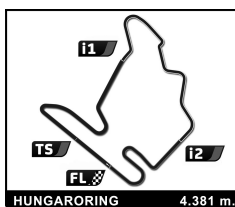


HERITAGE TOURING CUP HUNGARORING CLASSIC RACE

Sector Analysis

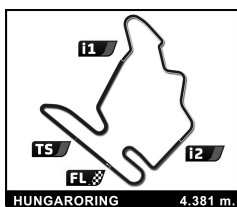
										Personal Best		Session Best		B Crossing the finish line in pit lane	
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
5		FORD Capri 2600 RS 1973 1. Alain VÖGELE					TC2								
1	1	2:23.427	56.371	50.767	36.289		2:23.427	6	1	2:12.204	47.276	48.545	36.383	179.4	13:16.309
2	1	2:11.572	47.150	48.432	35.990	193.5	4:34.999	7	1	2:12.144	47.330	48.841	35.973	186.5	15:28.453
3	1	2:12.007	47.702	48.370	35.935	186.8	6:47.006	8	1	2:10.583	46.561	47.906	36.116	187.1	17:39.036
4	1	2:09.008	45.620	47.599	35.789	196.2	8:56.014	9	1	2:10.528	46.207	48.348	35.973	181.8	19:49.564
5	1	2:11.408	47.485	48.190	35.733	188.1	11:07.422	10	1	2:17.065	49.111	50.643	37.311	186.2	22:06.629
6	1	2:10.335	46.268	48.034	36.033	196.6	13:17.757	11	1	2:21.431	48.952	54.394	38.085	180.6	24:28.060
7	1	2:11.769	47.039	48.552	36.178	195.5	15:29.526	12	1	2:28.497 B	49.855	53.250	45.392	177.9	26:56.557
8	1	2:10.787	46.289	48.274	36.224	195.5	17:40.313	13	1	3:51.409	2:19.640	52.879	38.890		30:47.966
9	1	2:09.787	46.038	48.087	35.662	194.5	19:50.100	14	1	2:17.845	49.560	51.209	37.076	183.0	33:05.811
10	1	2:14.577	46.901	50.363	37.313	194.8	22:04.677	15	1	2:15.722	48.019	51.043	36.660	183.0	35:21.533
11	1	2:21.666	49.688	54.286	37.692	174.2	24:26.343	16	1	2:14.040	47.704	49.742	36.594	181.5	37:35.573
12	1	2:29.081 B	51.112	51.853	46.116	172.3	26:55.424	17	1	2:16.286	48.558	50.634	37.094	180.9	39:51.859
13	1	3:50.582	2:21.763	52.129	36.690		30:46.006	18	1	2:19.149	48.751	52.506	37.892	186.2	42:11.008
14	1	2:13.308	47.722	49.336	36.250	188.7	32:59.314								
15	1	2:12.054	47.174	48.834	36.046	191.7	35:11.368								
16	1	2:12.624	47.144	49.190	36.290	192.1	37:23.992								
17	1	2:13.615	47.972	49.572	36.071	190.4	39:37.607								
18	1	2:15.568	48.197	50.453	36.918	190.4	41:53.175								
7		FORD Capri 2600 RS 1975 1. Carlo VÖGELE					TC2								
1	1	2:20.782	54.076	50.498	36.208		2:20.782	1	1	2:13.270	49.976	47.537	35.757		2:13.270
2	1	2:10.224	46.472	47.463	36.289	197.3	4:31.006	2	1	2:08.026	45.543	47.360	35.123	201.0	4:21.296
3	1	2:10.986	46.238	48.511	36.237	196.6	6:41.992	3	1	2:06.786	45.127	46.833	34.826	200.2	6:28.082
4	1	2:10.706	46.488	48.282	35.936	194.8	8:52.698	4	1	2:06.043	45.010	46.221	34.812	199.9	8:34.125
5	1							5	1	2:07.238	45.504	46.637	35.097	199.9	10:41.363
6	1							6	1	2:06.890	45.201	46.895	34.794	199.5	12:48.253
7	1							7	1	2:07.812	45.551	47.125	35.136	199.1	14:56.065
8	1							8	1	2:08.146	45.526	47.777	34.843	199.9	17:04.211
9	1							9	1	2:08.467	45.655	47.367	35.445	198.8	19:12.678
10	1							10	1	2:10.028	45.643	47.930	36.455	198.8	21:22.706
11	1							11	1	2:23.208	49.218	51.613	42.377	166.5	23:45.914
