

HERITAGE TOURING CUP

DIX MILLE TOURS

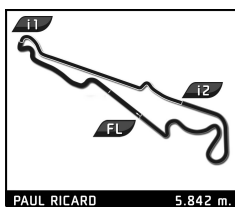
RACE

Sector Analysis

Invalidated Lap Personal Best Session Best B Crossing the finish line in the 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
3 1.Daniel REINHARDT 2.Dominique REINHARDT BMW 3.0 CSL 1975 TC2								16	1	2:59.798	48.946	56.014	1:14.838	170.6	49:30.447
1	1	4:02.910	1:28.182	1:09.802	1:24.926		4:02.910	17	1	2:58.264	49.759	53.912	1:14.593	173.4	52:28.711
2	1	3:36.739	1:04.770	1:06.750	1:25.219	103.5	7:39.649	18	1	2:56.424	47.700	53.850	1:14.874	184.6	55:25.135
3	1	2:57.790	48.963	53.116	1:15.711	189.1	10:37.439	19	1	2:53.931	47.795	52.890	1:13.246	190.8	58:19.066
4	1	2:56.426	49.211	52.233	1:14.982	184.9	13:33.865	20	1	2:55.147	47.142	53.927	1:14.078	188.5	1:01:14.213
5	1	2:53.186	48.371	51.208	1:13.607	190.8	16:27.051	21	1	2:56.295	48.297	52.742	1:15.256	169.0	1:04:10.508
6	1	3:08.965	52.664	1:02.559	1:13.742	197.4	19:36.016	8 1.Xavier GALANT 2.Vincent NEURRISSE FORD Escort 1600 RS 1974 TC2							
7	1	2:54.509	48.232	52.384	1:13.893	191.5	22:30.525	1	1	4:18.662	1:45.020	1:12.957	1:20.685		4:18.662
8	1	3:05.905	57.129	54.155	1:14.621	195.3	25:36.430	2	1	3:37.432	1:07.395	1:07.931	1:22.106	114.2	7:56.094
9	1	2:58.552	49.296	53.393	1:15.863	172.0	28:34.982	3	1	3:01.038	50.484	54.605	1:15.949	184.9	10:57.132
10	1	3:06.802 B	49.721	52.940	1:24.141	165.9	31:41.784	4	1	2:58.181	49.538	53.257	1:15.386	183.4	13:55.313
11	1	4:15.384	2:06.475	53.106	1:15.803		35:57.168	5	1	2:56.869	49.173	53.397	1:14.299	186.5	16:52.182
12	1	3:02.407 B	47.995	53.267	1:21.145	170.9	38:59.575	6	1	2:56.857	48.942	53.424	1:14.491	186.2	19:49.039
13	1	4:03.000	1:51.165	52.884	1:18.951		43:02.575	7	1	2:57.440	48.609	53.982	1:14.849	187.5	22:46.479
14	1	3:42.497 B	52.738	1:05.096	1:44.663	137.8	46:45.072	8	1	2:57.161	48.889	53.606	1:14.666	183.1	25:43.640
5 1.Alain VÖGELE FORD Capri 2600 RS 1973 TC2								9	1	3:04.308 B	49.673	52.909	1:21.726	184.3	28:47.948
1	1	4:08.491	1:34.981	1:10.920	1:22.590		4:08.491	10	1	4:22.213	2:12.773	53.610	1:15.830		33:10.161
2	1	3:38.963	1:08.678	1:07.045	1:23.240	111.9	7:47.454	11	1	2:58.932	49.713	53.480	1:15.739	184.6	36:09.093
3	1	2:54.215	47.611	52.043	1:14.561	175.0	10:41.669	12	1	3:02.800	49.925	54.845	1:18.030	188.2	39:11.893
4	1	2:56.870	48.876	52.619	1:15.375	173.1	13:38.539	13	1	3:06.509	50.000	56.184	1:20.325	183.7	42:18.402
5	1	2:56.040	48.272	53.107	1:14.661	174.5	16:34.579	14	1	3:09.270	50.888	55.732	1:22.650	184.6	45:27.672
6	1	2:54.559	47.865	53.554	1:13.140	169.8	19:29.138	15	1	3:08.256	53.391	54.497	1:20.368	177.6	48:35.928
7	1	2:55.316	47.984	53.288	1:14.044	173.6	22:24.454	16	1	3:05.921	51.031	55.084	1:19.806	179.7	51:41.849
8	1	2:52.857	47.138	52.042	1:13.677	194.6	25:17.311	17	1	3:05.259	51.384	53.813	1:20.062	183.4	54:47.108
9	1	2:54.717	48.307	51.972	1:14.438	182.4	28:12.028	18	1	3:06.661	52.004	54.916	1:19.741	183.4	57:53.769
10	1	5:13.176 B	47.925	52.554	3:32.697	194.2	33:25.204	19	1	3:09.592	51.848	56.656	1:21.088	181.5	1:01:03.361
11	1	3:21.475	1:09.189	54.184	1:18.102		36:46.679	20	1	3:06.142	50.760	56.486	1:18.896	189.1	1:04:09.503
12	1	3:07.741	54.125	55.750	1:17.866	144.6	39:54.420	9 1.Thomas STUDER FORD Capri 2600 RS 1973 TC2							
13	1	3:06.489	50.212	56.880	1:19.397	175.6	43:00.909	1	1	4:09.828	1:37.033	1:12.290	1:20.505		4:09.828
14	1	3:09.743	52.579	56.093	1:21.071	169.3	46:10.652	2	1	3:38.887	1:08.363	1:07.384	1:23.140	104.3	7:48.715
15	1	3:09.295	52.906	56.359	1:20.030	172.5	49:19.947	3	1	2:54.508	47.643	52.798	1:14.067	182.1	10:43.223
16	1	4:00.834 B	52.086	57.321	2:11.427	168.5	53:20.781	4	1	2:56.197	48.546	52.998	1:14.653	177.0	13:39.420
17	1	3:26.820	1:10.383	56.337	1:20.100		56:47.601	5	1	2:52.470	47.797	51.738	1:12.935	182.4	16:31.890
18	1	3:11.469	53.667	57.579	1:20.223	153.0	59:59.070	6	1	2:53.581	48.650	53.036	1:11.895	177.0	19:25.471
19	1	3:07.167	51.417	57.289	1:18.461	170.1	1:03:06.237	7	1	2:51.893	47.094	52.144	1:12.655	186.2	22:17.364
7 1.Carlo VÖGELE FORD Capri 2600 RS 1975 TC2								8	1	2:50.135	46.714	51.707	1:11.714	186.5	25:07.499
1	1	4:01.849	1:24.819	1:10.029	1:27.001		4:01.849	9	1	2:49.748	46.507	51.032	1:12.209	185.6	27:57.247
2	1	3:36.030	1:03.736	1:07.004	1:25.290	97.3	7:37.879	10	1	3:57.013 B	47.773	53.333	2:15.907	190.8	31:54.260
3	1	2:55.017	48.438	52.947	1:13.632	187.8	10:32.896	11	1	3:13.921	1:08.709	51.921	1:13.291		35:08.181
4	1	2:55.679	47.936	53.986	1:13.757	184.6	13:28.575	12	1	2:54.765	47.049	53.374	1:14.342	176.2	38:02.946
5	1	2:52.744	46.961	53.044	1:12.739	188.5	16:21.319	13	1	2:52.950	46.809	52.021	1:14.120	199.3	40:55.896
6	1	2:50.202	46.635	51.168	1:12.399	192.2	19:11.521	14	1	2:54.293	47.079	52.073	1:15.141	185.2	43:50.189
7	1	2:51.542	46.483	51.978	1:13.081	185.9	22:03.063	15	1	2:58.969	49.552	53.994	1:15.423	151.0	46:49.158
8	1	2:53.361	48.481	51.297	1:13.583	185.6	24:56.424	16	1	2:56.343	48.156	53.368	1:14.819	170.6	49:45.501
9	1	2:50.659	47.770	51.258	1:11.631	179.4	27:47.083	17	1	2:56.494	49.596	52.341	1:14.557	173.6	52:41.995
10	1	3:50.681 B	46.878	51.468	2:12.335	187.2	31:37.764	18	1	2:54.430	47.754	52.591	1:14.085	177.3	55:36.425
11	1	3:10.178	1:05.566	52.153	1:12.459	111.1	34:47.942	19	1	2:57.280	48.942	53.608	1:14.730	164.9	58:33.705
12	1	2:52.808	46.639	53.163	1:13.006	198.9	37:40.750	20	1	2:54.911	47.723	53.362	1:13.826	175.6	1:01:28.616
13	1	2:53.872	47.089	52.328	1:14.455	195.7	40:34.622	21	1	2:57.065	48.880	53.124	1:15.061	175.0	1:04:25.681
14	1	2:59.330	48.485	55.386	1:15.459	180.9	43:33.952	13 1.Philippe TRUFFIER BMW 635 CSi 1980 TC2							
15	1	2:56.697	47.449	53.133	1:16.115	183.7	46:30.649	1	1	4:08.439	1:33.943	1:11.341	1:23.155		4:08.439





