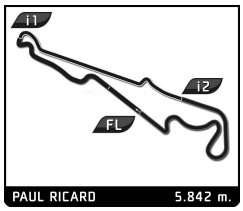


HERITAGE TOURING CUP
DIX MILLE TOURS
RACE

Sector Analysis

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

6 — BMW 635 CSi 1983
1.Jean-Lou RIHON
2.Nick PADMORE
Group A

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:47.254	50.742	48.693	1:07.819		2:47.254
2	1	2:40.366	45.086	48.062	1:07.218	187.8	5:27.620
3	1	2:38.265	45.006	46.732	1:06.527	193.5	8:05.885
4	1	2:37.160	44.333	46.617	1:06.210	195.3	10:43.045
5	1	2:36.655	43.218	46.467	1:06.970	195.7	13:19.700
6	1	2:38.381	42.919	46.565	1:08.897	194.2	15:58.081
7	1	2:35.963	42.964	46.463	1:06.536	194.2	18:34.044
8	1	2:37.138	43.525	47.147	1:06.466	192.9	21:11.182
9	1	2:39.290	44.866	47.568	1:06.856	187.2	23:50.472
10	1	2:38.357	43.686	47.181	1:07.490	194.2	26:28.829
11	1	2:45.838 B	43.933	47.414	1:14.491	193.5	29:14.667
12	2	3:54.991	2:03.954	46.483	1:04.554		33:09.658
13	2	2:32.306	42.019	45.951	1:04.336	194.6	35:41.964
14	2	2:32.428	42.394	45.742	1:04.292	195.3	38:14.392
15	2	2:33.260	43.515	45.660	1:04.085	196.4	40:47.652

9 — FORD Capri 2600 RS 1973
1.Thomas STUDER
TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:48.514	53.967	47.739	1:06.808		2:48.514
2	1	2:37.661	44.352	46.599	1:06.710	190.8	5:26.175
3	1	2:36.568	43.287	46.573	1:06.708	198.9	8:02.743
4	1	2:35.998	42.945	46.434	1:06.619	196.7	10:38.741
5	1	2:36.438	43.179	46.723	1:06.536	198.2	13:15.179
6	1	2:36.749	44.154	46.721	1:05.874	189.8	15:51.928
7	1	2:35.653	43.192	46.095	1:06.366	196.4	18:27.581
8	1	2:34.985	42.861	46.205	1:05.919	196.7	21:02.566
9	1	2:35.120	42.939	46.877	1:05.304	197.1	23:37.686
10	1	2:42.492 B	44.069	45.861	1:12.562	192.5	26:20.178
11	1	3:55.202	2:03.638	45.969	1:05.595		30:15.380
12	1	2:32.557	42.136	45.266	1:05.155	199.6	32:47.937
13	1	2:34.573	42.603	47.050	1:04.920	197.4	35:22.510
14	1	2:36.060	43.455	47.009	1:05.596	200.7	37:58.570
15	1	2:34.183	42.634	45.749	1:05.800	200.4	40:32.753
16	1	2:33.451	42.556	45.516	1:05.379	198.9	43:06.204
17	1	2:34.823	42.873	46.054	1:05.896	201.5	45:41.027
18	1	2:34.011	43.249	45.638	1:05.124	197.1	48:15.038
19	1	2:33.671	42.630	45.912	1:05.129	193.5	50:48.709
20	1	2:33.012	42.468	45.575	1:04.969	196.0	53:21.721
21	1	2:32.613	42.156	45.534	1:04.923	196.0	55:54.334
22	1	2:34.830	42.924	46.160	1:05.746	198.9	58:29.164
23	1	2:34.185	42.700	45.956	1:05.529	199.6	1:01:03.349
24	1	2:33.271	42.455	45.633	1:05.183	197.1	1:03:36.620