12	1							12	1	3:01.027 B	1:09.917	1:01.805	49.305	110.2	26:46.941
13	1							13	1	3:31.840	2:07.285	49.260	35.295		30:18.781
14	1							14	1	2:06.560	45.250	46.529	34.781	198.4	32:25.341
15	1							15	1	2:06.729	45.063	46.674	34.992	198.0	34:32.070
16	1							16	1	2:07.255	45.105	47.223	34.927	197.0	36:39.325
17	1							17	1	2:07.883	45.940	46.851	35.092	198.0	38:47.208
18	1							18	1	2:11.645	45.806	47.168	38.671	196.2	40:58.853
9		FORD Capri 2600 RS 1973 1. Thomas STUDER					TC2								
1	1	2:20.516	53.686	49.973	36.857		2:20.516	1	1	2:15.179	51.445	48.229	35.505		2:15.179
2	1	2:13.582	47.438	48.928	37.216	189.1	4:34.098	2	1	2:09.104	45.966	47.823	35.315	193.8	4:24.283
3	1	2:13.361	48.145	48.532	36.684	189.4	6:47.459	3	1	2:07.355	45.315	46.992	35.048	192.1	6:31.638
4	1	2:11.977	47.375	48.517	36.085	188.4	8:59.436	4	1	2:08.518	45.991	47.288	35.239	192.8	8:40.156
5	1	2:11.818	46.870	48.750	36.198	188.1	11:11.254	5	1	2:08.426	45.659	47.476	35.291	192.1	10:48.582
6	1	2:12.746	47.131	49.214	36.401	187.8	13:24.000	6	1	2:08.539	45.636	47.477	35.426	188.7	12:57.121
7	1	2:12.518	46.897	48.755	36.866	186.5	15:36.518	7	1	2:09.349	45.711	48.080	35.558	187.8	15:06.470
8	1	2:11.595	46.917	48.366	36.312	185.5	17:48.113	8	1	2:08.059	45.574	47.097	35.388	188.4	17:14.529
9	1	2:12.650	46.834	49.310	36.506	186.8	20:00.763	9	1	2:08.292	45.917	47.018	35.357	188.1	19:22.821
10	1	2:19.604	49.585	51.769	38.250	186.2	22:20.367	10	1	2:16.732	46.494	49.238	41.000	188.7	21:39.553
11	1	2:20.412	48.706	54.226	37.480	182.1	24:40.779	11	1	2:29.105	54.592	54.873	39.640	149.3	24:08.658
12	1	2:19.946	50.842	52.437	36.667	184.0	27:00.725	12	1	2:40.357 B	52.476	58.370	49.511	166.5	26:49.015
13	1	2:39.892	56.286	1:03.364	40.242	184.3	29:40.617	13	1	3:30.473	2:05.765	49.401	35.307		30:19.488
14	1	2:22.135 B	48.175	50.658	43.302	180.6	32:02.752	14	1	2:07.720	45.462	47.121	35.137	189.7	32:27.208
15	1	3:38.987	2:11.669	49.891	37.427		35:41.739	15	1	2:07.961	45.721	47.273	34.967	191.1	34:35.169
16	1	2:13.117	47.475	49.484	36.158	186.8	37:54.856	16	1	2:07.676	45.430	47.224	35.022	191.1	36:42.845
17	1	2:14.258	47.422	49.297	37.539	185.8	40:09.114	17	1	2:07.637	45.544	47.035	35.058	192.1	38:50.482
18	1	2:28.747	49.978	55.130	43.639	185.2	42:37.861	18	1	2:09.081	45.478	47.138	36.465	190.4	40:59.563
11		BMW 3.0 CSL 1975 1. Charles FIRMENICH 2. Serge TABERY					TC2								
1	1	2:18.879	53.613	49.038	36.228		2:18.879	1	1	2:15.179	51.445	48.229	35.505		2:15.179
2	1	2:11.813	46.439	48.650	36.724	186.2	4:30.692	2	1	2:09.104	45.966	47.823	35.315	193.8	4:24.283
3	1	2:12.768	47.020	48.627	37.121	185.5	6:43.460	3	1	2:07.355	45.315	46.992	35.048	192.1	6:31.638
4	1	2:10.118	46.284	47.900	35.934	189.1	8:53.578	4	1	2:08.518	45.991	47.288	35.239	192.8	8:40.156
5	1	2:10.527	46.119	48.453	35.955	187.1	11:04.105	5	1	2:08.426	45.659	47.476	35.291	192.1	10:48.582