HERITAGE TOURING CUP DIX MILLE TOURS RACE

Sector Analysis

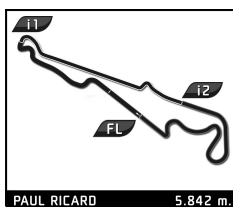
Invalidated Lap

Personal Best

Session Best

B Crossing the finish line in the 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
24 1.Lorna Marie ABEND 2.Katrin BEHRENS BMW 2002 TI 1968 TC2								28 1.Peter VÖGELE FORD Escort 1600 RS 1975 TC2							
1	1	4:50.073	2:00.846	1:13.770	1:35.457		4:50.073	1	1	4:12.959	1:40.063	1:11.973	1:20.923		4:12.959
2	1	3:32.279	56.048	1:05.910	1:30.321	158.1	8:22.352	2	1	3:41.490	1:08.614	1:08.411	1:24.465	98.6	7:54.449
3	1	3:20.332	55.406	1:01.578	1:23.348	156.3	11:42.684	3	1	3:01.353	49.922	54.902	1:16.529	174.2	10:55.802
4	1	3:18.007	54.428	1:00.225	1:23.354	163.1	15:00.691	4	1	2:58.982	48.309	54.208	1:16.465	185.6	13:54.784
5	1	3:20.045	56.224	1:00.408	1:23.413	160.2	18:20.736	5	1	2:56.485	48.839	52.708	1:14.938	181.8	16:51.269
6	1	3:17.069	53.932	1:00.013	1:23.124	160.0	21:37.805	6	1	2:54.842	48.411	53.090	1:13.341	173.1	19:46.111
7	1	3:15.193	53.363	1:00.766	1:21.064	169.0	24:52.998	7	1	2:56.499	48.598	53.044	1:14.857	194.2	22:42.610
8	1	3:29.494	B 55.700	1:01.977	1:31.817	165.1	28:22.492	8	1	2:54.682	48.266	52.476	1:13.940	184.3	25:37.292
9	1	5:01.273	2:20.546	1:14.113	1:26.614		33:23.765	9	1	3:59.085	B 48.984	53.521	2:16.580	175.3	29:36.377
10	1	3:30.407	58.879	1:04.124	1:27.404	140.3	36:54.172	10	1	3:16.149	1:07.166	54.654	1:14.329		32:52.526
11	1	3:23.976	54.938	1:02.020	1:27.018	165.6	40:18.148	11	1	2:55.825	48.557	52.737	1:14.531	176.2	35:48.351
12	1	3:30.425	57.679	1:03.632	1:29.114	149.6	43:48.573	12	1	2:59.035	48.552	53.595	1:16.888	191.2	38:47.386
13	1	3:41.678	1:13.769	1:02.409	1:25.500	161.0	47:30.251	13	1	2:58.574	48.009	53.949	1:16.616	175.6	41:45.960
14	1	3:25.292	55.895	1:02.807	1:26.590	158.4	50:55.543	14	1	3:01.342	49.184	55.080	1:17.078	174.8	44:47.302
15	1	3:26.731	56.673	1:04.528	1:25.530	154.1	54:22.274	15	1	3:02.516	49.874	54.466	1:18.176	179.1	47:49.818
16	1	3:24.139	55.770	1:02.918	1:25.451	157.4	57:46.413	16	1	2:59.262	48.981	53.531	1:16.750	180.3	50:49.080
17	1	3:24.674	56.100	1:03.319	1:25.255	157.0	1:01:11.087	17	1	3:07.085	49.574	55.271	1:22.240	180.0	53:56.165
18	1	3:22.509	55.455	1:02.682	1:24.372	158.4	1:04:33.596	18	1	3:04.178	52.243	54.318	1:17.617	154.7	57:00.343
25 1.Christian TRABER BMW 3.0 CSL 1975 TC2								30 1.Nicolas TRABER BMW 2002 TI 1970 TC2							
1	1	3:47.991	1:06.629	1:07.080	1:34.282		3:47.991	1	1	4:26.580	1:47.246	1:15.448	1:23.886		4:26.580
2	1	3:42.257	1:01.749	1:09.737	1:30.771	115.5	7:30.248	2	1	3:34.794	1:01.245	1:09.516	1:24.033	137.8	8:01.374
3	1	2:52.922	44.665	54.842	1:13.415	204.5	10:23.170	3	1	3:01.095	50.405	54.828	1:15.862	147.3	11:02.469
4	1	2:53.329	47.871	50.563	1:14.895	185.2	13:16.499	4	1	3:01.044	49.745	55.866	1:15.433	170.1	14:03.513
5	1	2:47.372	47.344	50.126	1:09.902	203.4	16:03.871	5	1	2:57.232	48.951	53.510	1:14.771	175.6	17:00.745
6	1	2:45.034	45.501	49.060	1:10.473	194.9	18:48.905	6	1	2:57.237	48.800	53.744	1:14.693	165.1	19:57.982
7	1	2:46.824	46.005	48.742	1:12.077	201.1	21:35.729	7	1	2:56.332	48.877	53.340	1:14.115	178.2	22:54.314
8	1	2:45.044	44.959	49.226	1:10.859	201.1	24:20.773	8	1	2:55.216	48.288	53.042	1:13.886	183.1	25:49.530
9	1	2:44.722	45.979	49.091	1:09.652	209.3	27:05.495	9	1	2:56.123	48.315	53.113	1:14.695	181.2	28:45.653
10	1	2:44.842	45.136	49.299	1:10.407	202.6	29:50.337	10	1	4:08.780	B 49.599	52.937	2:26.244	175.3	32:54.433
11	1	3:51.064	B 47.296	49.105	2:14.663	187.2	33:41.401	11	1	3:15.208	1:06.180	53.602	1:15.426		36:09.641
12	1	3:05.299	1:03.036	49.333	1:12.930		36:46.700	12	1	2:56.719	47.948	53.789	1:14.982	182.4	39:06.360
13	1	2:52.469	47.215	52.528	1:12.726	153.4	39:39.169	13	1	3:00.083	48.456	54.358	1:17.269	175.3	42:06.443
14	1	2:50.270	46.637	50.430	1:13.203	202.2	42:29.439	14	1	3:02.323	49.016	55.286	1:18.021	179.4	45:08.766
15	1	2:51.307	46.945	50.642	1:13.720	198.9	45:20.746	15	1	3:05.011	50.504	54.681	1:19.826	173.1	48:13.777
16	1	2:52.560	47.237	52.164	1:13.159	187.2	48:13.306	16	1	3:03.878	51.234	54.743	1:17.901	167.7	51:17.655
17	1	2:51.086	46.740	50.777	1:13.569	195.3	51:04.392	17	1	3:01.635	50.040	54.346	1:17.249	177.6	54:19.290
18	1	2:52.970	48.282	51.713	1:12.975	204.5	53:57.362	18	1	3:01.221	49.572	54.846	1:16.803	173.6	57:20.511
19	1	2:51.160	47.104	50.203	1:13.853	203.8	56:48.522	19	1	3:03.102	49.882	55.449	1:17.771	176.5	1:00:23.613
20	1	2:53.347	47.822	51.108	1:14.417	198.5	59:41.869	20	1	3:03.523	49.987	55.398	1:18.138	174.8	1:03:27.136
21	1	2:52.949	46.777	52.876	1:13.296	200.0	1:02:34.818								
27 1.Laurent POLAN 2.Clément POLAN FORD Capri 2600 RS 1975 TC2															
1	1	4:38.495	1:55.473	1:14.691	1:28.331		4:38.495								
2	1	3:34.481	55.836	1:11.891	1:26.754	152.1	8:12.976								
3	1	3:07.688	51.452	57.377	1:18.859	170.3	11:20.664								
4	1	3:11.580	52.131	58.092	1:21.357	161.0	14:32.244								
5	1	3:04.484	51.034	55.419	1:18.031	166.4	17:36.728								
6	1	3:00.177	50.217	54.739	1:15.221	167.7	20:36.905								
7	1	2:59.648	49.466	54.141	1:16.041	178.8	23:36.553								
8	1	3:01.727	49.994	54.201	1:17.532	177.6	26:38.280								
9	1	3:09.116	B 48.838	54.081	1:26.197	180.0	29:47.396								



HERITAGE TOURING CUP

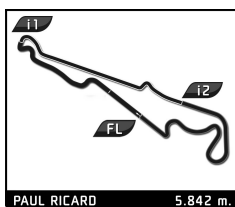
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RACE

