

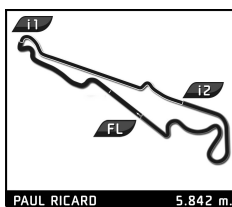
# HERITAGE TOURING CUP

## DIX MILLE TOURS

### QUALIFYING

### Sector Analysis

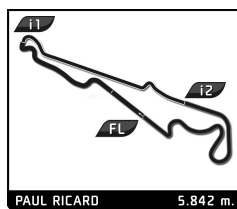
											Personal Best		Session Best		B Crossing the finish line in pit lane			
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed			
<b>2</b>	BMW 635 CSI Gr. 2 1980							TC2										
	1. Frank JACOB																	
	1	1	4:58.739	B	2:14.106	49.156	1:55.477	4:58.739	5	1	3:01.695	1:03.971	48.691	1:09.033	15:46.937			
	2	1	2:57.116	1:01.843	45.768	1:09.505	7:55.855	6	1	2:40.692	44.715	47.994	1:07.983	187.2	18:27.629			
	3	1	2:36.738	42.823	46.458	1:07.457	196.7	10:32.593	7	1	2:39.228	44.074	47.695	1:07.459	190.1	21:06.857		
	4	1	26:28.390	B	42.991	55.184	...	199.3	37:00.983	8	1	2:43.916	47.211	47.936	1:08.769	191.2	23:50.773	
5	1	2:59.591	1:06.331	46.517	1:06.743		40:00.574	9	1	2:39.080	44.163	47.440	1:07.477	190.1	26:29.853			
10	1	2:39.241	43.555	47.368	1:08.318	190.5	29:09.094	10	1	2:39.241	43.555	47.368	1:08.318	190.5	29:09.094			
11	1	10:41.773	B	45.289	48.911	9:07.573	177.3	39:50.867	11	1	10:41.773	B	45.289	48.911	9:07.573	177.3	39:50.867	
<b>6</b>	BMW 635 CSI 1983							Group A										
	1. Jean-Lou RIHON																	
	2. Nick PADMORE																	
	1	1	3:01.656	1:06.476	47.882	1:07.298	3:01.656	1	1	4:17.727	2:11.176	54.932	1:11.619	4:17.727				
	2	1	2:31.066	41.830	45.417	1:03.819	192.9	5:32.722	2	1	2:40.440	44.055	48.656	1:07.729	186.2	6:58.167		
	3	1	2:30.981	41.445	45.151	1:04.385	195.3	8:03.703	3	1	2:39.266	43.496	48.131	1:07.639	189.8	9:37.433		
	4	1	2:41.684	44.860	49.556	1:07.268	193.5	10:45.387	4	1	2:38.961	44.294	47.683	1:06.984	183.7	12:16.394		
	5	1	2:47.920	B	42.251	48.226	1:17.443	196.0	13:33.307	5	1	2:36.994	43.731	47.527	1:05.736	194.9	14:53.388	
	6	1	4:33.456	2:34.823	48.761	1:09.872	18:06.763	6	1	3:21.193	B	50.794	59.907	1:30.492	178.5	18:14.581		
	7	1	2:43.037	46.400	49.023	1:07.614	171.7	20:49.800	7	2	8:59.499	7:07.280	46.577	1:05.642	27:14.080			
	8	1	2:35.687	43.165	46.407	1:06.115	191.8	23:25.487	8	2	2:33.610	42.743	45.942	1:04.925	196.7	29:47.690		
	9	1	2:36.638	42.653	46.718	1:07.267	195.3	26:02.125	9	2	2:44.814	B	41.418	50.489	1:12.907	197.8	32:32.504	
	10	1	2:38.373	43.760	46.756	1:07.857	196.0	28:40.498	10	2	8:01.774	B	5:53.503	47.067	1:21.204	40:34.278		
	11	1	2:45.356	43.517	52.445	1:09.394	197.1	31:25.854	11	1	3:31.142	1:28.389	53.461	1:09.292	3:31.142			
	12	1	2:36.205	42.715	47.342	1:06.148	194.9	34:02.059	12	1	2:33.323	41.904	43.318	1:08.101	204.5	6:04.465		
13	1	2:35.717	42.447	47.179	1:06.091	194.9	36:37.776	13	1	2:33.573	43.034	45.862	1:04.677	197.1	8:38.038			
14	1	2:34.693	42.988	46.403	1:05.302	195.7	39:12.469	14	1	2:32.524	42.024	45.470	1:05.030	201.9	11:10.562			
15	1	2:35.522	42.386	46.202	1:06.934	196.0	41:47.991	15	1	2:42.873	B	43.011	43.095	1:16.767	198.2	13:53.435		
<b>8</b>	FORD Escort 1600 RS 1974							TC2										
	1. Xavier GALANT																	
	2. Vincent NEURISSE																	
	1	1	4:21.717	1:58.659	1:03.559	1:19.499	4:21.717	1	1	3:31.142	1:28.389	53.461	1:09.292	3:31.142				