HERITAGE TOURING CUP HUNGARORING CLASSIC RACE

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	
17		FORD Escort 1600 RS 1971										TC2				
		1. Claude BOISSY														
		2. Alain MIRAN														
1	1	2:16.020	51.652	48.745	35.623		2:16.020	13	1	3:33.815	2:07.153	49.975	36.687		31:29.519	
2	1	2:09.245	45.971	47.339	35.935	189.4	4:25.265	14	1	2:13.754	47.955	49.296	36.503	180.6	33:43.273	
3	1	2:08.236	45.981	47.232	35.023	188.4	6:33.501	15	1	2:13.918	47.756	49.476	36.686	184.9	35:57.191	
4	1	2:09.647	46.537	47.986	35.124	187.1	8:43.148	16	1	2:13.810	47.400	49.525	36.885	184.3	38:11.001	
5	1	2:11.595	47.109	49.026	35.460	184.0	10:54.743	17	1	2:13.422	47.675	49.388	36.359	182.7	40:24.423	
6	1	2:10.815	46.785	48.389	35.641	189.7	13:05.558	18	1	2:15.189	48.512	49.952	36.725	185.8	42:39.612	
7	1	2:11.212	46.915	48.457	35.840	181.8	15:16.770									
8	1	2:11.598	47.106	48.488	36.004	184.6	17:28.368									
9	1	2:12.982	47.211	49.695	36.076	181.8	19:41.350									
10	1	2:17.805	48.654	50.765	38.386	181.8	21:59.155									
11	1	2:17.758	48.330	51.912	37.516	180.3	24:16.913									
12	1	2:36.486 B	49.287	54.199	53.000	176.5	26:53.399									
13	1	3:32.893	2:04.316	52.174	36.403		30:26.292									
14	1	2:13.132	46.889	50.179	36.064	183.6	32:39.424									
15	1	2:14.101	46.650	50.270	37.181	186.2	34:53.525									
16	1	2:16.387	47.392	51.900	37.095	184.9	37:09.912									
17	1	2:12.932	46.667	49.960	36.305	184.9	39:22.844									
18	1	2:20.221	48.735	52.786	38.700	185.5	41:43.065									
25		BMW 3.0 CSL 1975										TC2				
		1. Christian TRABER														
1	1	2:12.807	49.495	47.529	35.783		2:12.807									
2	1	2:07.474	45.265	47.137	35.072	202.1	4:20.281									
3	1	2:07.156	45.083	46.775	35.298	198.0	6:27.437									
4	1	2:05.888	44.238	46.688	34.962	201.3	8:33.325									
5	1	2:07.512	45.242	46.745	35.525	202.8	10:40.837									
6	1	2:05.036	44.106	46.030	34.900	201.3	12:45.873									
7	1	2:06.647	44.916	46.674	35.057	200.6	14:52.520									
8	1	2:05.745	44.863	46.255	34.627	199.5	16:58.265									
9	1	2:06.655	44.424	47.156	35.075	201.0	19:04.920									
10	1	2:07.823	45.075	47.418	35.330	201.3	21:12.743									
11	1	2:30.738	46.723	54.664	49.351	195.5	23:43.481									
12	1	2:58.610 B	1:10.488	1:02.077	46.045	105.5	26:42.091									
13	1	3:30.173	2:06.168	49.715	34.290		30:12.264									
14	1	2:06.271	44.738	46.552	34.981	200.6	32:18.535									
15	1	2:07.175	45.155	46.909	35.111	198.8	34:25.710									
16	1	2:05.856	44.768	46.450	34.638	198.4	36:31.566									
17	1	2:06.659	44.810	46.954	34.895	201.0	38:38.225									
18	1	2:06.536	45.238	46.480	34.818	202.1	40:44.761									
33		BMW 635 CSI 1985										Group A				