10 — FORD Escort 1600 RS 1974
1.Peter VÖGELE
TC2

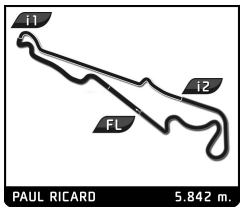
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:50.469	54.682	48.315	1:07.472		2:50.469
2	1	2:39.270	44.439	48.197	1:06.634	191.5	5:29.739
3	1	2:40.631	44.914	48.042	1:07.675	190.1	8:10.370
4	1	2:39.359	44.282	47.476	1:07.601	190.8	10:49.729
5	1	2:38.734	44.137	48.072	1:06.525	195.7	13:28.463
6	1	2:37.006	43.013	47.334	1:06.659	192.2	16:05.469
7	1	2:38.380	43.650	47.455	1:07.275	190.1	18:43.849
8	1	2:39.355	43.876	48.201	1:07.278	189.5	21:23.204
9	1	2:39.452	43.841	47.820	1:07.791	191.2	24:02.656
10	1	2:39.366	44.565	47.364	1:07.437	190.5	26:42.022
11	1	3:38.177 B	43.898	47.721	2:06.558	189.1	30:20.199
12	1	2:56.726	1:03.690	46.744	1:06.292		33:16.925
13	1	2:37.213	43.691	47.604	1:05.918	192.5	35:54.138
14	1	2:37.562	43.141	46.850	1:07.571	190.1	38:31.700
15	1	2:37.635	43.328	47.253	1:07.054	191.8	41:09.335
16	1	2:39.547	43.393	49.229	1:06.925	191.8	43:48.882
17	1	2:37.448	43.591	47.235	1:06.622	188.2	46:26.330
18	1	2:36.760	43.391	47.240	1:06.129	189.5	49:03.090
19	1	2:36.235	42.993	46.877	1:06.365	192.9	51:39.325
20	1	2:37.172	43.218	46.923	1:07.031	193.9	54:16.497
21	1	2:38.548	43.063	47.344	1:08.141	192.9	56:55.045
22	1	2:37.725	42.788	47.203	1:07.734	196.7	59:32.770
23	1	2:38.428	43.329	47.097	1:08.002	190.8	1:02:11.198

11 — BMW 3.0 CSL 1972
1.Charles FIRMENICH
2.Henri MOSER
TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:42.147	49.943	47.239	1:04.965		2:42.147
2	1	2:32.313	42.045	45.627	1:04.641	198.9	5:14.460
3	1	2:32.406	41.836	45.888	1:04.682	198.9	7:46.866
4	1	2:31.052	41.339	45.997	1:03.716	197.4	10:17.918
5	1	2:31.185	41.169	45.774	1:04.242	198.2	12:49.103
6	1	2:32.634	41.562	46.866	1:04.206	199.3	15:21.737
7	1	2:32.124	41.762	46.091	1:04.271	199.3	17:53.861
8	1	2:42.960	52.338	45.820	1:04.802	200.0	20:36.821
9	1	2:32.967	41.947	46.417	1:04.603	195.3	23:09.788
10	1	2:33.328	42.258	46.328	1:04.742	198.5	25:43.116
11	1	2:39.313 B	41.906	46.211	1:11.196	194.6	28:22.429
12	1	4:15.339	2:16.498	49.346	1:09.495		32:37.768
13	1	2:39.851	44.603	48.391	1:06.857	189.1	35:17.619
14	1	2:38.718	43.954	48.156	1:06.608	189.5	37:56.337
15	1	2:40.176	44.202	49.006	1:06.968	188.5	40:36.513
16	1	2:39.931	44.709	47.600	1:07.622	189.8	43:16.444
17	1	2:43.116	44.884	49.691	1:08.541	188.2	45:59.560
18	1	2:38.445	43.717	47.290	1:07.438	192.2	48:38.005
19	1	2:39.143	43.620	47.906	1:07.617	193.2	51:17.148
20	1	2:47.486	44.733	51.325	1:11.428	185.6	54:04.634