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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
33 1.Robert BOOS 2.François JAKUBOWSKY BMW 635 CSi 1985 Group A								8	1	3:17.133	55.796	58.575	1:22.762	156.1	28:11.189
1	1	4:02.394	1:25.524	1:10.005	1:26.865		4:02.394	9	1	3:15.152	53.664	58.387	1:23.101	171.2	31:26.341
2	1	3:35.872	1:03.979	1:06.755	1:25.138	100.7	7:38.266	10	1	4:34.842 B	53.819	1:00.904	2:40.119	159.3	36:01.183
3	1	2:50.307	47.025	51.296	1:11.986	189.1	10:28.573	11	1	4:02.769	1:22.094	1:05.384	1:35.291		40:03.952
4	1	2:49.364	46.896	50.526	1:11.942	200.0	13:17.937	12	1	3:35.306	1:01.076	1:02.781	1:31.449	133.2	43:39.258
5	1	2:49.585	47.895	50.608	1:11.082	193.2	16:07.522	13	1	3:31.317	58.251	1:03.695	1:29.371	140.8	47:10.575
6	1	2:50.983	46.715	51.767	1:12.501	189.5	18:58.505	14	1	3:25.843	55.479	1:01.916	1:28.448	153.2	50:36.418
7	1	2:50.056	45.792	52.020	1:12.244	198.5	21:48.561	15	1	3:25.723	55.982	1:01.415	1:28.326	153.0	54:02.141
8	1	2:48.839	47.021	51.048	1:10.770	187.2	24:37.400	16	1	3:28.169	56.808	1:02.446	1:28.915	148.4	57:30.310
9	1	2:46.428	45.681	50.368	1:10.379	195.3	27:23.828	40 1.Michael ERLICH BMW 3.0 CSL 1975 TC2							
10	1	2:47.383	46.090	50.093	1:11.200	189.5	30:11.211	1	1	3:53.059	1:16.206	1:07.044	1:29.809		3:53.059
11	1	3:49.875 B	45.763	50.123	2:13.989	193.9	34:01.086	2	1	3:39.998	1:03.679	1:07.199	1:29.120	92.5	7:33.057
12	1	3:23.774	1:10.396	55.437	1:17.941		37:24.860	3	1	2:50.432	47.508	51.185	1:11.739	174.8	10:23.489
13	1	3:03.761	49.816	55.410	1:18.535	184.0	40:28.621	4	1	2:49.847	46.594	51.167	1:12.086	197.1	13:13.336
14	1	3:05.741	50.140	56.145	1:19.456	170.9	43:34.362	5	1	2:45.153	45.379	49.142	1:10.632	217.7	15:58.489
15	1	3:02.773	50.581	54.946	1:17.246	173.6	46:37.135	6	1	2:43.703	45.568	48.875	1:09.260	191.8	18:42.192
16	1	3:04.369	50.838	54.416	1:19.115	182.1	49:41.504	7	1	2:45.477	45.302	49.188	1:10.987	201.5	21:27.669
17	1	3:00.755	50.269	54.566	1:15.920	166.9	52:42.259	8	1	2:44.124	44.817	49.552	1:09.755	214.3	24:11.793
18	1	3:02.665	50.085	54.963	1:17.617	161.7	55:44.924	9	1	3:47.854 B	45.095	50.108	2:12.651	203.4	27:59.647
19	1	3:01.375	50.381	55.300	1:15.694	170.6	58:46.299	10	1	3:08.529	1:06.454	50.252	1:11.823		31:08.176
20	1	2:59.149	49.257	53.703	1:16.189	185.6	1:01:45.448	11	1	2:46.728	45.333	49.195	1:12.200	205.7	33:54.904
21	1	3:01.784	49.502	54.488	1:17.794	190.1	1:04:47.232	12	1	2:50.182	45.916	49.794	1:14.472	199.3	36:45.086
36 1.Franz WUNDERLICH 2.Peter PRALLER BMW 635 CSi 1984 Group A								13	1	2:50.742	46.099	50.266	1:14.377	198.5	39:35.828
1	1	4:03.272	1:27.469	1:09.417	1:26.386		4:03.272	14	1	2:52.786	46.979	51.021	1:14.786	198.2	42:28.614
2	1	3:37.257	1:05.279	1:06.433	1:25.545	115.8	7:40.529	15	1	2:50.663	46.653	50.031	1:13.979	203.4	45:19.277
3	1	3:00.595	48.965	55.902	1:15.728	185.9	10:41.124	16	1	2:51.517	47.033	51.061	1:13.423	194.9	48:10.794
4	1	2:58.084	48.815	53.089	1:16.180	181.8	13:39.208	17	1	2:49.685	46.736	50.256	1:12.693	201.1	51:00.479
5	1	2:58.025	50.237	52.675	1:15.113	183.1	16:37.233	18	1	2:52.475	47.452	50.275	1:14.748	199.3	53:52.954
6	1	2:56.566	47.683	54.227	1:14.656	194.6	19:33.799	19	1	2:50.791	47.578	50.202	1:13.011	209.7	56:43.745
7	1	2:57.547	48.740	52.869	1:15.938	195.7	22:31.346	20	1	2:52.222	47.030	50.266	1:14.926	206.5	59:35.967
8	1	3:00.496	52.015	52.983	1:15.498	191.8	25:31.842	21	1	2:55.761	48.331	51.843	1:15.587	195.7	1:02:31.728
9	1	2:57.580	48.342	53.640	1:15.598	179.4	28:29.422	41 2.Nick PADMORE BMW 635 CSi 1983 Group A							
10	1	3:06.047 B	49.440	53.009	1:23.598	188.5	31:35.469	1	2	4:15.029	1:42.368	1:11.845	1:20.816		4:15.029
11	1	4:11.177	2:04.028	52.271	1:14.878		35:46.646	2	2	3:40.049	1:08.985	1:07.581	1:23.483	96.9	7:55.078
12	1	2:55.893	48.047	53.255	1:14.591	184.3	38:42.539	3	2	2:57.396	48.374	53.988	1:15.034	182.4	10:52.474
13	1	2:57.371	48.127	53.618	1:15.626	176.8	41:39.910	4	2	2:53.775	46.686	52.197	1:14.892	187.5	13:46.249
14	1	2:59.358	48.388	54.243	1:16.727	184.0	44:39.268	5	2	2:52.911	47.659	52.107	1:13.145	189.1	16:39.160
15	1	2:59.317	48.807	53.847	1:16.663	177.6	47:38.585	6	2	2:55.163	47.862	52.870	1:14.431	178.5	19:34.323
16	1	2:59.072	48.535	53.917	1:16.620	191.8	50:37.657	7	2	2:52.351	47.351	52.095	1:12.905	182.7	22:26.674
17	1	3:02.010	49.472	55.487	1:17.051	174.2	53:39.667	8	2	2:52.142	46.913	51.729	1:13.500	186.2	25:18.816
18	1	3:02.380	49.994	53.899	1:18.487	189.5	56:42.047	9	2	2:55.090	48.043	52.280	1:14.767	183.1	28:13.906
19	1	3:04.566	50.431	53.661	1:20.474	169.5	59:46.613	10	2	2:55.140	48.983	51.944	1:14.213	177.3	31:09.046
20	1	3:02.746	49.042	55.936	1:17.768	174.5	1:02:49.359	11	2	4:07.646 B	47.736	51.746	2:28.164	182.4	35:16.692
38 1.Pierre MODAS 2.Frédéric BERCHON FORD Mustang 289 1965 TC1								12	2	3:11.927	1:04.936	52.720	1:14.271		38:28.619
1	1	4:47.430	1:59.378	1:14.267	1:33.785		4:47.430	13	2	2:56.118	48.327	52.403	1:15.388	182.4	41:24.737
2	1	3:33.099	57.883	1:05.797	1:29.419	142.1	8:20.529	14	2	2:57.327	48.271	53.192	1:15.864	183.4	44:22.064
3	1	3:23.336	54.577	1:03.652	1:25.107	155.8	11:43.865	15	2	2:59.918	49.279	53.827	1:16.812	172.5	47:21.982
4	1	3:19.221	54.355	1:01.613	1:23.253	157.9	15:03.086	16	2	2:58.520	48.570	54.357	1:15.593	176.2	50:20.502
5	1	3:18.363	54.699	1:01.289	1:22.375	159.1	18:21.449	17	2	2:57.094	48.785	53.200	1:15.109	173.4	53:17.596
6	1	3:17.062	54.421	1:00.002	1:22.639	142.3	21:38.511	18	2	3:00.026	49.304	53.990	1:16.732	174.2	56:17.622
7	1	3:15.545	53.815	1:00.542	1:21.188	156.7	24:54.056	19	2	2:56.009	48.781	52.524	1:14.704	174.2	59:13.631
								20	2	3:01.766	49.171	54.149	1:18.446	173.9	1:02:15.397
								21	2	3:01.106	49.365	55.956	1:15.785	171.7	1:05:16.503