		1. Robert BOOS														
1	1	2:24.873	57.933	50.460	36.480		2:24.873									
2	1	2:12.497	47.100	49.176	36.221	192.4	4:37.370									
3	1	2:11.735	46.631	48.963	36.141	193.1	6:49.105									
4	1	2:12.271	47.073	49.214	35.984	193.5	9:01.376									
5	1	2:12.851	47.314	49.142	36.395	193.1	11:14.227									
6	1	2:11.545	46.382	48.893	36.270	193.1	13:25.772									
7	1	2:11.968	46.850	48.730	36.388	192.1	15:37.740									
8	1	2:12.360	46.936	49.111	36.313	191.4	17:50.100									
9	1	2:12.499	46.834	48.869	36.796	190.7	20:02.599									
10	1	2:18.079	48.117	51.739	38.223	190.7	22:20.678									
11	1	2:20.937	48.826	54.528	37.583	174.0	24:41.615									
12	1	2:21.446	50.408	53.455	37.583	188.7	27:03.061									
13	1	2:45.327 B	54.722	1:03.198	47.407	188.4	29:48.388									
14	1	3:37.619	2:08.761	51.483	37.375		33:26.007									
15	1	2:15.496	47.531	50.289	37.676	185.5	35:41.503									
16	1	2:16.487	47.352	51.101	38.034	187.4	37:57.990									
17	1	2:18.643	48.364	51.983	38.296	184.6	40:16.633									
18	1	2:21.653	48.444	51.329	41.880	186.8	42:38.286									
36		BMW 635 CSI 1984										Group A				
		1. Franz WUNDERLICH														
		2. Peter PRALLER														
1	1	2:14.526	50.847	48.029	35.650		2:14.526									
2	1	2:08.813	46.283	47.483	35.047	191.4	4:23.339									
3	1	2:07.762	45.715	46.891	35.156	190.4	6:31.101									
4	1	2:08.403	46.144	47.183	35.076	190.1	8:39.504									
5	1	2:09.863	46.482	47.928	35.453	190.1	10:49.367									
6	1	2:08.845	46.225	47.299	35.321	189.7	12:58.212									
7	1	2:09.318	46.077	47.610	35.631	189.4	15:07.530									
8	1	2:08.549	46.008	47.251	35.290	189.7	17:16.079									
9	1	2:08.897	45.801	47.725	35.371	190.1	19:24.976									
10	1	2:20.223	45.995	53.016	41.212	188.1	21:45.199									
11	1	2:27.755	57.064	52.399	38.292	118.8	24:12.954									
12	1	2:37.513 B	52.511	54.575	50.427	137.1	26:50.467									
13	1	3:35.824	2:10.531	49.581	35.712		30:26.291									
14	1	2:08.779	46.037	47.549	35.193	188.4	32:35.070									
15	1	2:08.261	45.752	47.234	35.275	190.1	34:43.331									
16	1	2:07.970	45.583	47.190	35.197	190.4	36:51.301									
17	1	2:09.029	45.499	48.201	35.329	191.7	39:00.330									
18	1	2:08.244	45.670	47.389	35.185	192.1	41:08.574									
40		BMW 3.0 CSL 1975										TC2				
		1. Michael ERLICH														
1	1	2:06.028	45.917	46.048	34.063		2:06.028									
2	1	2:02.761	44.021	45.077	33.663	216.6	4:08.789									
3	1	2:03.631	43.658	46.155	33.818	217.4	6:12.420									
4	1	2:02.740	43.363	45.579	33.798	215.3	8:15.160									
5	1	2:03.401	43.208	46.391	33.802	215.3	10:18.561									
6	1	2:03.412	43.736	45.789	33.887	214.4	12:21.973									