	2	1	2:50.818	49.112	51.655	1:10.051	148.4	7:12.535	2	1	2:33.323	41.904	43.318	1:08.101	204.5	6:04.465		
	3	1	2:41.153	44.911	48.247	1:07.995	182.1	9:53.688	3	1	2:32.573	43.034	45.862	1:04.677	197.1	8:38.038		
	4	1	2:39.628	44.326	47.726	1:07.576	187.8	12:33.316	4	1	2:32.524	42.024	45.470	1:05.030	201.9	11:10.562		
	5	1	2:56.016	B	47.081	48.887	1:20.048	182.4	15:29.332	5	1	2:42.873	B	43.011	43.095	1:16.767	198.2	13:53.435
6	1	11:34.287	9:36.721	49.274	1:08.292	27:03.619	6	1	6:12.202	4:14.021	49.421	1:08.760	20:05.637					
7	1	4:34.685	B	45.385	1:33.427	2:15.873	181.2	31:38.304	7	1	2:32.247	41.964	46.019	1:04.264	202.2	22:37.884		
8	1	2:32.507	41.883	45.777	1:04.847	202.6	25:10.391	8	1	2:32.507	41.883	45.777	1:04.847	202.6	25:10.391			
9	1	2:32.815	42.625	45.597	1:04.593	192.5	27:43.206	9	1	2:32.815	42.625	45.597	1:04.593	192.5	27:43.206			
10	1	3:02.680	B	46.475	56.708	1:19.497	181.8	30:45.886	10	1	3:02.680	B	46.475	56.708	1:19.497	181.8	30:45.886	
<b>15</b>	BMW 3.0 CSI 1974							TC1										
	1. Gérard LASCAUX																	
	2. Xavier LASCAUX																	
	1	1	4:30.768	2:15.595	55.294	1:19.879	4:30.768	1	1	4:30.768	2:15.595	55.294	1:19.879	4:30.768				
	2	1	2:56.922	49.205	54.250	1:13.467	171.4	7:27.690	2	1	2:56.922	49.205	54.250	1:13.467	171.4	7:27.690		
	3	1	2:55.553	48.911	53.042	1:13.600	163.1	10:23.243	3	1	2:55.553	48.911	53.042	1:13.600	163.1	10:23.243		
	4	1	2:56.335	50.397	52.298	1:13.640	168.5	13:19.578	4	1	2:56.335	50.397	52.298	1:13.640	168.5	13:19.578		
	5	1	2:56.629	49.703	53.131	1:13.795	166.2	16:16.207	5	1	2:56.629	49.703	53.131	1:13.795	166.2	16:16.207		
	6	1	2:56.148	48.798	54.308	1:13.042	172.8	19:12.355	6	1	2:56.148	48.798	54.308	1:13.042	172.8	19:12.355		
	7	1	3:21.847	B	53.512	57.410	1:30.925	166.2	22:34.202	7	1	3:21.847	B	53.512	57.410	1:30.925	166.2	22:34.202
	8	2	4:51.532	2:37.292	55.579	1:18.661	27:25.734	8	2	4:51.532	2:37.292	55.579	1:18.661	27:25.734				
	9	2	3:05.700	52.156	55.415	1:18.129	30:31.434	9	2	3:05.700	52.156	55.415	1:18.129	30:31.434				
	10	2	3:21.781	50.428	1:13.525	1:17.828	171.2	33:53.215	10	2	3:21.781	50.428	1:13.525	1:17.828	171.2	33:53.215		
	11	2	2:58.826	49.460	54.915	1:14.451	36:52.041	11	2	2:58.826	49.460	54.915	1:14.451	36:52.041				
12	2	2:55.603	48.393	53.635	1:13.575	170.3	39:47.644	12	2	2:55.603	48.393	53.635	1:13.575	170.3	39:47.644			
13	2	3:21.618	48.572	53.500	1:39.546	43:09.262	13	2	3:21.618	48.572	53.500	1:39.546	43:09.262					
<b>16</b>	FORD Escort 1600 RS 1975							TC2										
	1. Damien KOHLER																	
	2. Jean-Jacques RENAULT																	
	1	1	2:47.360	53.638	48.162	1:05.560	2:47.360	1	1	2:47.360	53.638	48.162	1:05.560	2:47.360				
	2	1	2:32.514	42.093	45.384	1:05.037	205.3	5:19.874	2	1	2:32.514	42.093	45.384	1:05.037	205.3	5:19.874		
	3	1	2:35.175	42.393	45.972	1:06.810	201.5	7:55.049	3	1	2:35.175	42.393	45.972	1:06.810	201.5	7:55.049		
4	1	2:50.187	B	43.078	46.096	1:21.013	198.2	10:45.236	4	1	2:50.187	B	43.078	46.096	1:21.013	198.2	10:45.236	
5	1	4:38.401	2:44.651	47.360	1:06.390	15:23.637	5	1	4:38.401	2:44.651	47.360	1:06.390	15:23.637					