13 — BMW 635 CSi 1980
1.Philippe TRUFFIER
TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:39.559	49.415	45.683	1:04.461		2:39.559
2	1	2:32.371	42.328	46.010	1:04.033	204.9	5:11.930
3	1	2:31.784	41.961	45.023	1:04.800	189.1	7:43.714
4	1	2:31.769	41.880	45.405	1:04.484	203.8	10:15.483
5	1	2:31.859	41.811	45.460	1:04.588	201.9	12:47.342
6	1	2:30.719	41.713	45.371	1:03.635	203.8	15:18.061
7	1	2:31.941	42.270	45.319	1:04.352	204.2	17:50.002
8	1	2:30.957	42.050	45.531	1:03.376	204.5	20:20.959
9	1	2:33.503	43.101	46.527	1:03.875	197.1	22:54.462
10	1	2:30.678	41.567	45.423	1:03.688	204.2	25:25.140
11	1	2:36.042 B	41.797	45.339	1:08.906	198.9	28:01.182
12	1	3:48.127	1:59.243	45.784	1:03.100		31:49.309
13	1	2:30.081	41.468	45.360	1:03.253	201.1	34:19.390
14	1	2:31.175	41.902	44.847	1:04.426	201.9	36:50.565
15	1	2:31.791	42.297	45.323	1:04.171	199.3	39:22.356
16	1	2:31.170	42.246	45.273	1:03.651	200.4	41:53.526
17	1	2:30.855	41.902	45.065	1:03.888	199.6	44:24.381



HERITAGE TOURING CUP
DIX MILLE TOURS
RACE

Sector Analysis

Personal Best | Session Best | **B** Crossing the finish line in pit lane

15 — BMW 3.0 CSI 1974
1.Gérard LASCAUX
2.Xavier LASCAUX
TC1

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:17.995	1:07.315	54.800	1:15.880		3:17.995
2	1	2:56.040	48.967	53.039	1:14.034		6:14.035
3	1	2:53.511	48.170	52.578	1:12.763		9:07.546
4	1	2:53.168	47.873	51.971	1:13.324		12:00.714
5	1	3:03.052 B	48.770	52.421	1:21.861		15:03.766
6	1	5:19.807	3:11.447	54.774	1:13.586		20:23.573
7	1	2:55.722	48.682	52.175	1:14.865	173.9	23:19.295
8	1	2:59.152	48.688	54.690	1:15.774	172.0	26:18.447
9	1	2:57.848	50.719	53.475	1:13.654	163.6	29:16.295
10	1	2:59.982	49.743	55.960	1:14.279	156.5	32:16.277
11	1	2:56.792	49.983	52.958	1:13.851	169.8	35:13.069
12	1	2:57.258	50.794	53.689	1:12.775	166.2	38:10.327
13	1	2:56.528	50.588	52.433	1:13.507	170.9	41:06.855
14	1	2:56.028	48.923	53.546	1:13.559	175.0	44:02.883
15	1	2:57.056	49.671	53.367	1:14.018	170.9	46:59.939
16	1	2:56.649	48.443	54.569	1:13.637	169.0	49:56.588
17	1	2:59.215	48.057	55.165	1:15.993	167.4	52:55.803
18	1	3:03.781	49.007	56.279	1:18.495	171.7	55:59.584
19	1	3:00.943	49.657	53.934	1:17.352	169.3	59:00.527
20	1	2:59.579	49.319	54.341	1:15.919	162.4	1:02:00.106

16 — FORD Escort 1600 RS 1975
1.Damien KOHLER
2.Jean-Jacques RENAULT
TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:39.315	48.345	45.751	1:05.219		2:39.315
2	1	2:32.339	41.806	45.443	1:05.090	205.3	5:11.654
3	1	2:31.392	41.839	45.212	1:04.341	204.5	7:43.046
4	1	2:32.101	42.302	45.194	1:04.605	205.3	10:15.147
5	1	2:31.846	41.769	45.546	1:04.531	197.1	12:46.993
6	1	2:30.830	41.777	44.987	1:04.066	205.3	15:17.823
7	1	2:31.666	41.992	45.260	1:04.414	206.5	17:49.489
8	1	2:30.727	41.729	45.018	1:03.980	204.9	20:20.216
9	1	2:33.231	43.189	45.751	1:04.291	201.5	22:53.447
10	1	2:39.685 B	42.393	45.463	1:11.829	206.1	25:33.132
11	2	3:51.648	2:01.108	46.171	1:04.369		29:24.780
12	2	2:33.657	42.783	46.314	1:04.560	201.1	31:58.437
13	2	2:33.872	43.648	46.314	1:03.910	201.1	34:32.309
14	2	2:31.096	41.865	45.425	1:03.806	203.0	37:03.405
15	2	2:31.248	42.286	45.704	1:03.258	203.8	39:34.653
16	2	2:33.172	41.974	46.745	1:04.453	204.2	42:07.825
17	2	2:30.769	41.999	45.082	1:03.688	198.2	44:38.594
18	2	2:30.448	41.698	45.404	1:03.346	202.6	47:09.042
19	2	2:31.498	42.035	45.544	1:03.919	204.5	49:40.540
20	2	2:30.960	41.469	45.021	1:04.470	203.8	52:11.500
21	2	2:29.955	41.147	45.281	1:03.527	203.4	54:41.455
22	2	2:32.309	41.200	46.532	1:04.577	204.9	57:13.764
23	2	2:32.507	42.337	45.105	1:05.065	207.3	59:46.271
24	2	2:31.869	42.575	45.143	1:04.151	207.3	1:02:18.140