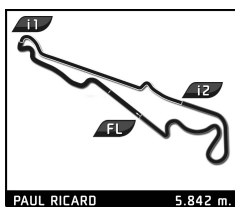


HERITAGE TOURING CUP DIX MILLE TOURS RACE

Sector Analysis

Invalidated Lap Personal Best Session Best B Crossing the finish line in the 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
42 1.Marc DEVIS 2.Martin O'CONNELL AMC Javelin 1972 TC2								50 1.Maxime GUENAT FORD Capri 3100 RS 1975 TC2							
1	1	3:58.358	1:19.249	1:09.271	1:29.838		3:58.358	1	1	3:48.707	1:08.146	1:06.717	1:33.844		3:48.707
2	1	3:36.753	1:02.790	1:07.091	1:26.872	92.8	7:35.111	2	1	3:41.798	1:01.833	1:09.348	1:30.617	115.1	7:30.505
3	1	2:50.702	47.039	51.439	1:12.224	198.5	10:25.813	3	1	2:51.492	46.767	51.758	1:12.967	192.2	10:21.997
4	1	2:49.542	46.745	50.707	1:12.090	201.5	13:15.355	4	1	2:52.977	46.984	52.042	1:13.951	197.1	13:14.974
5	1	2:46.535	46.129	49.483	1:10.923	202.6	16:01.890	5	1	2:51.102	47.027	51.178	1:12.897	190.5	16:06.076
6	1	2:44.939	45.391	49.069	1:10.479	214.7	18:46.829	6	1	2:50.656	47.012	50.998	1:12.646	190.5	18:56.732
7	1	2:46.743	45.370	49.355	1:12.018	216.9	21:33.572	7	1	2:51.186	46.329	50.930	1:13.927	197.8	21:47.918
8	1	2:47.000	45.170	50.780	1:11.050	210.1	24:20.572	8	1	2:52.616	48.142	52.364	1:12.110	190.5	24:40.534
9	1	2:49.099	45.522	50.896	1:12.681	211.4	27:09.671	9	1	2:55.819 B	46.881	51.210	1:17.728	191.5	27:36.353
10	1	2:49.729	46.215	50.272	1:13.242	204.9	29:59.400	51 1.Thierry de LATRE DU BOS FORD Escort 1600 RS 1975 TC2							
11	1	2:57.964 B	47.823	51.346	1:18.795	197.8	32:57.364	1	1	4:00.055	1:22.348	1:10.605	1:27.102		4:00.055
12	1	4:25.098	2:13.163	54.046	1:17.889		37:22.462	2	1	3:36.626	1:02.754	1:07.068	1:26.804	89.0	7:36.681
13	1	3:01.216	50.108	53.711	1:17.397	165.6	40:23.678	3	1	2:55.775	48.352	52.992	1:14.431	182.1	10:32.456
14	1	3:00.417	49.436	54.092	1:16.889	180.9	43:24.095	4	1	2:56.083	48.044	53.106	1:14.933	196.4	13:28.539
15	1	3:00.274	48.490	54.094	1:17.690	187.5	46:24.369	5	1	2:56.850	48.460	53.865	1:14.525	189.5	16:25.389
16	1	2:59.821	49.169	54.334	1:16.318	188.5	49:24.190	6	1	2:55.439	47.552	53.193	1:14.694	197.8	19:20.828
17	1	2:58.381	49.120	52.922	1:16.339	199.3	52:22.571	7	1	3:35.563 B	48.134	1:19.126	1:28.303	201.5	22:56.391
18	1	2:56.892	47.964	52.824	1:16.104	192.9	55:19.463	8	1	3:48.475	1:41.394	52.574	1:14.507		26:44.866
19	1	2:55.571	47.810	52.216	1:15.545	204.2	58:15.034	9	1	2:55.108	47.874	52.953	1:14.281	188.8	29:39.974
20	1	2:58.135	47.822	53.103	1:17.210	193.5	1:01:13.169	10	1	3:03.114 B	48.131	53.150	1:21.833	194.9	32:43.088
21	1	2:56.817	48.314	52.515	1:15.988	192.2	1:04:09.986	11	1	4:20.571	2:09.307	54.449	1:16.815		37:03.659
44 1.Frank JACOB 2.Katrin BEHRENS BMW 2002 TI 1970 TC2								12	1	3:00.870	48.199	53.548	1:19.123	198.9	40:04.529
1	1	4:18.732	1:44.252	1:12.809	1:21.671		4:18.732	13	1	3:04.378	52.006	54.662	1:17.710	161.2	43:08.907
2	1	3:38.549	1:08.013	1:08.787	1:21.749	110.0	7:57.281	14	1	3:02.927	49.111	54.787	1:19.029	183.1	46:11.834
3	1	3:02.396	50.044	55.790	1:16.562	172.8	10:59.677	15	1	3:00.558	50.410	52.915	1:17.233	180.6	49:12.392
4	1	3:02.758	50.525	55.354	1:16.879	184.6	14:02.435	16	1	3:00.237	48.898	53.571	1:17.768	193.2	52:12.629
5	1	2:59.793	49.558	54.588	1:15.647	179.4	17:02.228	17	1	3:00.222	49.371	53.654	1:17.197	192.2	55:12.851
6	1	3:01.622	48.578	54.994	1:18.050	177.0	20:03.850	18	1	3:01.462	49.723	54.348	1:17.391	187.2	58:14.313
45 1.Bart BLOMMAERT 2.Rikkert LEEMAN BMW 2002 1971 TC2								19	1	3:03.410	49.556	54.565	1:19.289	173.4	1:01:17.723
1	1	4:20.637	1:45.889	1:13.679	1:21.069		4:20.637	20	1	3:01.188	49.027	54.453	1:17.708	187.8	1:04:18.911
2	1	3:41.304	1:07.636	1:09.831	1:23.837	109.6	8:01.941	52 1.Yves SCEMAMA FORD Capri 2600 RS 1972 TC2							
3	1	3:04.722	51.230	55.513	1:17.979	163.6	11:06.663	1	1	3:59.289	1:20.776	1:09.506	1:29.007		3:59.289
4	1	3:04.338	50.936	55.476	1:17.926	172.0	14:11.001	2	1	3:36.498	1:02.711	1:06.845	1:26.942	81.7	7:35.787
5	1	3:01.692	50.306	54.520	1:16.866	168.7	17:12.693	3	1	2:55.582	47.806	53.558	1:14.218	182.7	10:31.369
6	1	3:02.155	51.453	54.758	1:15.944	172.5	20:14.848	4	1	2:54.574	47.877	52.558	1:14.139	184.9	13:25.943
7	1	2:59.589	49.697	53.991	1:15.901	163.6	23:14.437	5	1	2:55.368	48.272	53.004	1:14.092	200.4	16:21.311
8	1	2:59.909	49.206	54.583	1:16.120	178.8	26:14.346	6	1	2:57.370	49.559	52.675	1:15.136	186.9	19:18.681
9	1	4:18.064 B	49.862	56.714	2:31.488	171.2	30:32.410	7	1	3:13.760	47.901	52.791	1:33.068	185.2	22:32.441
10	1	3:26.865	1:10.506	56.562	1:19.797		33:59.275	8	1	2:56.541	49.408	52.726	1:14.407	184.9	25:28.982
11	1	3:05.243	50.166	56.702	1:18.375	176.8	37:04.518	9	1	3:05.174 B	48.585	53.001	1:23.588	182.1	28:34.156
12	1	3:06.430	50.610	55.961	1:19.859	177.0	40:10.948	55 1.Caroline GRIFNEE FORD Escort 1600 RS 1972 TC2							
13	1	3:08.306	53.100	55.461	1:19.745	172.5	43:19.254	1	1	4:06.602	1:30.526	1:11.322	1:24.754		4:06.602
14	1	3:14.345	51.223	57.850	1:25.272	156.7	46:33.599	2	1	3:36.604	1:05.515	1:07.203	1:23.886	105.8	7:43.206
15	1	3:08.625	51.253	55.708	1:21.664	155.4	49:42.224	3	1	2:50.293	46.630	52.039	1:11.624	181.8	10:33.499
16	1	3:03.799	50.655	54.693	1:18.451	165.4	52:46.023	4	1	2:52.400	47.602	52.736	1:12.062	192.2	13:25.899
17	1	3:04.852	50.778	55.975	1:18.099	177.0	55:50.875	5	1	2:46.671	45.259	49.943	1:11.469	200.0	16:12.570
18	1	3:06.310	50.926	55.813	1:19.571	166.9	58:57.185	6	1	2:46.383	45.645	49.471	1:11.267	191.2	18:58.953
19	1	3:03.870	51.317	54.669	1:17.884	157.7	1:02:01.055	7	1	2:48.492	45.852	50.355	1:12.285	191.5	21:47.445
20	1	3:06.327	50.944	56.422	1:18.961	176.5	1:05:07.382								



HERITAGE TOURING CUP DIX MILLE TOURS RACE

Sector Analysis

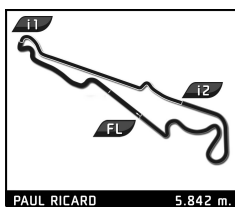
Invalidated Lap

Personal Best

Session Best

B Crossing the finish line in the 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
8	1	2:47.406	45.752	50.808	1:10.846	194.9	24:34.851	18	1	2:56.857	48.840	51.676	1:16.341	195.3	54:58.529
9	1	2:51.738	46.301	51.033	1:14.404	194.9	27:26.589	19	1	2:58.053	48.758	53.003	1:16.292	184.6	57:56.582
10	1	4:07.088	2:05.560	50.338	1:11.190		31:33.677	62 1.Guenther SCHINDLER 2.Albert WEINZIERL BMW 2002 1971 TC2							
11	1	2:52.316	47.862	51.063	1:13.391	190.1	34:25.993								
12	1	2:54.727	48.129	53.004	1:13.594	176.8	37:20.720	1	1	4:13.971	1:41.153	1:11.714	1:21.104		4:13.971
13	1	2:53.766	48.078	51.521	1:14.167	178.2	40:14.486	2	1	3:40.927	1:09.313	1:07.655	1:23.959	96.0	7:54.898
14	1	2:54.622	48.195	51.811	1:14.616	178.2	43:09.108	3	1	2:56.144	47.940	55.243	1:12.961	182.7	10:51.042
15	1	2:58.213	47.212	53.588	1:17.413	183.7	46:07.321	4	1	2:53.869	46.991	52.779	1:14.099	189.1	13:44.911
16	1	2:53.475	49.102	51.131	1:13.242	173.1	49:00.796	5	1	2:52.716	46.926	51.708	1:14.082	191.8	16:37.627
17	1	2:53.754	48.635	51.463	1:13.656	172.8	51:54.550	6	1	3:01.227	57.741	51.518	1:11.968	188.5	19:38.854
18	1	2:53.358	48.162	52.810	1:12.386	180.0	54:47.908	7	1	2:54.228	47.763	52.214	1:14.251	183.1	22:33.082
19	1	2:52.150	48.187	51.198	1:12.765	175.0	57:40.058	8	1	2:58.691	50.733	52.975	1:14.983	184.9	25:31.773
20	1	2:53.947	48.156	52.278	1:13.513	174.2	1:00:34.005	9	1	2:52.630	46.573	52.826	1:13.231	189.1	28:24.403
21	1	2:53.994	48.800	51.571	1:13.623	168.7	1:03:27.999	10	1	2:59.596	47.235	52.771	1:19.590	186.9	31:23.999
58 1.Patrick WILWERT 2.Tom MAILLIET ALFA ROMEO 1750 GTAM 1971 TC2								11	1	4:27.727	2:18.928	53.325	1:15.474		35:51.726
								12	1	2:55.898	47.119	52.972	1:15.807	186.2	38:47.624
1	1	4:34.459	1:51.934	1:15.638	1:26.887		4:34.459	13	1	2:54.123	47.893	52.215	1:14.015	186.2	41:41.747
2	1	3:31.731	57.118	1:11.524	1:23.089	162.4	8:06.190	14	1	2:55.539	47.155	53.414	1:14.970	187.2	44:37.286
3	1	2:57.733	49.008	54.203	1:14.522	169.0	11:03.923	15	1	2:54.566	47.152	52.488	1:14.926	187.2	47:31.852
4	1	2:58.878	49.023	53.777	1:16.078	186.9	14:02.801	16	1	2:56.448	48.466	52.226	1:15.756	180.6	50:28.300
5	1	2:55.490	48.428	53.058	1:14.004	184.9	16:58.291	17	1	2:57.889	49.537	53.517	1:14.835	176.8	53:26.189
6	1	2:54.580	48.152	52.517	1:13.911	184.3	19:52.871	18	1	2:53.579	47.170	51.774	1:14.635	187.2	56:19.768
7	1	2:55.118	47.919	52.330	1:14.869	186.5	22:47.989	19	1	2:56.688	49.362	52.284	1:15.042	170.3	59:16.456
8	1	2:55.840	47.983	52.737	1:15.120	188.8	25:43.829	20	1	2:55.426	47.438	52.665	1:15.323	188.2	1:02:11.882
9	1	2:54.588	48.259	52.451	1:13.878	186.2	28:38.417	21	1	2:55.413	47.605	52.857	1:14.951	188.8	1:05:07.295
10	1	3:04.159	47.991	52.283	1:23.885	184.3	31:42.576	63 1.Jean-Marc BUSSOLINI VOLKSWAGEN Scirocco 1974 TC2							
11	1	4:56.484	2:36.484	58.116	1:21.884		36:39.060								
12	1	3:13.075	53.907	58.799	1:20.369	168.0	39:52.135	1	1	4:12.136	1:40.336	1:11.660	1:20.140		4:12.136
13	1	3:05.574	50.461	55.591	1:19.522	180.3	42:57.709	2	1	3:40.011	1:09.489	1:08.218	1:22.304	94.7	7:52.147
14	1	3:07.686	51.194	56.895	1:19.597	181.8	46:05.395	3	1	2:53.588	48.138	52.306	1:13.144	185.2	10:45.735
15	1	3:09.691	52.488	56.810	1:20.393	177.6	49:15.086	4	1	2:53.861	47.214	52.400	1:14.247	183.1	13:39.596
16	1	3:07.413	52.027	56.872	1:18.514	163.1	52:22.499	5	1	2:54.122	49.103	52.541	1:12.478	184.9	16:33.718
17	1	3:07.061	50.877	56.173	1:20.011	177.9	55:29.560	6	1	2:53.695	47.071	53.850	1:12.774	185.2	19:27.413
18	1	3:09.798	51.302	58.056	1:20.440	167.7	58:39.358	7	1	2:54.478	46.328	55.146	1:13.004	184.6	22:21.891
19	1	3:10.736	52.634	58.420	1:19.682	167.7	1:01:50.094	8	1	2:58.298	46.190	52.025	1:20.083	184.3	25:20.189
20	1	3:08.376	51.371	57.328	1:19.677	179.1	1:04:58.470	9	1	2:53.772	47.307	52.444	1:14.021	187.5	28:13.961
60 1.Yvan MAHE 2.Guillaume MAHE FORD Capri 3100 RS 1975 TC2								10	1	2:54.696	48.466	52.248	1:13.982	181.8	31:08.657
								11	1	2:52.795	46.904	51.928	1:13.963	180.9	34:01.452
1	1	3:51.009	1:12.227	1:06.229	1:32.553		3:51.009	12	1	2:56.346	48.401	53.444	1:14.501	177.9	36:57.798
2	1	3:41.206	1:03.149	1:08.322	1:29.735	96.0	7:32.215	13	1	2:57.459	48.254	53.875	1:15.330	179.1	39:55.257
3	1	2:52.464	47.606	51.122	1:13.736	187.2	10:24.679	14	1	2:58.910	48.623	54.414	1:15.873	172.2	42:54.167
4	1	2:52.797	47.234	51.274	1:14.289	193.5	13:17.476	15	1	3:15.256	49.427	55.353	1:30.476	172.0	46:09.423
5	1	2:49.940	47.219	50.569	1:12.152	197.4	16:07.416	16	1	4:17.334	2:06.921	53.860	1:16.553		50:26.757
6	1	2:50.461	46.510	51.069	1:12.882	202.6	18:57.877	17	1	3:01.145	49.034	54.524	1:17.587	177.6	53:27.902
7	1	2:48.499	46.090	50.297	1:12.112	206.9	21:46.376	18	1	2:57.529	48.476	53.351	1:15.702	172.2	56:25.431
8	1	2:50.570	46.152	52.109	1:12.309	216.9	24:36.946	19	1	3:01.854	49.465	55.110	1:17.279	179.1	59:27.285
9	1	2:51.768	48.117	51.395	1:12.256	198.2	27:28.714	20	1	3:00.808	49.844	54.605	1:16.359	174.2	1:02:28.093
10	1	2:59.258	46.810	51.009	1:21.439	198.2	30:27.972	21	1	3:03.278	49.689	57.440	1:16.149	168.5	1:05:31.371
11	1	4:05.415	1:59.449	51.905	1:14.061		34:33.387	65 1.Jean CLEMENT ALFA ROMEO 1750 GTAM 1970 TC2							
12	1	2:52.841	47.441	51.197	1:14.203	196.4	37:26.228								
13	1	2:51.967	47.644	50.450	1:13.873	195.3	40:18.195	1	1	4:30.048	1:49.694	1:15.975	1:24.379		4:30.048
14	1	2:58.267	48.566	52.607	1:17.094	187.2	43:16.462	2	1	3:35.295	59.841	1:12.213	1:23.241	143.0	8:05.343
15	1	2:56.118	47.937	52.607	1:15.574	198.2	46:12.580	3	1	3:05.931	51.104	56.428	1:18.399	173.9	11:11.274
16	1	2:54.039	48.493	51.122	1:14.424	192.9	49:06.619	4	1	3:06.251	49.978	55.599	1:20.674	187.2	14:17.525
17	1	2:55.053	47.781	52.155	1:15.117	198.2	52:01.672								