# HERITAGE TOURING CUP DIX MILLE TOURS QUALIFYING

## Sector Analysis

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed							
6	1	2:52.730	B 43.885	47.219	1:21.626	194.6	18:16.367	12	1	2:34.762			1:05.740	196.7	37:51.435							
7	2	6:28.997	4:32.256	49.538	1:07.203		24:45.364	<b>23</b>	BMW 635 CSI 1985													
8	2	3:01.084	B 48.146	51.780	1:21.158	187.2	27:46.448	1	Robert BOOS						Group A							
9	2	5:54.532	B 3:43.880	51.381	1:19.271		33:40.980	2	François JAKUBOWSKI													
<b>17</b> FORD Escort 1600 RS 1971								<b>23</b> BMW 635 CSI 1985														
1.Claude BOISSY TC2								1.Robert BOOS														
2.Alain MIRAN								2.François JAKUBOWSKI														
1	1	4:09.662					4:09.662	1	2	3:07.438	1:13.427	48.482	1:05.529		3:07.438							
2	1	2:32.730					6:42.392	2	2	<b>2:30.605</b>	41.409	45.443	<b>1:03.753</b>	198.5	5:38.043							
3	1	2:33.100					9:15.492	3	2	2:30.689	<b>40.858</b>	<b>44.828</b>	1:05.003	200.4	8:08.732							
4	1	2:32.942					11:48.434	4	2	2:31.543	41.332	46.064	1:04.147	201.9	10:40.275							
5	1	<b>2:32.616</b>					14:21.050	5	2	4:23.473	B 41.559	47.847	2:54.067	202.6	15:03.748							
6	1	3:15.074					17:36.124	6	1	3:05.652	1:08.417	48.158	1:09.077		18:09.400							
7	1	3:22.978	B 20:59.102				26:01.241	7	1	2:46.180	45.906	52.140	1:08.134	190.5	20:55.580							
8	1	5:02.139					26:01.241	8	1	19:10.118	B 43.316	47.911	...	194.6	40:05.698							
9	1	2:37.429					28:38.670	<b>25</b> BMW 3.0 CSL 1975														
<b>19</b> FORD Escort 1600 RS 1973								1.Christian TRABER TC2														
1.Sébastien BERCHON																						
2.José DA ROCHA																						
1	1	4:26.201	2:21.166	51.972	1:13.063		4:26.201	1	1	2:49.721	57.964	47.562	1:04.195		2:49.721							
2	1	2:43.300	46.115	47.990	1:09.195	181.8	7:09.501	2	1	2:24.342	40.472	42.794	1:01.076	217.3	5:14.063							
3	1	2:40.636	44.863	47.547	1:08.226	186.9	9:50.137	3	1	2:24.026	39.858	43.279	<b>1:00.889</b>	218.6	7:38.089							
4	1	2:39.113	44.277	47.087	1:07.749	195.7	12:29.250	4	1	11:33.753	B 40.241	43.395	...	216.9	19:11.842							
5	1	<b>2:36.567</b>	<b>43.412</b>	<b>46.445</b>	<b>1:06.710</b>	194.6	15:05.817	5	1	2:48.695	1:02.128	44.157	1:02.410		22:00.537							
6	1	2:37.752	43.741	46.969	1:07.042	187.8	17:43.569	6	1	2:31.208	<b>39.639</b>	46.907	1:04.662	222.7	24:31.745							
7	1	3:18.036	B 50.617	57.570	1:29.849	161.7	21:01.605	7	1	7:12.701	B 40.144	49.250	5:43.307	220.4	31:44.446							
8	2	4:18.306	2:17.157	50.385	1:10.764		25:19.911	8	1	2:50.260	1:01.356	44.497	1:04.407		34:34.706							
9	2	2:42.026	44.181	47.755	1:10.090	175.3	28:01.937	9	1	<b>2:23.472</b>	39.670	<b>42.649</b>	1:01.153	214.3	36:58.178							
10	2	2:39.966	44.074	48.122	1:07.770	194.6	30:41.903	10	1	7:07.978	B 46.297	52.818	5:28.863	177.6	44:06.156							
11	2	2:38.615	43.659	47.972	1:06.984	193.2	33:20.518	<b>26</b> FORD Escort 1600 RS 1972														
12	2	2:38.715	43.739	47.563	1:07.413	193.9	35:59.233	1.Raphaël de BORMAN TC2														