19 — FORD Escort 1600 RS 1973
1.Sébastien BERCHON
2.José DA ROCHA
TC2

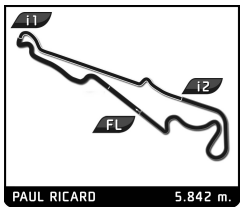
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:48.378	52.638	47.194	1:08.546		2:48.378
2	1	2:40.710	44.896	47.528	1:08.286	189.5	5:29.088
3	1	2:40.782	44.866	48.392	1:07.524	192.2	8:09.870
4	1	2:39.609	44.196	47.237	1:08.176	187.5	10:49.479
5	1	2:41.803	45.233	47.847	1:08.723	191.2	13:31.282
6	1	2:42.816	44.601	49.005	1:09.210	181.5	16:14.098
7	1	2:43.723	44.861	48.929	1:09.933	186.2	18:57.821
8	1	2:44.204	45.192	48.753	1:10.259	175.3	21:42.025
9	1	2:43.154	45.199	48.443	1:09.512	183.1	24:25.179
10	1	2:55.491 B	45.832	48.615	1:21.044	184.0	27:20.670

20 — BMW 3.0 CSL 1977
1.Christian DUMOLIN
2.Pierre-Alain THIBAUT
TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:31.863	44.309	45.040	1:02.514		2:31.863
2	1	2:26.735	40.730	43.585	1:02.420	213.4	4:58.598
3	1	2:25.692	40.074	43.786	1:01.832	212.2	7:24.290
4	1	2:25.469	39.876	43.388	1:02.205	210.5	9:49.759
5	1	2:27.114	40.417	44.689	1:02.008	209.7	12:16.873
6	1	2:26.699	39.967	44.433	1:02.299	211.4	14:43.572
7	1	2:26.460	40.686	43.741	1:02.033	208.1	17:10.032
8	1	2:26.952	40.527	43.797	1:02.628	208.5	19:36.984
9	1	2:28.406	41.902	44.023	1:02.481	208.9	22:05.390
10	1	2:26.711	40.480	43.813	1:02.418	211.8	24:32.101
11	1	2:27.676	40.429	44.284	1:02.963	210.1	26:59.777
12	1	2:37.278 B	40.461	43.913	1:12.904	205.7	29:37.055
13	2	3:43.725	1:57.224	44.304	1:02.197	120.3	33:20.780
14	2	2:27.195	40.681	44.369	1:02.145	210.5	35:47.975
15	2	2:28.762	40.791	43.879	1:04.092	209.7	38:16.737
16	2	2:27.980	41.889	43.616	1:02.475	209.7	40:44.717
17	2	2:27.259	40.886	43.665	1:02.708	209.3	43:11.976
18	2	2:29.784	41.275	45.694	1:02.815	211.8	45:41.760
19	2	2:27.196	40.932	43.711	1:02.553	207.3	48:08.956
20	2	2:28.497	41.569	44.416	1:02.512	209.7	50:37.453
21	2	2:26.988	40.701	44.045	1:02.242	208.9	53:04.441
22	2	2:28.644	41.078	44.233	1:03.333	208.9	55:33.085
23	2	2:28.204	41.151	44.192	1:02.861	209.3	58:01.289
24	2	2:29.324	41.369	44.734	1:03.221	210.1	1:00:30.613
25	2	2:28.342	41.006	44.356	1:02.980	209.7	1:02:58.955