HERITAGE TOURING CUP DIX MILLE TOURS RACE

Sector Analysis

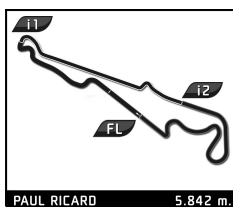
Invalidated Lap

Personal Best

Session Best

B Crossing the finish line in the 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	1	3:05.253	50.337	56.024	1:18.892	186.9	17:22.778	68 1.Francois LEVEQUE 2.Rémi GAMMAL						BMW 3.0 CSL 1974 TC2		
6	1	3:07.051	50.451	55.623	1:20.977	182.7	20:29.829		1	1	4:51.213	2:02.102	1:13.764	1:35.347		4:51.213
7	1	3:04.842	50.485	55.460	1:18.897	172.8	23:34.671		2	1	3:31.173	55.895	1:06.439	1:28.839	141.2	8:22.386
8	1	3:03.596	50.653	54.493	1:18.450	181.2	26:38.267		3	1	3:16.705	53.441	59.803	1:23.461	152.1	11:39.091
9	1	3:06.131	50.804	56.366	1:18.961	172.8	29:44.398		4	1	3:14.062	53.157	58.353	1:22.552	157.9	14:53.153
10	1	3:06.633	50.454	57.108	1:19.071	179.1	32:51.031		5	1	3:11.344	52.628	56.241	1:22.475	165.1	18:04.497
11	1	3:16.611 B	51.479	56.491	1:28.641	175.3	36:07.642		6	1	3:11.817	53.070	56.455	1:22.292	167.2	21:16.314
12	1	4:20.157	2:04.157	56.900	1:19.100		40:27.799		7	1	3:13.205	53.346	57.739	1:22.120	156.1	24:29.519
13	1	3:15.897	50.366	57.583	1:27.948	168.0	43:43.696		8	1	3:21.617	1:00.530	58.126	1:22.961	154.5	27:51.136
14	1	3:08.336	52.629	55.783	1:19.924	162.4	46:52.032		9	1	3:27.053 B	55.767	1:00.199	1:31.087	150.6	31:18.189
15	1	3:07.091	51.724	56.027	1:19.340	166.4	49:59.123		10	1	4:44.020	2:12.683	1:03.336	1:28.001		36:02.209
16	1	3:17.514	52.340	55.516	1:29.658	162.2	53:16.637		11	1	3:20.914	54.814	1:00.690	1:25.410	139.4	39:23.123
17	1	3:07.373	51.420	55.819	1:20.134	184.6	56:24.010		12	1	3:24.403	55.111	1:00.810	1:28.482	145.9	42:47.526
18	1	3:07.986	50.796	58.105	1:19.085	185.6	59:31.996		13	1	3:27.172	55.541	1:01.787	1:29.844	141.7	46:14.698
19	1	3:10.272	51.808	57.809	1:20.655	175.0	1:02:42.268		14	1	3:30.980	57.752	1:03.936	1:29.292	140.6	49:45.678
66									BMW 635 CSi 1983 Group A							
1	1	4:15.716	1:43.340	1:11.684	1:20.692		4:15.716		15	1	3:21.359	55.907	1:00.144	1:25.308	139.2	53:07.037
2	1	3:40.165	1:09.342	1:07.414	1:23.409	99.2	7:55.881		16	1	3:22.293	53.496	1:00.676	1:28.121	154.9	56:29.330
3	1	3:00.481	49.840	54.516	1:16.125	164.9	10:56.362	17	1	3:21.971	54.027	1:00.630	1:27.314	153.2	59:51.301	
4	1	2:55.519	48.413	53.226	1:13.880	184.3	13:51.881	18	1	3:26.711	54.789	1:02.108	1:29.814	149.6	1:03:18.012	
5	1	2:52.790	48.068	51.966	1:12.756	194.2	16:44.671									
6	1	2:53.626	48.614	52.445	1:12.567	188.5	19:38.297	69								
7	1	2:53.566	47.728	52.366	1:13.472	193.5	22:31.863	1.Cécilia DEGAND 2.Sebastien BOULET								
8	1	2:52.651	48.471	51.900	1:12.280	195.3	25:24.514	1	1	4:09.798	1:36.164	1:11.676	1:21.958		4:09.798	
9	1	3:01.224 B	47.271	52.502	1:21.451	192.5	28:25.738	2	1	3:38.477	1:08.966	1:06.864	1:22.647	99.4	7:48.275	
10	1	4:22.176	2:16.298	52.369	1:13.509		32:47.914	3	1	2:53.084	47.237	52.735	1:13.112	178.5	10:41.359	
11	1	2:55.966	48.519	53.575	1:13.872	186.2	35:43.880	4	1	2:50.347	47.080	51.376	1:11.891	191.5	13:31.706	
12	1	2:56.084	48.589	52.679	1:14.816	190.8	38:39.964	5	1	2:50.798	46.310	51.838	1:12.650	196.0	16:22.504	
13	1	2:55.025	47.829	52.615	1:14.581	187.5	41:34.989	6	1	2:50.553	47.775	51.613	1:11.165	191.2	19:13.057	
14	1	3:06.652 B	49.088	54.162	1:23.402	172.8	44:41.641	7	1	2:51.366	47.066	52.117	1:12.183	179.4	22:04.423	
67								BMW M5 Superproduction 1985 INV								
1	1	4:06.989	1:32.340	1:10.472	1:24.177		4:06.989	8	1	2:52.516	47.745	52.550	1:12.221	182.1	24:56.939	
2	1	3:37.475	1:06.123	1:06.921	1:24.431	102.7	7:44.464	9	1	2:51.355	47.972	51.118	1:12.265	184.3	27:48.294	
3	1	2:54.990	49.474	51.857	1:13.659	182.7	10:39.454	10	1	2:50.245	46.879	51.352	1:12.014	194.6	30:38.539	
4	1	2:55.904	48.510	52.926	1:14.468	178.2	13:35.358	11	1	2:57.950 B	47.087	51.681	1:19.182	197.4	33:36.489	
5	1	2:53.761	47.458	51.208	1:15.095	190.8	16:29.119	12	1	5:20.710	2:57.806	1:02.114	1:20.790		38:57.199	
6	1	2:53.391	47.131	52.102	1:14.158	198.2	19:22.510	13	1	3:09.199	50.372	59.093	1:19.734	168.0	42:06.398	
7	1	2:54.292	48.150	51.617	1:14.525	197.1	22:16.802									
8	1	2:51.923	48.085	51.737	1:12.101	177.6	25:08.725	70								
9	1	2:51.209	46.979	52.192	1:12.038	187.8	27:59.934	1.Eric BROUTIN 2.Benjamin de FORTIS								
10	1	2:54.718	47.399	54.063	1:13.256	185.6	30:54.652	1	1	4:10.661	1:39.050	1:11.053	1:20.558		4:10.661	
11	1	3:02.487 B	48.324	52.420	1:21.743	168.0	33:57.139	2	1	3:40.573	1:10.272	1:07.069	1:23.232	97.9	7:51.234	
12	1	4:22.781	2:12.758	53.323	1:16.700		38:19.920	3	1	3:03.369	51.316	54.565	1:17.488	177.6	10:54.603	
13	1	2:58.637	49.223	52.846	1:16.568	185.2	41:18.557	4	1	2:58.818	49.071	52.736	1:17.011	178.8	13:53.421	
14	1	2:58.614	49.425	53.060	1:16.129	188.5	44:17.171	5	1	2:57.639	49.660	52.013	1:15.966	168.5	16:51.060	
15	1	2:57.510	48.554	53.207	1:15.749	194.6	47:14.681	6	1	3:11.780	48.019	1:07.370	1:16.391	168.5	20:02.840	
16	1	2:57.892	48.930	53.034	1:15.928	175.0	50:12.573	7	1	2:57.973	48.756	53.146	1:16.071	170.3	23:00.813	
17	1	3:01.204	48.311	54.104	1:18.789	183.4	53:13.777	8	1	2:56.849	49.086	52.097	1:15.666	164.1	25:57.662	
18	1	3:00.311	49.739	55.383	1:15.189	167.4	56:14.088	9	1	2:56.506	48.475	52.657	1:15.374	168.5	28:54.168	
19	1	2:56.721	48.550	53.018	1:15.153	189.8	59:10.809	10	1	3:08.135 B	49.624	52.955	1:25.556	184.9	32:02.303	
20	1	2:58.667	48.860	54.715	1:15.092	170.3	1:02:09.476	11	1	4:42.998	2:23.039	57.258	1:22.701		36:45.501	
21	1	2:55.701	48.436	52.416	1:14.849	190.1	1:05:05.177	12	1	3:18.250	54.997	58.208	1:25.045	139.0	40:03.551	
</																