13	2	2:45.462	46.604	49.352	1:09.506	176.2	38:44.695	2.Sebastian GLASER														
14	2	2:49.862	48.207	49.675	1:11.980	153.8	41:34.557	1	2	3:13.277	1:12.370	51.430	1:09.477		3:13.277							
<b>20</b> BMW 3.0 CSL 1977								1.Raphaël de BORMAN TC2														
1.Christian DUMOLIN								2.Sebastian GLASER														
2.Pierre-Alain THIBAULT																						
1	1	3:02.460	1:12.823	46.259	1:03.378	109.8	3:02.460	1	2	2:33.487	42.454	45.576	1:05.457	204.5	5:46.764							
2	1	<b>2:25.413</b>	<b>40.199</b>	<b>43.574</b>	<b>1:01.640</b>	213.9	5:27.873	3	2	2:34.022	42.789	46.005	1:05.228	204.5	8:20.786							
3	1	2:46.071	B 41.913	47.334	1:16.824	213.9	8:13.944	4	2	2:45.828	43.513	49.429	1:12.886	200.7	11:06.614							
4	1	5:12.692	3:10.094	51.770	1:10.828	93.3	13:26.636	5	2	2:33.365	42.676	45.395	1:05.294	204.5	13:39.979							
5	1	2:38.554	44.553	47.140	1:06.861	173.6	16:05.190	6	2	2:32.915	42.237	<b>45.272</b>	1:05.406	204.9	16:12.894							
6	1	2:36.937	42.834	46.780	1:07.323	196.4	18:42.127	7	2	3:19.640	B 47.235	1:01.071	1:31.334	204.9	19:32.534							
7	1	2:55.188	B 44.612	47.267	1:23.309	201.5	21:37.315	8	2	4:44.144	2:51.185	47.035	1:05.924		24:16.678							
<b>22</b> BMW 3.0 CSL 1975								9								2	<b>2:32.327</b>	<b>42.058</b>	45.365	<b>1:04.904</b>	201.1	26:49.005
1.Olivier BREITMAYER								10								2	2:32.950	42.096	45.647	1:05.207	201.9	29:21.955
2.Emile BREITMAYER								11								2	2:33.219	42.186	45.521	1:05.512	202.6	31:55.174
1	1	4:24.587			1:13.143		4:24.587	12	2	2:54.902	B 46.046	49.441	1:19.415	185.6	34:50.076							
2	1	2:46.568			1:09.938	168.7	7:11.155	<b>28</b> BMW 635 CSI 1984														
3	1	2:41.907			1:08.192	193.5	9:53.062	1.Gérard BOUVET														
4	1	2:38.841			1:07.774	194.9	12:31.903	2.Guy BURNICHON														
5	1	7:06.867			5:34.746	195.3	19:38.770	1	1	3:54.933	1:49.136	<b>49.816</b>	<b>1:15.981</b>		3:54.933							
6	1	2:37.486			1:07.581	198.2	22:16.256	2	1	3:33.419	B 54.108	1:06.111	1:33.200	135.3	7:28.352							
7	1	2:36.283			1:06.884	198.5	24:52.539	<b>29</b> AMC Javelin 1972														
8	1	2:39.146			1:06.762	198.9	27:31.685	1.Marc DEVIS														
9	1	<b>2:33.554</b>			<b>1:04.488</b>	198.5	30:05.239	2.Martin O'CONNELL														
10	1	2:37.560			1:05.807	203.4	32:42.799	1	1	4:22.792	2:26.740	48.102	1:07.950		4:22.792							
11	1	2:33.874			1:04.859	201.9	35:16.673	2	1	2:31.334	42.033	45.634	1:03.667	192.9	6:54.126							
								3								1	2:30.501	41.898	43.994	1:04.609	195.7	9:24.627
								4								1	2:29.312	41.318	43.988	1:04.006	201.5	11:53.939
								5								1	2:27.347	40.465	44.455	1:02.427	211.4	14:21.286
								6								1	2:40.732	B 41.929	45.339	1:13.464	194.2	17:02.018
								7								1	8:15.965	6:23.565	45.520	1:06.880		25:17.983
								8								1	<b>2:24.231</b>	<b>39.920</b>	<b>42.627</b>	<b>1:01.684</b>	206.5	27:42.214
								9								1	3:01.340	B 43.936	51.132	1:26.272	201.9	30:43.554