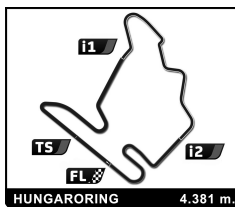


HERITAGE TOURING CUP HUNGARORING CLASSIC RACE

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				
7	1	2:04.372	43.397	46.615	34.360	214.0	14:26.345	8	1	2:04.034	43.752	46.349	33.933	211.1	16:31.223				
8	1	2:05.642	44.788	46.868	33.986	214.0	16:31.987	9	1	2:03.729	43.590	45.826	34.313	214.4	18:34.952				
9	1	2:03.423	43.585	45.752	34.086	215.7	18:35.410	10	1	2:05.277	43.604	45.786	35.887	212.8	20:40.229				
10	1	2:06.041	43.715	46.115	36.211	216.6	20:41.451	66 BMW 635 CSI 1983 1.Armand MILLE Group A											
11	1	3:00.987	1:00.221	1:11.815	48.951	170.7	23:42.438	1	1	2:21.462	54.526	50.402	36.534		2:21.462				
12	1	2:58.763 B	1:10.915	1:02.177	45.671	99.6	26:41.201	2	1	2:11.764	46.846	48.835	36.083	187.8	4:33.226				
13	1	3:29.002	2:06.098	49.006	33.898		30:10.203	3	1	2:09.904	46.318	47.075	36.511	186.2	6:43.130				
14	1	2:05.292	43.688	46.668	34.936	212.3	32:15.495	4	1	2:11.406	47.593	47.631	36.182	187.4	8:54.536				
15	1	2:06.713	44.900	47.400	34.413	211.9	34:22.208	5	1	2:11.419	46.797	48.218	36.404	186.2	11:05.955				
16	1	2:06.550	44.395	47.308	34.847	213.6	36:28.758	6	1	2:11.318	46.673	47.558	37.087	186.5	13:17.273				
17	1	2:08.158	45.756	48.024	34.378	211.5	38:36.916	7	1	2:12.085	47.053	48.608	36.424	186.8	15:29.358				
18	1	2:06.052	44.575	46.827	34.650	213.6	40:42.968	8	1	2:13.203	46.893	49.876	36.434	186.5	17:42.561				
45 BMW 2002 1971 1.Bart BLOMMAERT TC2 2.Rikkert LEEMAN								9 1 2:11.463							46.526	48.704	36.233	186.8	19:54.024
1	1	2:38.501	1:06.286	52.812	39.403		2:38.501	10	1	2:17.007	47.773	51.449	37.785	185.8	22:11.031				
2	1	2:22.137	51.088	52.414	38.635	170.1	5:00.638	11	1	2:19.820	49.167	52.264	38.389	174.2	24:30.851				
3	1	2:22.462	51.009	52.622	38.831	170.4	7:23.100	12	1	2:28.787 B	48.714	53.195	46.878	180.3	26:59.638				
4	1	2:22.835	51.177	53.172	38.486	169.3	9:45.935	13	1	3:57.088	2:32.856	48.174	36.058		30:56.726				
5	1	2:22.362	51.188	52.596	38.578	169.1	12:08.297	14	1	2:10.783	47.122	47.688	35.973	184.9	33:07.509				
6	1	2:21.144	50.802	51.440	38.902	170.1	14:29.441	15	1	2:10.922	46.544	48.437	35.941	187.8	35:18.431				
7	1	2:20.583	50.333	51.647	38.603	171.8	16:50.024	16	1	2:10.119	46.553	47.279	36.287	187.1	37:28.550				
8	1	2:22.234	50.327	52.988	38.919	170.1	19:12.258	17	1	2:11.078	47.139	47.498	36.441	185.5	39:39.628				
9	1	2:26.843	50.598	55.347	40.898	170.4	21:39.101	18	1	2:18.339	50.762	50.560	37.017	185.8	41:57.967				
10	1	2:29.123	54.423	54.955	39.745	145.7	24:08.224	71 FORD Mustang 289 1965 1.Mathieu GUYOT-SIONNE TC1 2.Baptiste GUYOT-SIONNE!											
11	1	2:35.158	52.187	58.235	44.736	167.8	26:43.382	1	1	2:44.172	1:07.018	55.742	41.412		2:44.172				
12	1	3:03.059 B	1:12.644	1:03.545	46.870	93.8	29:46.441	2	1	2:29.832	53.125	55.306	41.401	170.1	5:14.004				