HERITAGE TOURING CUP

DIX MILLE TOURS

RACE

Sector Analysis

Invalidated Lap

Personal Best

Session Best

B Crossing the finish line in the 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
18	1	3:08.163	50.697	55.063	1:22.403	163.9	59:10.285	8	1	2:55.333	48.184	53.246	1:13.903	184.9	24:59.185
19	1	3:09.513	51.801	56.807	1:20.905	154.1	1:02:19.798	9	1	18:41.640 B	48.882	56.951	...	186.2	43:40.825
20	1	3:07.522	50.465	57.012	1:20.045	151.3	1:05:27.320								

71		1.Baptiste GUYOT-SIONNES						FORD Mustang 289 1965	TC1
1	1	4:52.646	2:03.311	1:13.621	1:35.714			4:52.646	
2	1	3:32.489	56.477	1:05.768	1:30.244	149.0		8:25.135	
3	1	3:22.170	55.945	1:01.485	1:24.740	151.7		11:47.305	
4	1	3:19.000	54.642	1:00.373	1:23.985	157.9		15:06.305	
5	1	3:17.771	53.723	59.798	1:24.250	163.4		18:24.076	
6	1	3:20.910	54.748	1:00.491	1:25.671	153.4		21:44.986	
7	1	3:24.245	56.959	59.032	1:28.254	164.6		25:09.231	
8	1	3:25.712	59.289	59.279	1:27.144	144.2		28:34.943	
9	1	3:26.134 B	55.913	1:01.104	1:29.117	156.1		32:01.077	
10	1	4:42.588	2:13.445	1:02.158	1:26.985			36:43.665	
11	1	3:33.726	59.778	1:02.376	1:31.572	138.6		40:17.391	
12	1	3:29.996	57.136	1:04.172	1:28.688	146.3		43:47.387	
13	1	3:24.577	55.221	1:01.282	1:28.074	157.2		47:11.964	
14	1	3:25.925	57.203	1:01.095	1:27.627	161.4		50:37.889	
15	1	3:26.208	56.275	1:01.983	1:27.950	162.2		54:04.097	
16	1	3:23.601	56.444	1:01.399	1:25.758	154.3		57:27.698	
17	1	3:23.953	54.961	1:02.517	1:26.475	169.8		1:00:51.651	
18	1	3:32.952	57.140	1:04.827	1:30.985	151.9		1:04:24.603	

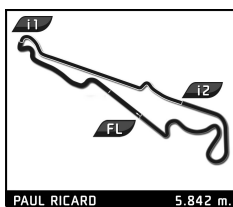
73		FORD Escort 1600 RS 1974						
		1.Bertrand ROUCHAUD					TC2	
		2.Vincent NEURRISSE						
1	1	4:34.990	1:53.206	1:14.800	1:26.984		4:34.990	
2	1	3:33.498	57.308	1:11.539	1:24.651	154.1	8:08.488	
3	1	3:04.307	50.804	55.718	1:17.785	173.1	11:12.795	
4	1	3:01.608	49.989	55.108	1:16.511	193.5	14:14.403	
5	1	2:59.525	49.078	53.959	1:16.488	189.8	17:13.928	
6	1	2:59.394	49.735	53.502	1:16.157	178.8	20:13.322	
7	1	2:54.114	46.893	51.520	1:15.701	178.5	23:07.436	
8	1	3:00.365	48.977	54.963	1:16.425	176.8	26:07.801	
9	1	3:07.375 B	48.972	53.858	1:24.545	189.8	29:15.176	
10	1	4:37.022	2:25.686	54.859	1:16.477		33:52.198	
11	1	3:04.139	50.135	56.361	1:17.643	190.1	36:56.337	
12	1	3:08.250	50.356	56.619	1:21.275	176.5	40:04.587	
13	1	3:07.692	51.102	55.363	1:21.227	172.0	43:12.279	
14	1	3:08.898	51.279	57.216	1:20.403	192.2	46:21.177	
15	1	3:08.518	51.717	56.985	1:19.816	191.5	49:29.695	
16	1	3:10.453	52.992	57.008	1:20.453	180.3	52:40.148	
17	1	3:10.454	50.837	56.542	1:23.075	184.3	55:50.602	
18	1	3:06.456	50.095	55.672	1:20.689	176.2	58:57.058	
19	1	3:12.333	53.907	55.121	1:23.305	180.6	1:02:09.391	
20	1	3:10.665	53.244	56.146	1:21.275	172.8	1:05:20.056	

78	1. Philipp BRUNN		BMW 2002 TI 1971				
	2. Siegfried BRUNN		TC2				
1	1	4:07.193	1:32.622	1:10.746	1:23.825		4:07.193
2	1	3:37.464	1:07.216	1:06.759	1:23.489	103.0	7:44.657
3	1	2:53.523	47.976	52.848	1:12.699	180.9	10:38.180
4	1	2:50.858	48.016	51.251	1:11.591	184.9	13:29.038
5	1	2:52.968	47.822	52.628	1:12.518	185.6	16:22.006
6	1	2:50.227	47.471	51.346	1:11.410	188.2	19:12.233
7	1	2:51.619	47.265	52.022	1:12.332	178.5	22:03.852

81		FORD Escort 1600 RS 1975						
		1.Guillaume MAHE					TC2	
		2.Eric SECHAUD						
1	1	3:52.359	1:13.906	1:06.684	1:31.769		3:52.359	
2	1	3:40.085	1:03.415	1:07.486	1:29.184	95.6	7:32.444	
3	1	2:54.822	48.599	51.958	1:14.265	176.2	10:27.266	
4	1	2:53.411	48.138	51.978	1:13.295	188.8	13:20.677	
5	1	2:54.685	47.921	51.715	1:15.049	193.5	16:15.362	
6	1	2:54.008	47.770	52.671	1:13.567	190.8	19:09.370	
7	1	2:53.375	48.210	52.034	1:13.131	188.8	22:02.745	
8	1	2:55.816	48.557	53.123	1:14.136	188.2	24:58.561	
9	1	2:55.090	49.118	52.265	1:13.707	186.5	27:53.651	
10	1	2:54.513	48.783	52.582	1:13.148	192.5	30:48.164	
11	1	3:05.985 B	47.973	52.427	1:25.585	197.8	33:54.149	
12	1	4:08.656	1:59.960	52.936	1:15.760		38:02.805	
13	1	2:59.990	49.157	53.267	1:17.566	184.0	41:02.795	
14	1	3:02.056	49.695	52.817	1:19.544	183.4	44:04.851	
15	1	3:04.043	51.285	54.271	1:18.487	169.5	47:08.894	
16	1	3:01.183	49.791	53.478	1:17.914	179.1	50:10.077	
17	1	3:03.028	49.129	54.383	1:19.516	186.2	53:13.105	
18	1	3:05.860	51.252	55.779	1:18.829	170.1	56:18.965	
19	1	3:03.264	51.227	53.813	1:18.224	162.7	59:22.229	
20	1	3:04.745	50.579	56.036	1:18.130	180.6	1:02:26.974	
21	1	3:09.039	51.444	57.470	1:20.125	172.2	1:05:36.013	