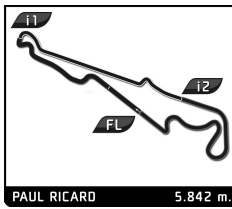


**HERITAGE TOURING CUP**  
**DIX MILLE TOURS**  
**QUALIFYING**

**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
<b>31</b>		FORD Escort 1600 RS 1975					TC2	<b>40</b>		BMW 3.0 CSL 1975					TC2
		1. Michael FÖVENY								1. Michael ERLICH					
1	1	4:46.663	2:34.435	56.741	1:15.487	88.4	4:46.663	1	1	2:44.883	56.086	45.936	1:02.861		2:44.883
2	1	2:51.351 <b>B</b>	45.632	48.822	1:16.897	184.0	7:38.014	2	1	<b>2:22.840</b>	<b>39.939</b>	<b>41.861</b>	<b>1:01.040</b>	219.5	5:07.723
3	1	4:54.015	2:53.267	49.180	1:11.568	104.0	12:32.029	3	1	15:44.147 <b>B</b>	40.434	45.000	...	214.3	20:51.870
4	1	2:46.773	46.457	49.882	1:10.434	173.9	15:18.802	4	1	2:51.495	1:04.736	44.868	1:01.891		23:43.365
5	1	2:47.690	45.692	48.412	1:13.586	186.9	18:06.492	5	1	2:28.935	40.479	46.310	1:02.146	217.7	26:12.300
6	1	2:45.004	46.026	49.358	1:09.620	170.9	20:51.496	6	1	2:27.480	41.377	43.018	1:03.085	221.3	28:39.780
7	1	2:46.065	45.590	49.462	1:11.013	190.8	23:37.561	7	1	3:14.249 <b>B</b>	43.471	45.555	1:45.223	192.9	31:54.029
8	1	2:44.855	<b>45.562</b>	49.777	1:09.516	184.9	26:22.416								
9	1	<b>2:43.117</b>	45.852	<b>47.763</b>	<b>1:09.502</b>	190.5	29:05.533								
10	1	3:19.136 <b>B</b>	47.156	55.753	1:36.227	196.4	32:24.669								
<b>32</b>		TRIUMPH Dolomite Sprint 1976					TC1	<b>44</b>		BMW 2002 TI 1970					TC2
		1. Georges ROCCHIETTA								1. Katrin BEHRENS					
		2. Charles Eduard ROUSSEA													
1	1	4:52.446	2:29.879	1:01.381	1:21.186		4:52.446	1	1	4:50.090	2:29.162	58.777	1:22.151		4:50.090
2	1	3:11.270	52.434	57.727	1:21.109	164.4	8:03.716	2	1	3:07.901	52.862	56.177	1:18.862	157.4	7:57.991
3	1	3:21.609 <b>B</b>	51.440	56.268	1:33.901	173.1	11:25.325	3	1	3:01.630	49.987	54.720	1:16.923	168.0	10:59.621
4	1	4:21.824	2:07.619	55.365	1:18.840		15:47.149	4	1	3:06.582	49.815	55.654	1:21.113	166.2	14:06.203
5	1	3:03.056	50.145	54.574	1:18.337	157.7	18:50.205	5	1	3:42.545 <b>B</b>	53.146	53.448	1:55.951	153.2	17:48.748
6	1	3:03.396	50.378	55.784	1:17.234	169.3	21:53.601	6	1	3:15.738	1:03.147	55.159	1:17.432		21:04.486
7	1	3:07.099	52.465	55.914	1:18.720	168.5	25:00.700	7	1	4:12.419	51.528	<b>52.760</b>	2:28.131	159.3	25:16.905
8	1	3:13.810 <b>B</b>	51.107	55.863	1:26.840	163.9	28:14.510	8	1	<b>2:58.938</b>	50.408	53.388	<b>1:15.142</b>	155.6	28:15.843
9	1	4:48.104	2:39.564	54.149	1:14.391		33:02.614	9	1	3:05.711	49.820	58.961	1:16.930	165.4	31:21.554
10	1	2:54.054	<b>47.084</b>	52.558	1:14.412	180.3	35:56.668	10	1	3:02.001	50.482	53.618	1:17.901	161.0	34:23.555
11	1	2:54.501	48.283	52.581	<b>1:13.637</b>	171.2	38:51.169	11	1	3:00.253	49.716	54.237	1:16.300	172.0	37:23.808
12	1	<b>2:53.980</b>	47.457	<b>52.274</b>	1:14.249	179.7	41:45.149	12	1	3:00.378	<b>48.883</b>	53.250	1:18.245	168.0	40:24.186
