.BOISSY | 45.398 | 66 A.MILLE | 47.108 | 52 Y.SCEMAMA | 35.158 | 9 | 16 FORD Escort 1600 RS 1972 | TC2 | 2:08.034 | 2:08.237 | (9) | |
| 10 | 82 M.KUENDIG | 45.400 | 11 C.FIRMENICH | 47.454 | 11 C.FIRMENICH | 35.416 | 10 | 17 FORD Escort 1600 RS 1971 | TC2 | 2:08.878 | 2:09.639 | (11) | |
| 11 | 16 D.KOHLER | 45.432 | 16 D.KOHLER | 47.480 | 9 T.STUDER | 35.743 | 11 | 7 FORD Capri 2600 RS 1975 | TC2 | 2:09.200 | 2:09.330 | (10) | |
| 12 | 7 C.VÖGELE | 45.556 | 17 C.BOISSY | 47.542 | 82 M.KUENDIG | 35.744 | 12 | 11 BMW 3.0 CSL 1975 | TC2 | 2:09.279 | 2:09.785 | (12) | |
| 13 | 155 C.VEILLARD | 46.225 | 7 C.VÖGELE | 47.742 | 7 C.VÖGELE | 35.902 | 13 | 82 FORD Escort RS Zakspeed 1981 | INV | 2:09.698 | 2:09.801 | (13) | |
| 14 | 89 F.MEINERS | 46.242 | 9 T.STUDER | 47.749 | 17 C.BOISSY | 35.938 | 14 | 66 BMW 635 CSi 1983 | Group A | 2:09.701 | 2:10.304 | (15) | |
| 15 | 9 T.STUDER | 46.249 | 155 C.VEILLARD | 47.813 | 89 F.MEINERS | 35.956 | 15 | 9 FORD Capri 2600 RS 1973 | TC2 | 2:09.741 | 2:09.856 | (14) | |
| 16 | 11 C.FIRMENICH | 46.409 | 89 F.MEINERS | 47.997 | 66 A.MILLE | 36.051 | 16 | 89 FORD Escort 1600 RS 1975 | TC2 | 2:10.195 | 2:10.336 | (16) | |
| 17 | 78 P.BRUNN | 46.512 | 78 P.BRUNN | 48.406 | 155 C.VEILLARD | 36.247 | 17 | 155 BMW 2002 1975 | TC2 | 2:10.285 | 2:10.776 | (17) | |
| 18 | 66 A.MILLE | 46.542 | 5 A.VÖGELE | 48.527 | 78 P.BRUNN | 36.266 | 18 | 78 BMW 2002 TI 1971 | TC2 | 2:11.184 | 2:11.314 | (18) | |
| 19 | 5 A.VÖGELE | 46.636 | 82 M.KUENDIG | 48.554 | 5 A.VÖGELE | 36.336 | 19 | 5 FORD Capri 2600 RS 1973 | TC2 | 2:11.499 | 2:11.510 | (19) | |
| 20 | 33 R.BOOS | 46.775 | 112 A.SCHRAUWEN | 48.603 | 28 P.VÖGELE | 36.374 | 20 | 112 BMW 635 CSi 1985 | Group A | 2:11.814 | 2:12.308 | (20) | |
| 21 | 112 A.SCHRAUWEN | 46.829 | 28 P.VÖGELE | 48.771 | 112 A.SCHRAUWEN | 36.382 | 21 | 33 BMW 635 CSi 1985 | Group A | 2:12.487 | 2:13.126 | (22) | |
| 22 | 28 P.VÖGELE | 47.517 | 33 R.BOOS | 49.187 | 33 R.BOOS | 36.525 | 22 | 28 FORD Escort 1600 RS 1975 | TC2 | 2:12.662 | 2:12.924 | (21) | |
| 23 | 45 B.BLOMMAERT | 50.493 | 45 B.BLOMMAERT | 52.849 | 45 B.BLOMMAERT | 39.528 | 23 | 45 BMW 2002 1971 | TC2 | 2:22.870 | 2:23.606 | (23) | |
| 24 | 71 M.GUYOT-SIONNEST | 53.077 | 71 M.GUYOT-SIONNEST | 55.241 | 71 M.GUYOT-SIONNEST | 41.271 | 24 | 71 FORD Mustang 289 1965 | TC1 | 2:29.589 | 2:30.201 | (24) | |