85		FORD Escort 1600 RS 1972					
		1.Raphaël de BORMAN					TC2
		2.Nigel GREENSALL					
1	1	3:54.526	1:16.686	1:07.830	1:30.010		3:54.526
2	1	3:39.444	1:02.939	1:08.551	1:27.954	100.9	7:33.970
3	1	2:55.964	47.460	52.942	1:15.562	187.8	10:29.934
4	1	2:53.356	47.407	52.289	1:13.660	201.5	13:23.290
5	1	2:53.952	47.562	52.493	1:13.897	192.9	16:17.242
6	1	2:53.875	47.745	52.712	1:13.418	182.1	19:11.117
7	1	2:55.166	48.234	53.431	1:13.501	173.9	22:06.283
8	1	2:53.842	47.498	52.222	1:14.122	178.8	25:00.125
9	1	2:53.997	48.793	51.976	1:13.228	177.0	27:54.122
10	1	2:56.323	49.934	52.912	1:13.477	185.2	30:50.445
11	1	3:05.114 B	47.906	53.312	1:23.896	195.7	33:55.559
12	1	4:20.216	2:08.990	54.412	1:16.814		38:15.775
13	1	2:57.443	48.969	52.371	1:16.103	179.4	41:13.218
14	1	2:58.358	48.134	53.087	1:17.137	173.6	44:11.576
15	1	2:59.324	48.013	53.565	1:17.746	177.3	47:10.900
16	1	3:00.068	48.959	53.477	1:17.632	173.1	50:10.968
17	1	2:57.712	48.646	53.145	1:15.921	169.8	53:08.680
18	1	2:57.613	47.698	52.991	1:16.924	175.0	56:06.293
19	1	2:59.437	48.420	53.704	1:17.313	168.2	59:05.730
20	1	2:59.507	48.752	53.548	1:17.207	179.4	1:02:05.237
21	1	2:58.890	48.202	53.586	1:17.102	176.5	1:05:04.127

86		1.Sebastian GLASER					ALFA ROMEO 1750 GTAM 1971		TC2
1	1	4:27.148	1:48.137	1:16.372	1:22.639			4:27.148	
2	1	3:35.150	1:01.798	1:12.106	1:21.246	137.2		8:02.298	
3	1	2:55.806	49.487	52.931	1:13.388	174.5		10:58.104	
4	1	2:54.982	47.197	54.079	1:13.706	184.6		13:53.086	



HERITAGE TOURING CUP DIX MILLE TOURS RACE

Sector Analysis

Invalidated Lap Personal Best Session Best Crossing the finish line in the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed
5	1	2:53.828	47.541	53.108	1:13.179	183.7	16:46.914	4	1	2:56.659	48.580	53.929	1:14.150	170.1	13:35.559
6	1	2:54.036	47.740	53.339	1:12.957	181.2	19:40.950	5	1	2:53.344	47.897	51.242	1:14.205	177.0	16:28.903
7	1	2:53.250	47.227	52.816	1:13.207	182.1	22:34.200	6	1	2:54.502	47.568	52.516	1:14.418	177.0	19:23.405
8	1	2:58.325	50.019	53.256	1:15.050	181.5	25:32.525	7	1	2:53.921	48.673	51.691	1:13.557	179.7	22:17.326
9	1	3:05.974	48.032	54.040	1:23.902	181.2	28:38.499	8	1	2:53.839	48.036	52.399	1:13.404	178.2	25:11.165
10	1	4:06.830	1:59.801	53.309	1:13.720		32:45.329	9	1	2:58.439	46.133	52.619	1:19.687	182.4	28:09.604
11	1	2:59.457	48.246	55.815	1:15.396	180.0	35:44.786	10	1	4:04.637	2:00.176	51.478	1:12.983		32:14.241
12	1	2:56.205	48.459	53.526	1:14.220	181.5	38:40.991	11	1	2:52.170	47.218	51.300	1:13.652	182.1	35:06.411
13	1	2:57.548	48.299	54.028	1:15.221	181.8	41:38.539	12	1	2:52.487	47.184	51.849	1:13.454	174.2	37:58.898
14	1	2:58.648	48.158	54.963	1:15.527	181.2	44:37.187	13	1	2:52.629	46.955	51.650	1:14.024	189.8	40:51.527
15	1	3:02.791	49.372	56.366	1:17.053	170.9	47:39.978	14	1	2:54.719	47.415	52.054	1:15.250	177.0	43:46.246
16	1	2:59.750	49.139	54.808	1:15.803	175.6	50:39.728	15	1	2:58.991	50.167	53.172	1:15.652	162.7	46:45.237
17	1	3:00.989	49.916	54.880	1:16.193	177.9	53:40.717	16	1	2:55.603	47.996	51.979	1:15.628	175.3	49:40.840
18	1	3:03.192	49.642	54.460	1:19.090	175.6	56:43.909	17	1	2:55.533	48.429	52.498	1:14.606	167.7	52:36.373
19	1	3:03.611	49.872	55.281	1:18.458	174.8	59:47.520	18	1	2:56.580	48.228	52.683	1:15.669	174.8	55:32.953
20	1	3:02.904	48.810	57.425	1:16.669	181.8	1:02:50.424	19	1	2:56.751	48.676	53.130	1:14.945	169.3	58:29.704
								20	1	2:58.048	48.527	53.722	1:15.799	175.0	1:01:27.752
								21	1	3:01.386	50.385	55.025	1:15.976	180.3	1:04:29.138

89

1.Franco MEINERS

FORD Escort 1600 RS 1975
TC2

1	1	4:01.174	1:23.816	1:10.368	1:26.990		4:01.174
2	1	3:36.259	1:03.717	1:06.966	1:25.576	93.4	7:37.433
3	1	2:53.414	48.289	52.474	1:12.651	189.5	10:30.847
4	1	2:51.067	46.678	52.473	1:11.916	189.8	13:21.914
5	1	2:47.612	46.711	50.195	1:10.706	200.4	16:09.526
6	1	2:49.789	46.398	50.744	1:12.647	189.8	18:59.315
7	1	2:48.816	45.896	50.661	1:12.259	187.8	21:48.131
8	1	2:49.762	47.910	51.134	1:10.718	187.5	24:37.893
9	1	2:50.662	46.750	50.306	1:13.606	192.2	27:28.555
10	1	4:08.745	2:05.186	51.677	1:11.882		31:37.300

92

1.Jean-Claude BASSO
2.Ronald BASSO

BMW 3.0 CSL 1972
TC2

1	1	5:21.817	3:10.067	54.831	1:16.919		5:21.817
2	1	3:04.674	50.727	55.694	1:18.253	165.6	8:26.491
3	1	3:04.938	51.946	57.265	1:15.727	155.6	11:31.429
4	1	2:59.119	49.257	53.497	1:16.365	180.9	14:30.548
5	1	2:58.731	49.477	53.228	1:16.026	168.5	17:29.279
6	1	2:58.813	48.617	53.204	1:16.992	180.0	20:28.092
7	1	3:00.217	49.212	55.754	1:15.251	176.5	23:28.309
8	1	2:59.365	49.720	54.164	1:15.481	184.6	26:27.674
9	1	3:00.219	49.326	54.469	1:16.424	178.8	29:27.893
10	1	3:14.060	49.639	54.888	1:29.533	172.5	32:41.953
11	1	4:46.176	2:30.510	56.479	1:19.187		37:28.129
12	1	3:03.530	50.451	54.646	1:18.433	180.6	40:31.659
13	1	3:11.590	51.465	58.653	1:21.472	160.0	43:43.249
14	1	3:13.315	52.500	1:01.087	1:19.728	167.4	46:56.564
15	1	3:09.824	52.030	56.481	1:21.313	166.4	50:06.388
16	1	3:05.764	51.030	55.384	1:19.350	171.7	53:12.152
17	1	3:05.461	50.253	55.910	1:19.298	173.4	56:17.613
18	1	3:07.073	51.728	56.902	1:18.443	157.7	59:24.686
19	1	3:12.942	51.962	1:00.172	1:20.808	167.2	1:02:37.628

112

1.Anthony SCHRAUWEN

BMW 635 CSi 1985
Group A

1	1	4:05.940	1:31.475	1:10.267	1:24.198		4:05.940
2	1	3:37.279	1:05.228	1:06.969	1:25.082	105.9	7:43.219
3	1	2:55.681	48.162	52.587	1:14.932	169.5	10:38.900

116

1.Steve DANCE

FORD Capri 3100 RS 1975
TC2

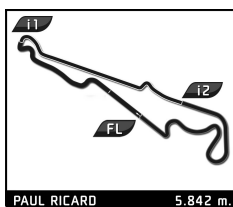
1	1	3:46.859	1:03.369	1:09.249	1:34.241		3:46.859
2	1	3:41.011	1:01.525	1:10.194	1:29.292	109.2	7:27.870
3	1	2:44.000	44.324	49.378	1:10.298	185.6	10:11.870
4	1	2:47.880	45.728	50.205	1:11.947	182.1	12:59.750
5	1	2:45.909	46.142	49.068	1:10.699	187.2	15:45.659
6	1	2:45.553	44.995	49.867	1:10.691	189.1	18:31.212
7	1	2:45.917	44.727	50.781	1:10.409	204.5	21:17.129
8	1	2:43.696	45.092	48.665	1:09.939	192.2	24:00.825
9	1	2:44.292	45.395	49.036	1:09.861	194.2	26:45.117
10	1	2:53.882	45.504	50.775	1:17.603	194.9	29:38.999
11	1	4:04.330	2:02.606	50.339	1:11.385		33:43.329
12	1	2:50.188	45.851	51.405	1:12.932	184.9	36:33.517
13	1	2:52.117	47.693	50.688	1:13.736	202.2	39:25.634
14	1	2:57.335	47.898	53.428	1:16.009	166.9	42:22.969
15	1	2:54.925	48.143	51.798	1:14.984	185.6	45:17.894
16	1	2:52.143	47.678	51.019	1:13.446	186.2	48:10.037
17	1	2:52.451	48.221	51.190	1:13.040	188.5	51:02.488
18	1	2:52.686	47.053	51.079	1:14.554	186.2	53:55.174
19	1	2:52.261	47.159	51.070	1:14.032	189.8	56:47.435
20	1	2:56.110	49.582	52.259	1:14.269	172.5	59:43.545
21	1	2:54.061	47.850	51.698	1:14.513	181.2	1:02:37.606

117

1.Alain PAGES

FORD Escort 1600 RS 1975
TC2

1	1	4:10.203	1:38.505	1:11.397	1:20.301		4:10.203
2	1	3:40.436	1:09.789	1:07.134	1:23.513	98.0	7:50.639
3	1	2:55.149	47.585	52.722	1:14.842	177.0	10:45.788
4	1	2:53.980	48.563	52.129	1:13.288	190.5	13:39.768
5	1	2:52.628	47.966	52.091	1:12.571	186.9	16:32.396
6	1	2:54.235	48.939	53.446	1:11.850	185.9	19:26.631
7	1	2:52.723	46.592	54.462	1:11.669	192.9	22:19.354
8	1	2:52.419	46.982	51.661	1:13.776	185.9	25:11.773
9	1	2:52.868	48.058	51.717	1:13.093	169.0	28:04.641
10	1	2:55.717	46.919	54.439	1:14.359	194.9	31:00.358
11	1	3:05.239	48.102	52.933	1:24.204	185.2	34:05.597
12	1	4:09.790	2:01.234	52.996	1:15.560		38:15.387