<b>35</b>		BMW 635 CSI 1985					Group A	<b>46</b>		FORD Mustang 289 1965					TC1
		1. Anthony SCHRAUWEN								1. Serge LIBENS					
		2. Christophe VAN RIET													
1	1	3:26.400	1:17.349	55.976	1:13.075		3:26.400	1	1	3:28.487	1:23.797	52.253	1:12.437		3:28.487
2	1	2:40.603	45.531	48.398	1:06.674	177.9	6:07.003	2	1	2:50.830	46.663	49.748	1:14.419	175.6	6:19.317
3	1	2:38.281	43.079	46.879	1:08.323	194.9	8:45.284	3	1	2:49.797	47.623	50.087	1:12.087	179.7	9:09.114
4	1	2:35.705	43.386	46.354	1:05.965	194.9	11:20.989	4	1	2:51.174	46.096	51.352	1:13.726	193.2	12:00.288
5	1	2:59.244 <b>B</b>	46.168	51.880	1:21.196	190.1	14:20.233	5	1	2:47.402	45.947	49.553	1:11.902	194.9	14:47.690
6	1	8:04.492	6:08.767	48.865	1:06.860		22:24.725	6	1	2:46.881	45.592	49.605	1:11.684	184.9	17:34.571
7	1	2:39.922	45.392	47.774	1:06.756	195.3	25:04.647	7	1	2:47.190	45.892	49.498	1:11.800	191.2	20:21.761
8	1	2:35.356	43.467	46.123	1:05.766	196.7	27:40.003	8	1	2:46.706	45.506	49.389	1:11.811	190.5	23:08.467
9	1	2:36.143	42.563	47.371	1:06.209	195.3	30:16.146	9	1	2:47.523	46.024	49.539	1:11.960	202.2	25:55.990
10	1	<b>2:34.639</b>	42.566	46.633	<b>1:05.440</b>	196.7	32:50.785	10	1	2:46.646	<b>45.319</b>	<b>49.053</b>	1:12.274	191.8	28:42.636
11	1	2:34.669	<b>42.379</b>	<b>46.055</b>	1:06.235	196.0	35:25.454	11	1	2:48.466	45.771	51.116	1:11.579	184.6	31:31.102
12	1	3:14.925 <b>B</b>	48.116	57.016	1:29.793	171.2	38:40.379	12	1	2:49.916	46.680	49.331	1:13.905	195.7	34:21.018
<b>38</b>		BMW 635 CSI 1984					Group A	<b>50</b>		FORD Capri 3100 RS 1975					TC2
		1. Franz WUNDERLICH								1. Maxime GUENAT					
1	1	2:52.128	56.747	48.363	1:07.018		2:52.128	1	1	3:45.268	1:54.838	44.683	1:05.747		3:45.268
2	1	2:35.381	41.728	47.540	1:06.113	201.1	5:27.509	2	1	2:29.314	41.864	43.784	1:03.666	214.7	6:14.582
3	1	2:35.714	42.710	47.955	1:05.049	199.6	8:03.223	3	1	2:27.022	40.587	<b>43.060</b>	1:03.375	215.6	8:41.604
4	1	2:33.217	42.111	46.110	1:04.996	201.9	10:36.440	4	1	2:29.383	40.922	43.550	1:04.911	216.0	11:10.987
5	1	3:50.616 <b>B</b>	42.079	47.141	2:21.396	201.5	14:27.056	5	1	2:36.754 <b>B</b>	<b>40.447</b>	43.881	1:12.426	217.7	13:47.741
6	1	2:53.131	1:01.525	46.398	1:05.208		17:20.187	6	1	5:24.451	3:38.340	43.346	1:02.765		19:12.192
7	1	2:32.618	42.562	45.792	<b>1:04.264</b>	199.6	19:52.805	7	1	<b>2:26.426</b>	40.648	43.099	<b>1:02.679</b>	215.6	21:38.618
8	1	2:33.538	42.355	46.209	1:04.974	202.6	22:26.343	8	1	2:44.006 <b>B</b>	42.447	44.112	1:17.447	211.4	24:22.624
9	1	2:34.575	42.844	46.281	1:05.450	202.6	25:00.918								
10	1	2:32.752	<b>41.720</b>	<b>45.515</b>	1:05.517	201.1	27:33.670								
11	1	<b>2:32.389</b>	42.204	45.917	1:04.268	203.8	30:06.059								
<b>52</b>		FORD Capri 2600 RS 1972					TC2								
		1. Yves SCEMAMA													