13	1	3:56.193	2:21.684	54.436	40.073		33:42.634	3	1	2:29.254	52.844	55.154	41.256	171.5	7:43.258				
14	1	2:25.436	52.276	53.300	39.860	168.8	36:08.070	4	1	2:28.755	53.067	54.923	40.765	171.8	10:12.013				
15	1	2:24.387	52.140	52.930	39.317	170.1	38:32.457	5	1	2:29.812	54.586	54.200	41.026	170.7	12:41.825				
16	1	2:25.710	52.628	52.367	40.715	170.7	40:58.167	6	1	2:32.847	54.558	55.336	42.953	170.1	15:14.672				
52 FORD Capri 2600 RS 1972 1.Yves SCEMAMA TC2								7	1	2:30.344	53.146	54.970	42.228	168.6	17:45.016				
1	1	2:11.791	49.291	47.237	35.263		2:11.791	8	1	2:29.349	54.315	54.493	40.541	170.4	20:14.365				
2	1	2:07.600	45.317	46.934	35.349	195.5	4:19.391	9	1	2:31.265	52.642	57.794	40.829	171.5	22:45.630				
3	1	2:06.516	44.977	46.539	35.000	197.0	6:25.907	10	1	2:28.914	52.238	55.963	40.713	169.3	25:14.544				
4	1	2:07.061	45.450	46.644	34.967	195.2	8:32.968	11	1	2:39.021 B	53.828	57.336	47.857	169.9	27:53.565				
5	1	2:07.624	45.281	46.849	35.494	197.7	10:40.592	12	1	4:29.717	2:48.855	56.380	44.482		32:23.282				
6	1	2:07.427	45.392	46.884	35.151	197.7	12:48.019	13	1	2:35.226	55.429	56.732	43.065	165.2	34:58.508				
7	1	2:07.740	45.273	47.246	35.221	198.4	14:55.759	14	1	2:32.479	53.675	56.535	42.269	163.0	37:30.987				
8	1	2:08.159	45.375	47.628	35.156	197.7	17:03.918	15	1	2:31.233	54.798	55.234	41.201	163.7	40:02.220				
9	1	2:08.501	45.535	47.358	35.608	193.8	19:12.419	16	1	2:34.417	54.282	57.055	43.080	165.5	42:36.637				
10	1	2:09.647	45.394	47.947	36.306	196.2	21:22.066	78 BMW 2002 TI 1971 1.Philipp BRUNN TC2 2.Siegfried BRUNN											
11	1	2:22.589	48.916	51.597	42.076	180.3	23:44.655	1	1	2:22.420	55.601	50.517	36.302		2:22.420				
12	1	2:59.285 B	1:10.451	1:01.928	46.906	99.6	26:43.940	2	1	2:12.025	46.500	48.739	36.786	185.2	4:34.445				
13	1	3:56.968 B	2:18.929	53.905	44.134		30:40.908	3	1	2:10.874	46.904	48.029	35.941	183.0	6:45.319				
60 FORD Capri 3100 RS 1975 1.Yvan MAHE TC2 2.Guillaume MAHE								4	1	2:10.999	46.342	48.269	36.388	184.9	8:56.318				
1	1	2:05.591	45.217	46.217	34.157		2:05.591	5	1	2:11.874	47.728	48.199	35.947	183.0	11:08.192				
2	1	2:02.774	43.605	45.286	33.883	214.0	4:08.365	6	1	2:10.143	46.399	47.621	36.123	182.4	13:18.335				
3	1	2:05.003	43.470	46.524	35.009	211.9	6:13.368	7	1	2:11.909	46.654	48.938	36.317	184.0	15:30.244				
4	1	2:03.642	43.834	45.668	34.140	208.3	8:17.010	8	1	2:11.150	46.426	48.763	35.961	184.6	17:41.394				
5	1	2:03.121	43.801	45.334	33.986	212.8	10:20.131	9	1	2:10.557	46.354	48.200	36.003	181.5	19:51.951				
6	1	2:02.923	43.400	45.238	34.285	210.7	12:23.054	10	1	2:17.840	48.812	51.610	37.418	180.6	22:09.791				
7	1	2:04.135	43.509	45.986	34.640	211.1	14:27.189	11	1	2:19.039	47.914	52.926	38.199	176.8	24:28.830				