22 — BMW 3.0 CSL 1975
1.Olivier BREITTMAYER
2.Emile BREITTMAYER
TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:45.875	51.733	47.120	1:07.022		2:45.875
2	1	2:35.158	41.971	47.113	1:06.074	199.3	5:21.033
3	1	2:34.509	43.287	46.130	1:05.092	198.9	7:55.542
4	1	2:34.420	42.776	46.224	1:05.420	196.4	10:29.962
5	1	2:32.343	42.225	45.981	1:04.137	201.1	13:02.305
6	1	2:32.741	42.010	46.251	1:04.480	198.9	15:35.046
7	1	2:33.012	41.938	46.267	1:04.807	198.9	18:08.058
8	1	2:34.767	42.297	46.771	1:05.699	198.5	20:42.825
9	1	2:33.876	42.476	46.025	1:05.375	198.5	23:16.701
10	1	2:38.143	42.201	47.250	1:08.692	199.6	25:54.844
11	1	2:34.466	42.945	46.226	1:05.295	198.9	28:29.310
12	1	2:33.843	41.803	46.739	1:05.301	196.7	31:03.153
13	1	2:47.123 B	42.331	46.706	1:18.086	198.5	33:50.276



HERITAGE TOURING CUP
DIX MILLE TOURS
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
14	1	4:03.896	2:06.822	48.544	1:08.530		37:54.172
15	1	2:39.608	43.530	47.475	1:08.603	195.7	40:33.780
16	1	2:36.587	43.345	46.733	1:06.509	197.4	43:10.367
17	1	2:39.518	44.411	48.222	1:06.885	199.3	45:49.885
18	1	2:38.135	43.362	47.218	1:07.555	195.7	48:28.020
19	1	2:37.358	43.122	47.480	1:06.756	202.2	51:05.378
20	1	2:35.143	42.989	46.497	1:05.657	196.0	53:40.521
21	1	2:34.280	42.605	46.393	1:05.282	194.9	56:14.801
22	1	2:36.230	42.757	47.255	1:06.218	196.4	58:51.031
23	1	2:36.503	43.302	47.370	1:05.831	194.9	1:01:27.534
24	1	2:38.997	43.490	48.868	1:06.639	194.9	1:04:06.531

23 BMW 635 CSi 1985
1.Robert BOOS
2.François JAKUBOWSKI
Group A

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:43.579	48.800	47.257	1:07.522		2:43.579
2	1	2:37.508	43.352	47.581	1:06.575	195.7	5:21.087
3	1	2:37.295	44.199	46.890	1:06.206	197.1	7:58.382
4	1	2:36.895	43.861	46.510	1:06.524	192.5	10:35.277
5	1	2:35.475	42.306	46.454	1:06.715	200.0	13:10.752
6	1	2:35.142	42.399	46.571	1:06.172	198.9	15:45.894
7	1	2:36.062	43.183	46.960	1:05.919	197.8	18:21.956
8	1	2:35.589	42.379	47.011	1:06.199	196.4	20:57.545
9	1	2:39.592	44.987	49.021	1:05.584	197.8	23:37.137
10	1	3:40.492 **B**	42.597	46.446	2:11.449	197.4	27:17.629
11	2	2:51.326	1:00.908	45.579	1:04.839		30:08.955
12	2	2:33.291	42.049	45.631	1:05.611	199.6	32:42.246
13	2	2:31.587	41.693	45.232	1:04.662	200.0	35:13.833
14	2	2:32.383	41.919	45.291	1:05.173	201.5	37:46.216
15	2	2:33.550	42.955	45.231	1:05.364	201.1	40:19.766
16	2	2:33.642	42.165	45.938	1:05.539	201.9	42:53.408
17	2	4:32.046 **B**	41.979	45.828	3:04.239	196.4	47:25.454
18	2	2:48.411	58.524	45.357	1:04.530		50:13.865
19	2	2:30.992	41.750	45.114	1:04.128	197.1	52:44.857