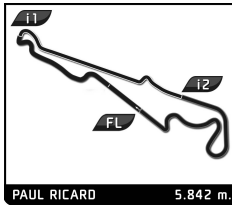


**HERITAGE TOURING CUP**  
**DIX MILLE TOURS**  
**QUALIFYING**

**Sector Analysis**

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
<b>54</b> ALFA ROMEO 2000 GTV 1973 1. Philippe ROBERT TC2															
1	1	3:52.857	1:41.876	55.086	1:15.895		3:52.857								
2	1	2:57.539	49.194	53.341	1:15.004	161.0	6:50.396								
3	1	3:03.553	50.609	56.460	1:16.484	163.6	9:53.949								
4	1	2:56.750	48.341	53.555	1:14.854	166.7	12:50.699								
5	1	<b>2:55.579</b>	48.342	<b>52.841</b>	<b>1:14.396</b>	163.9	15:46.278								
6	1	2:56.171	48.503	52.883	1:14.785	164.1	18:42.449								
7	1	3:17.632 B	<b>47.982</b>	56.439	1:33.211	166.4	22:00.081								
<b>63</b> VOLKSWAGEN Scirocco 1974 1. Jean-Marc BUSSOLINI TC2															
1	1	3:21.843	1:21.575	51.450	1:08.818		3:21.843								
2	1	2:41.160	44.397	48.564	1:08.199	180.6	6:03.003								
3	1	2:47.568 B	44.768	48.215	1:14.585	182.1	8:50.571								
4	1	4:34.365	2:36.559	49.370	1:08.436		13:24.936								
5	1	<b>2:38.252</b>	43.748	47.823	<b>1:06.681</b>	182.1	16:03.188								
6	1	2:38.379	<b>43.219</b>	<b>47.321</b>	1:07.839	181.8	18:41.567								
7	1	2:38.679	44.239	47.347	1:07.093	181.5	21:20.246								
<b>64</b> FORD Escort 1600 RS 1974 1. Erik MARIS TC2															
1	1	4:21.848	2:01.948	1:01.719	1:18.181	107.6	4:21.848								
2	1	2:33.956	41.812	46.553	1:05.591	203.4	6:55.804								
3	1	2:48.733	42.090	58.013	1:08.630	205.7	9:44.537								
4	1	2:33.591	42.522	45.902	1:05.167	202.2	12:18.128								
5	1	2:33.991	42.504	46.145	1:05.342	193.2	14:52.119								
6	1	2:37.579	45.815	45.834	1:05.930	175.0	17:29.698								
7	1	2:32.040	41.787	46.022	<b>1:04.231</b>	201.5	20:01.738								
8	1	3:05.953 B	48.123	55.437	1:22.393	181.8	23:07.691								
9	1	5:16.807	3:22.667	48.381	1:05.759	103.4	28:24.498								
10	1	2:34.184	41.612	47.546	1:05.026	204.5	30:58.682								
11	1	3:09.045	1:04.412	56.002	1:08.631	203.4	34:07.727								
12	1	2:33.132	41.719	46.815	1:04.598	204.9	36:40.859								
13	1	<b>2:32.010</b>	<b>41.581</b>	<b>45.658</b>	1:04.771	203.4	39:12.869								
14	1	3:26.304 B	52.565	1:03.133	1:30.606	144.4	42:39.173								
<b>65</b> FORD Mustang 289 1965 1. Maximilien HUBER GUTIEF TC1															
1	1	8:14.765					8:14.765								
2	1	2:58.525					11:13.290								
3	1	<b>2:55.340</b>					14:08.630								
4	1	7:39.735					21:48.365								
5	1	2:56.608					24:44.973								
6	1	7:22.362					32:07.335								
<b>66</b> BMW 635 CSi 1983 1. Armand MILLE Group A															
1	1	3:40.992	1:39.125	51.929	1:09.938		3:40.992								
2	1	2:37.849	43.497	47.129	1:07.223	193.5	6:18.841								
3	1	2:35.533	42.883	47.784	<b>1:04.866</b>	194.2	8:54.374								
4	1	<b>2:35.178</b>	42.658	46.822	1:05.698	196.4	11:29.552								
5	1	2:38.195	42.323	47.845	1:08.027	196.4	14:07.747								
6	1	2:44.582 B	<b>42.306</b>	<b>46.371</b>	1:15.905	193.5	16:52.329								
7	1	7:25.895	5:30.928	49.017	1:05.950		24:18.224								
8	1	2:35.409	43.160	46.789	1:05.460	192.2	26:53.633								
9	1	2:35.248	42.858	46.855	1:05.535	195.7	29:28.881								
10	1	2:42.853	42.570	47.161	1:13.122	195.7	32:11.734								
11	1	2:46.832 B	43.641	46.624	1:16.567	196.0	34:58.566								
<b>67</b> AUSTIN Mini Cooper S 1971 1. Jean-François PIQUET TC2 2. Claude CASSINA															
1	1	3:26.431	1:22.587	51.283	1:12.561		3:26.431								
2	1	2:48.717	46.374	50.914	1:11.429	171.2	6:15.148								
3	1	<b>2:47.599</b>	46.253	<b>50.293</b>	<b>1:11.053</b>	170.9	9:02.747								
4	1	3:02.955 B	<b>45.772</b>	50.935	1:26.248	172.2	12:05.702								
5	1	6:39.442	4:22.546	57.472	1:19.424		18:45.144								
6	1	3:07.382	49.796	59.131	1:18.455	169.3	21:52.526								
7	1	3:10.324	54.730	56.110	1:19.484	161.9	25:02.850								
8	1	3:03.168	51.291	54.684	1:17.193	166.7	28:06.018								
9	1	3:24.248 B	51.635	1:02.900	1:29.713	164.1	31:30.266								
<b>68</b> FORD Escort 1600 RS 1971 1. Timm MEINRENKEN TC2															
1	1	3:03.081	1:04.971	48.616	1:09.494		3:03.081								
2	1	<b>2:38.017</b>	43.837	47.724	<b>1:06.456</b>	188.8	5:41.098								
3	1	2:38.274	<b>43.548</b>	<b>47.468</b>	1:07.258	189.5	8:19.372								
<b>72</b> FORD Capri 3100 RS 1973 1. Christophe VAN RIET TC2															
1	1	2:47.007	59.375	45.097	1:02.535		2:47.007								
2	1	2:24.252	40.328	<b>42.771</b>	1:01.153	217.7	5:11.259								
3	1	2:24.485	39.712	43.131	1:01.642	219.1	7:35.744								
4	1	2:42.753 B	41.934	48.097	1:12.722	212.6	10:18.497								
5	1	18:04.200	...	43.715	1:01.570		28:22.697								
6	1	<b>2:22.468</b>	<b>39.534</b>	42.795	<b>1:00.139</b>	214.7	30:45.165								
7	1	2:58.333 B	46.889	50.706	1:20.738	201.9	33:43.498								
<b>78</b> BMW 2002 TI 1971 1. Philipp BRUNN TC2 2. Siegfried BRUNN															
1	1	2:43.869	48.683	48.356	1:06.830		2:43.869								
2	1	2:37.473	44.127	47.830	<b>1:05.516</b>	188.2	5:21.342								
3	1	<b>2:36.830</b>	<b>42.903</b>	<b>47.790</b>	1:06.137	192.2	7:58.172								
4	1	12:38.536 B	44.341	48.260	...	193.5	20:36.708								
5	2	3:48.782	1:28.301	58.109	1:22.372		24:25.490								
6	2	2:57.893	50.868	52.164	1:14.861	160.2	27:23.383								
7	2	3:35.353	57.396	1:10.211	1:27.746	150.0	30:58.736								
8	2	3:28.610	57.702	1:01.107	1:29.801	131.5	34:27.346								
9	2	3:26.967	1:00.185	1:03.125	1:23.657	127.4	37:54.313								
10	2	3:35.815 B	52.709	52.785	1:50.321	141.5	41:30.128								