HERITAGE TOURING CUP HUNGARORING CLASSIC RACE

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
12	1	2:29.100B	49.880	53.163	46.057	179.1	26:57.930	1	1	2:12.401	48.445	47.804	36.152		2:12.401
13	1	3:36.740	2:11.016	49.511	36.213		30:34.670	2	1	2:08.076	45.420	47.170	35.486	209.9	4:20.477
14	1	2:10.754	46.884	48.026	35.844	178.5	32:45.424	3	1	2:07.422	44.607	46.784	36.031	212.3	6:27.899
15	1	2:10.821	46.786	47.827	36.208	179.4	34:56.245								
16	1	2:11.650	46.603	49.117	35.930	180.3	37:07.895								
17	1	2:09.665	46.467	47.557	35.641	179.1	39:17.560								

82	FORD Escort RS Zakspeed 1981		INV
	1.Martin KUENDIG		

1	1	2:18.011	52.626	48.933	36.452		2:18.011
2	1	2:11.807	46.489	48.676	36.642	197.3	4:29.818
3	1	2:11.914	46.789	48.895	36.230	195.9	6:41.732
4	1	2:10.733	46.184	48.182	36.367	196.6	8:52.465
5	1	2:12.718	46.311	50.495	35.912	195.5	11:05.183
6	1	2:11.534	45.688	48.904	36.942	197.7	13:16.717
7	1	2:11.326	46.754	48.802	35.770	195.5	15:28.043
8	1	2:09.110	45.906	47.492	35.712	197.0	17:37.153
9	1	2:10.378	46.152	48.291	35.935	195.5	19:47.531
10	1	2:15.968	46.970	51.526	37.472	196.6	22:03.499
11	1	2:24.579B	49.139	54.585	40.855	183.3	24:28.078
12	1	3:39.643	2:08.837	53.486	37.320		28:07.721
13	1	2:14.239	49.066	49.445	35.728	175.6	30:21.960
14	1	2:10.343	46.213	48.315	35.815	196.6	32:32.303
15	1	2:09.196	45.660	48.132	35.404	197.7	34:41.499
16	1	2:09.170	45.430	47.948	35.792	197.3	36:50.669
17	1	2:09.094	45.477	48.322	35.295	197.3	38:59.763
18	1	2:10.081	45.772	48.449	35.860	196.2	41:09.844

89	FORD Escort 1600 RS 1975		TC2
	1.Franco MEINERS 2.Luca SARTORI		

1	1	2:19.615	54.129	49.823	35.663		2:19.615
2	1	2:10.499	46.832	47.691	35.976	194.8	4:30.114
3	1	2:07.159	45.388	46.233	35.538	195.2	6:37.273
4	1	2:07.191	45.682	46.349	35.160	190.7	8:44.464
5	1	2:08.818	45.991	47.693	35.134	192.4	10:53.282
6	1	2:07.809	45.673	46.673	35.463	191.7	13:01.091
7	1	2:08.008	45.619	46.722	35.667	191.1	15:09.099
8	1	2:08.805	45.361	47.418	36.026	193.8	17:17.904

112	BMW 635 CSI 1985		Group A
	1.Anthony SCHRAUWEN		

1	1	2:23.826	56.974	50.520	36.332		2:23.826
2	1	2:12.131	47.480	48.311	36.340	189.1	4:35.957
3	1	2:11.959	47.126	48.450	36.383	188.7	6:47.916
4	1	2:12.312	47.713	48.129	36.470	189.1	9:00.228
5	1	2:59.125B	53.464	1:02.341	1:03.320	188.1	11:59.353

155	BMW 2002 1975		TC2
	1.Charles VEILLARD		

1	1	2:23.178	54.872	51.787	36.519		2:23.178
2	1	2:11.486	46.976	48.190	36.320	192.8	4:34.664
3	1	2:10.239	46.231	47.818	36.190	190.7	6:44.903
4	1	2:10.950	46.567	48.172	36.211	190.7	8:55.853
5	1	3:02.166B	46.771	1:01.736	1:13.659	190.7	11:58.019

162	FORD Capri 3100 RS 1974		TC2
	1.Guenther SCHINDLER		