25 BMW 3.0 CSL 1975
1.Christian TRABER
TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:30.857	44.947	43.539	1:02.371		2:30.857
2	1	2:26.833	40.506	43.878	1:02.449	217.7	4:57.690
3	1	2:25.496	39.950	43.105	1:02.441	220.4	7:23.186
4	1	2:24.835	40.157	42.929	1:01.749	218.2	9:48.021
5	1	2:27.147	39.939	44.911	1:02.297	220.0	12:15.168
6	1	2:23.769	39.743	42.856	1:01.170	217.3	14:38.937
7	1	2:26.152	40.942	43.331	1:01.879	211.4	17:05.089
8	1	2:26.293	40.142	43.144	1:03.007	211.4	19:31.382
9	1	2:26.153	40.761	43.427	1:01.965	208.9	21:57.535
10	1	2:25.288	40.344	43.384	1:01.560	216.4	24:22.823
11	1	2:24.880	40.243	42.818	1:01.819	217.7	26:47.703
12	1	2:24.949	40.399	42.861	1:01.689	215.6	29:12.652
13	1	3:21.358 **B**	40.286	42.807	1:58.265	217.3	32:34.010
14	1	2:51.188	1:06.588	43.064	1:01.536		35:25.198
15	1	2:27.797	41.123	44.362	1:02.312	220.0	37:52.995
16	1	2:24.081	39.482	42.536	1:02.063	219.1	40:17.076
17	1	2:23.370	39.669	42.421	1:01.280	214.7	42:40.446
18	1	2:24.355	39.806	43.456	1:01.093	217.3	45:04.801
19	1	2:23.778	39.733	42.860	1:01.185	208.1	47:28.579
20	1	2:26.787	40.208	43.727	1:02.852	212.6	49:55.366
21	1	2:26.014	39.959	43.824	1:02.231	212.6	52:21.380
22	1	2:26.872	40.523	43.712	1:02.637	214.7	54:48.252
23	1	2:26.717	40.153	44.169	1:02.395	219.1	57:14.969
24	1	2:26.060	40.408	43.376	1:02.276	215.6	59:41.029
25	1	2:25.198	40.296	42.683	1:02.219	211.8	1:02:06.227

26 FORD Escort 1600 RS 1972
1.Raphaël de BORMAN
2.Sebastian GLASER
TC2

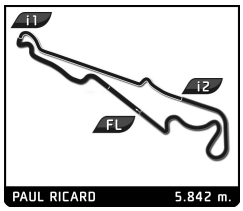
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:40.910	49.201	46.711	1:04.998		2:40.910
2	1	2:32.656	42.115	45.179	1:05.362	209.7	5:13.566
3	1	2:33.226	42.497	45.390	1:05.339	205.3	7:46.792

31 FORD Escort 1600 RS 1975
1.Michael FÖVENY
TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:57.797	58.323	48.463	1:11.011		2:57.797
2	1	2:42.467	45.145	48.725	1:08.597	188.5	5:40.264
3	1	2:41.795	44.697	48.015	1:09.083	198.9	8:22.059
4	1	2:43.642	45.622	48.253	1:09.767	197.1	11:05.701
5	1	2:44.201	45.256	48.952	1:09.993	199.3	13:49.902
6	1	2:43.726	45.145	48.429	1:10.152	199.3	16:33.628
7	1	2:45.126	45.447	48.757	1:10.922	188.8	19:18.754
8	1	2:44.581	45.937	48.695	1:09.949	183.1	22:03.335
9	1	2:42.892	45.224	48.934	1:08.734	200.7	24:46.227
10	1	2:42.219	45.094	47.836	1:09.289	198.5	27:28.446
11	1	2:45.952 **B**	45.347	46.449	1:14.156	194.6	30:14.398
12	1	4:11.652	2:13.208	49.750	1:08.694	102.4	34:26.050
13	1	2:41.565	45.452	48.948	1:07.165	193.9	37:07.615
14	1	2:39.222	43.920	47.458	1:07.844	199.6	39:46.837
15	1	2:39.116	44.113	47.750	1:07.253	198.2	42:25.953
16	1	2:43.534	45.444	48.063	1:10.027	181.8	45:09.487
17	1	2:41.876	44.557	49.077	1:08.242	194.9	47:51.363
18	1	2:39.686	44.071	47.868	1:07.747	198.2	50:31.049
19	1	2:41.235	44.038	49.047	1:08.150	201.5	53:12.284
20	1	2:41.148	44.796	48.144	1:08.208	198.5	55:53.432
21	1	2:44.327	46.375	48.767	1:09.185	193.9	58:37.759
22	1	2:40.335	44.922	47.718	1:07.695	193.9	1:01:18.094
23	1	2:40.530	44.283	47.692	1:08.555	196.7	1:03:58.624