**HERITAGE TOURING CUP**  
**DIX MILLE TOURS**  
**QUALIFYING**

**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				
<b>83</b>		ALFA ROMEO 1750 GTAM 1969																	
		1. Paul François GIGLIO																	
		TC2																	
1	1	3:48.169	1:43.809	51.636	1:12.724		3:48.169	8	1	3:04.589	48.215	55.389	1:20.985	170.1	25:18.193				
2	1	3:06.031	B 47.029	52.544	1:26.458	172.5	6:54.200	9	1	4:38.614	2:45.297	46.527	1:06.790		29:56.807				
3	1	4:27.234	B 1:49.708	1:01.866	1:35.660		11:21.434	10	1	2:31.843	42.024	45.081	1:04.738	198.5	32:28.650				
								11	1	2:31.030	41.371	44.734	1:04.925	200.0	34:59.680				
								12	1	2:35.280	41.923	45.457	1:07.900	198.5	37:34.960				
								13	1	3:45.265	B 54.217	1:03.011	1:48.037	141.2	41:20.225				
<b>87</b>		VOLVO 240 T 1984																	
		1. Xavier MICHERON																	
		2. Eric WASSERMANN																	
		Group A																	
1	2	3:29.670	1:27.548	50.450	1:11.672		3:29.670												
2	2	2:53.927	46.616	50.099	1:17.212	180.3	6:23.597												
<b>89</b>		FORD Escort 1600 RS 1975																	
		1. Franco MEINERS																	
		TC2																	
1	1	3:19.038	1:25.121	48.288	1:05.629		3:19.038												
2	1	2:32.324	42.231	45.204	1:04.889	203.0	5:51.362												
3	1	2:30.998	41.853	44.856	1:04.289	204.5	8:22.360												
4	1	2:47.912	B 42.267	46.145	1:19.500	203.4	11:10.272												
5	1	6:16.631	4:26.514	45.452	1:04.665		17:26.903												
6	1	2:30.901	41.612	45.139	1:04.150	201.5	19:57.804												
7	1	2:31.317	41.689	45.312	1:04.316	201.5	22:29.121												
8	1	4:06.321	B 46.277	1:59.972	1:20.072	202.2	26:35.442												
<b>117</b>		FORD Escort 1600 RS 1972																	
		1. Alain PAGES																	
		2. Eric SECHAUD																	
		TC2																	
1	2	3:22.493	1:31.611	46.425	1:04.457	94.9	3:22.493												
2	2	2:26.543	40.521	43.594	1:02.428	204.5	5:49.036												
3	2	2:27.938	41.261	43.987	1:02.690	205.3	8:16.974												
4	2	2:44.216	B 41.730	46.335	1:16.151	204.5	11:01.190												
5	1	4:13.084	2:18.380	47.773	1:06.931	89.3	15:14.274												
6	1	2:36.080	44.117	46.257	1:05.706	173.6	17:50.354												
7	1	2:35.080	43.743	46.231	1:05.106	191.8	20:25.434												
8	1	2:33.286	42.292	45.633	1:05.361	196.4	22:58.720												
9	1	2:43.463	42.747	48.645	1:12.071	189.8	25:42.183												
10	1	2:32.838	42.468	45.752	1:04.618	193.2	28:15.021												
11	1	3:21.738	B 49.513	1:00.270	1:31.955	158.1	31:36.759												
<b>138</b>		FORD Mustang 289 1965																	
		1. Pierre MODAS																	
		2. Philippe DUBRANA																	
		TC1																	
1	1	3:40.460	1:34.842	50.997	1:14.621		3:40.460												
2	1	2:57.551	49.838	52.985	1:14.728	176.5	6:38.011												
3	1	2:54.612	48.267	52.118	1:14.227	174.8	9:32.623												
4	1	3:09.170	B 50.353	52.315	1:26.502	147.7	12:41.793												
5	1	5:24.043	3:19.177	51.180	1:13.686		18:05.836												
6	1	2:57.110	49.134	53.340	1:14.636	160.0	21:02.946												
7	1	3:16.727	B 1:00.673	52.195	1:23.859	186.9	24:19.673												
8	1	5:53.562	B 3:03.994	53.710	1:55.858		30:13.235												
<b>164</b>		FORD Escort 1600 RS 1974																	
		1. Jean-Marc MERLIN																	
		2. Richard DEPAGNEUX																	
		TC2																	
1	1	3:45.720	1:47.901	49.442	1:08.377		3:45.720												
2	1	2:37.964	44.014	47.581	1:06.369	198.9	6:23.684												
3	1	2:36.440	43.305	46.849	1:06.286	196.4	9:00.124												
4	1	2:48.880	B 43.467	46.879	1:18.534	196.7	11:49.004												
5	1	5:18.766	3:25.882	46.674	1:06.210		17:07.770												
6	1	2:33.108	42.894	45.437	1:04.777	196.0	19:40.878												
7	1	2:32.726	42.066	45.424	1:05.236	198.2	22:13.604												