HERITAGE TOURING CUP DIX MILLE TOURS RACE

Sector Analysis

— Invalidated Lap ■ Personal Best ■ Session Best B Crossing the finish line in the 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
13	1	2:53.397	47.674	52.020	1:13.703	178.2	41:08.784	10	1	4:36.711 B	45.261	50.091	3:01.359	200.0	31:26.684
14	1	2:54.614	47.136	52.009	1:15.469	176.5	44:03.398	11	1	3:06.300	1:05.641	49.280	1:11.379		34:32.984
15	1	2:54.446	47.683	51.688	1:15.075	188.8	46:57.844	12	1	2:47.394	45.466	49.323	1:12.605	216.4	37:20.378
16	1	2:57.006	48.382	53.169	1:15.455	166.4	49:54.850	13	1	2:45.660	44.988	48.401	1:12.271	205.7	40:06.038
17	1	2:55.213	47.897	52.322	1:14.994	180.9	52:50.063	14	1	2:50.263	48.652	48.571	1:13.040	173.6	42:56.301
18	1	2:54.309	48.256	52.055	1:13.998	181.8	55:44.372	15	1	2:51.557	47.864	51.257	1:12.436	189.5	45:47.858
19	1	2:56.300	48.730	52.842	1:14.728	175.6	58:40.672	16	1	2:48.041	45.777	50.397	1:11.867	195.3	48:35.899
20	1	2:56.409	49.260	52.714	1:14.435	154.3	1:01:37.081	17	1	2:45.851	45.678	48.863	1:11.310	196.0	51:21.750
21	1	2:54.561	48.250	52.188	1:14.123	185.9	1:04:31.642	18	1	2:47.771	46.105	48.811	1:12.855	204.9	54:09.521
								19	1	2:45.745	46.833	48.577	1:10.335	208.1	56:55.266
								20	1	2:48.452	45.452	49.542	1:13.458	211.8	59:43.718
								21	1	2:48.275	45.317	50.581	1:12.377	186.2	1:02:31.993

120 BMW 3.0 CSL 1972 TC2							
1.Christian DUMOLIN							
2.Pierre-Alain THIBAUT							
1	1	3:54.456	1:17.728	1:08.214	1:28.514		3:54.456
2	1	3:40.246	1:03.657	1:08.538	1:28.051	101.8	7:34.702
3	1	2:49.730	47.359	50.909	1:11.462	189.1	10:24.432
4	1	2:46.966	45.888	51.552	1:09.526	204.2	13:11.398
5	1	2:44.965	45.974	48.820	1:10.171	205.3	15:56.363
6	1	2:44.411	45.587	50.000	1:08.824	203.8	18:40.774
7	1	2:44.331	45.558	49.624	1:09.149	200.4	21:25.105
8	1	2:42.819	45.294	48.784	1:08.741	198.9	24:07.924
9	1	2:43.653	45.046	48.929	1:09.678	199.6	26:51.577
10	1	3:49.584	48.044	1:51.391	1:10.149	198.5	30:41.161
11	1	3:48.314 B	46.523	50.757	2:11.034	188.2	34:29.475

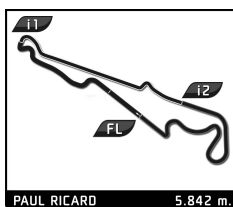
121 FORD Capri 3100 RS 1974 TC2							
1.John DOE							
1	1	4:33.431	1:51.046	1:15.835	1:26.550		4:33.431
2	1	3:51.937	57.260	1:23.365	1:31.312	170.6	8:25.368
3	1	3:01.189	50.736	54.437	1:16.016	176.5	11:26.557
4	1	3:00.297	48.743	54.315	1:17.239	183.7	14:26.854
5	1	3:00.204	49.078	54.365	1:16.761	178.5	17:27.058
6	1	3:00.387	48.368	53.746	1:18.273	184.3	20:27.445
7	1	3:05.641	50.435	53.767	1:21.439	164.6	23:33.086
8	1	2:58.730	48.722	53.249	1:16.759	181.8	26:31.816
9	1	3:13.267 B	49.240	54.202	1:29.825	182.1	29:45.083
10	1	4:28.058	2:14.251	55.950	1:17.857		34:13.141
11	1	3:04.553	50.111	55.622	1:18.820	174.5	37:17.694
12	1	3:07.456	50.528	56.287	1:20.641	173.6	40:25.150
13	1	3:08.704	50.603	57.139	1:20.962	179.7	43:33.854
14	1	3:14.035	53.078	57.337	1:23.620	166.9	46:47.889
15	1	3:10.356	52.115	56.950	1:21.291	175.3	49:58.245
16	1	3:32.537	50.834	55.566	1:46.137	180.0	53:30.782
17	1	3:13.136	51.733	57.493	1:23.910	173.1	56:43.918
18	1	3:19.737	52.090	1:00.193	1:27.454	169.8	1:00:03.655
19	1	3:13.237	53.464	57.010	1:22.763	165.6	1:03:16.892

130 FORD Capri 3100 RS Cologne 1974 TC2							
1.Zak BROWN							
2.Richard DEAN							
1	1	3:49.536	1:09.344	1:06.887	1:33.305		3:49.536
2	1	3:41.258	1:01.988	1:09.380	1:29.890	111.7	7:30.794
3	1	2:52.228	47.059	51.868	1:13.301	181.2	10:23.022
4	1	2:46.933	46.402	50.016	1:10.515	191.2	13:09.955
5	1	2:43.805	45.001	48.831	1:09.973	194.6	15:53.760
6	1	2:43.002	44.471	48.682	1:09.849	199.3	18:36.762
7	1	2:45.948	44.940	51.636	1:09.372	189.8	21:22.710
8	1	2:44.411	44.823	49.570	1:10.018	200.0	24:07.121
9	1	2:42.852	44.598	49.049	1:09.205	208.1	26:49.973

155 BMW 2002 1975 TC2							
1.Charles VEILLARD							
1	1	4:36.546	1:54.390	1:14.703	1:27.453		4:36.546
2	1	3:33.316	56.509	1:11.392	1:25.415	145.9	8:09.862
3	1	3:03.712	50.253	55.736	1:17.723	182.1	11:13.574
4	1	3:02.260	49.963	54.614	1:17.683	188.2	14:15.834
5	1	3:01.789	49.363	53.843	1:18.583	193.9	17:17.623
6	1	3:02.279	49.941	55.083	1:17.255	184.0	20:19.902
7	1	3:01.003	49.886	54.474	1:16.643	168.5	23:20.905
8	1	3:01.774	49.013	55.645	1:17.116	196.0	26:22.679
9	1	3:01.638	49.356	55.266	1:17.016	193.5	29:24.317
10	1	4:34.954 B	49.552	54.794	2:50.608	184.6	33:59.271
11	1	3:31.460	1:13.923	56.859	1:20.678		37:30.731
12	1	3:07.058	49.878	56.714	1:20.466	182.1	40:37.789

164 FORD Escort 1600 RS 1974 TC2							
1.Jean-Marc MERLIN							
1	1	4:05.103	1:29.774	1:10.047	1:25.282		4:05.103
2	1	3:36.206	1:05.237	1:06.474	1:24.495	101.2	7:41.309
3	1	2:56.839	48.646	53.640	1:14.553	172.0	10:38.148
4	1	2:55.916	48.784	52.298	1:14.834	175.0	13:34.064
5	1	2:54.259	47.645	51.906	1:14.708	195.7	16:28.323
6	1	2:53.377	47.401	52.388	1:13.588	184.0	19:21.700
7	1	2:54.435	47.830	52.416	1:14.189	190.1	22:16.135
8	1	2:54.980	47.640	53.394	1:13.946	190.8	25:11.115
9	1	3:10.134 B	48.479	53.950	1:27.705	169.5	28:21.249

635 BMW 635 CSi 1984 Group A							
1.Johannes SCHOUTEN							
1	1	4:03.843	1:28.756	1:09.541	1:25.546		4:03.843
2	1	3:37.255	1:05.267	1:06.202	1:25.786	117.3	7:41.098
3	1	2:52.495	48.293	50.685	1:13.517	187.5	10:33.593
4	1	2:53.417	48.466	53.057	1:11.894	181.8	13:27.010
5	1	3:03.092	46.826	1:03.853	1:12.413	204.2	16:30.102
6	1	2:53.077	46.980	52.685	1:13.412	191.5	19:23.179
7	1	2:49.243	46.717	51.238	1:11.288	202.2	22:12.422
8	1	2:46.829	45.224	50.142	1:11.463	200.7	24:59.251
9	1	2:49.047	47.135	50.565	1:11.347	201.5	27:48.298
10	1	2:58.884 B	46.292	51.410	1:21.182	196.4	30:47.182
11	1	4:10.450	2:06.705	51.503	1:12.242		34:57.632
12	1	3:15.230	45.579	1:16.541	1:13.110	201.1	38:12.862
13	1	2:53.946	46.850	51.443	1:15.653	194.9	41:06.808
14	1	2:58.287	47.033	52.323	1:18.931	186.9	44:05.095
15	1	2:56.755	47.919	52.376	1:16.460	190.8	47:01.850



HERITAGE TOURING CUP DIX MILLE TOURS RACE

Sector Analysis

— Invalidated Lap
 ■ Personal Best
 ■ Session Best
 ■ Crossing the finish line in the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed
16	1	2:56.960	47.415	53.198	1:16.347	193.9	49:58.810								
17	1	2:52.938	47.019	52.050	1:13.869	198.9	52:51.748								
18	1	2:55.563	48.009	53.101	1:14.453	185.6	55:47.311								
19	1	2:54.602	48.722	52.442	1:13.438	168.7	58:41.913								
20	1	2:58.474	49.568	53.681	1:15.225	163.1	1:01:40.387								
21	1	2:55.796	47.288	53.285	1:15.223	191.2	1:04:36.183								