32 TRIUMPH Dolomite Sprint 1976
1.Georges ROCCHIETTA
2.Charles Eduard ROUSSEA
TC1

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:21.164	1:04.867	55.027	1:21.270		3:21.164
2	1	3:38.619 **B**	58.109	1:05.046	1:35.464	122.4	6:59.783
3	1	3:38.870	1:24.026	56.181	1:18.663		10:38.653
4	1	3:04.130	50.278	55.868	1:17.984	172.2	13:42.783
5	1	3:00.358	49.848	54.127	1:16.383	167.2	16:43.141
6	1	3:01.296	50.416	54.574	1:16.306	179.7	19:44.437
7	1	3:03.739	52.956	54.021	1:16.762	134.2	22:48.176
8	1	3:00.215	50.051	53.097	1:17.067	181.5	25:48.391
9	1	3:09.984 **B**	50.467	53.699	1:25.818	171.7	28:58.375
10	2	4:39.078	2:32.966	52.408	1:13.704		33:37.453
11	2	2:52.794	47.283	52.073	1:13.438	178.8	36:30.247
12	2	2:52.007	46.678	51.835	1:13.494	182.7	39:22.254
13	2	2:52.708	47.357	51.884	1:13.467	180.6	42:14.962
14	2	2:55.660	47.420	52.598	1:15.642	181.5	45:10.622
15	2	2:55.182	49.448	52.509	1:13.225	172.8	48:05.804
16	2	2:55.961	47.657	55.438	1:12.866	181.8	51:01.765
17	2	2:53.902	48.914	51.901	1:13.087	182.1	53:55.667
18	2	2:51.391	46.824	51.777	1:12.790	182.1	56:47.058



HERITAGE TOURING CUP
DIX MILLE TOURS
RACE

Sector Analysis

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

35 — BMW 635 CSi 1985
1.Anthony SCHRAUWEN — Group A

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
19	2	2:55.209	47.041	54.065	1:14.103	184.6	59:42.267
20	2	2:53.275	48.271	51.658	1:13.346	177.6	1:02:35.542
1	1	2:46.440	51.292	46.985	1:08.163		2:46.440

38 — BMW 635 CSi 1984
1.Franz WUNDERLICH — Group A

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:47.176	52.061	47.738	1:07.377		2:47.176
2	1	2:36.857	43.714	47.111	1:06.032	202.2	5:24.033
3	1	2:34.411	42.521	46.449	1:05.441	200.0	7:58.444
4	1	2:34.700	42.968	46.588	1:05.144	199.6	10:33.144
5	1	2:33.872	42.227	46.553	1:05.092	201.5	13:07.016
6	1	2:32.980	42.328	46.206	1:04.446	200.7	15:39.996
7	1	2:33.327	42.146	46.159	1:05.022	201.5	18:13.323
8	1	2:33.945	42.162	46.842	1:04.941	198.5	20:47.268
9	1	2:32.476	41.952	45.791	1:04.733	200.0	23:19.744
10	1	2:34.068	41.879	46.198	1:05.991	200.7	25:53.812
11	1	2:34.553	43.505	46.215	1:04.833	198.5	28:28.365
12	1	3:31.141 B	41.990	46.497	2:02.654	200.0	31:59.506
13	1	2:57.463	1:06.324	46.670	1:04.469		34:56.969
14	1	2:33.889	42.466	45.953	1:05.470	200.7	37:30.858
15	1	2:33.998	42.057	46.033	1:05.908	201.9	40:04.856
16	1	2:32.499	41.969	46.450	1:04.080	201.9	42:37.355
17	1	2:35.390	42.472	46.954	1:05.964	202.6	45:12.745
18	1	2:32.546	42.290	46.321	1:03.935	202.6	47:45.291
19	1	2:33.686	42.019	47.616	1:04.051	198.9	50:18.977
20	1	2:32.847	41.903	46.113	1:04.831	201.9	52:51.824
21	1	2:34.739	41.992	46.773	1:05.974	201.1	55:26.563
22	1	2:32.447	41.933	46.228	1:04.286	198.5	57:59.010
23	1	2:32.711	41.865	46.444	1:04.402	201.1	1:00:31.721
24	1	2:34.586	43.882	46.259	1:04.445	202.6	1:03:06.307

40 — BMW 3.0 CSL 1975
1.Michael ERLICH — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:26.487	42.681	42.446	1:01.360		2:26.487
2	1	2:24.338	40.175	42.673	1:01.490	210.5	4:50.825
3	1	2:23.724	40.290	42.309	1:01.125	210.9	7:14.549
4	1	2:23.524	40.323	42.262	1:00.939	216.9	9:38.073
5	1	2:25.181	41.707	42.478	1:00.996	211.4	12:03.254
6	1	2:24.705	40.445	42.332	1:01.928	207.7	14:27.959
7	1	2:23.819	40.166	42.541	1:01.112	221.3	16:51.778
8	1	2:24.130	40.422	42.542	1:01.166	214.3	19:15.908
9	1	2:23.829	40.033	42.757	1:01.039	216.0	21:39.737
10	1	2:25.263	40.483	42.591	1:02.189	216.0	24:05.000
11	1	3:29.361 B	41.307	43.720	2:04.334	205.3	27:34.361
12	1	2:49.380	1:02.994	44.171	1:02.215		30:23.741
13	1	2:26.622	41.352	43.487	1:01.783	214.3	32:50.363
14	1	2:25.505	40.880	43.050	1:01.575	204.5	35:15.868
15	1	2:29.814	43.537	43.034	1:03.243	188.2	37:45.682
16	1	2:26.596	41.039	43.044	1:02.513	221.3	40:12.278
17	1	2:26.766	40.929	43.458	1:02.379	212.6	42:39.044
18	1	2:30.243	41.930	45.597	1:02.716	210.5	45:09.287
19	1	2:28.332	40.876	43.662	1:03.794	218.6	47:37.619
20	1	2:27.039	41.141	43.615	1:02.283	213.9	50:04.658
21	1	2:27.815	40.927	44.133	1:02.755	217.7	52:32.473
22	1	2:28.578	41.185	44.097	1:03.296	213.9	55:01.051
23	1	2:29.380	41.386	44.122	1:03.872	212.2	57:30.431
24	1	2:29.722	41.845	44.132	1:03.745	202.6	1:00:00.153
25	1	2:29.584	41.399	44.547	1:03.638	217.7	1:02:29.737

44 — BMW 2002 TI 1970
1.Katrin BEHRENS — TC2

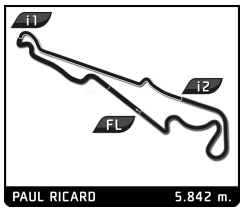
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:21.217	1:06.448	56.716	1:18.053		3:21.217
2	1	3:04.944	50.987	55.474	1:18.483	168.7	6:26.161
3	1	3:07.502	52.010	56.978	1:18.514	167.2	9:33.663
4	1	3:03.639	52.082	54.455	1:17.102	166.9	12:37.302
5	1	3:03.216	50.630	55.952	1:16.634	166.7	15:40.518
6	1	3:00.759	49.647	54.793	1:16.319	174.2	18:41.277
7	1	21:08.421	...	1:00.325	1:18.402		39:49.698
8	1	3:04.330	50.802	56.123	1:17.405	168.2	42:54.028
9	1	3:06.481	51.481	57.427	1:17.573	164.6	46:00.509
10	1	3:01.906	50.841	55.400	1:15.665	169.0	49:02.415
11	1	3:00.273	51.441	53.669	1:15.163	167.4	52:02.688
12	1	2:59.734	49.684	55.364	1:14.686	168.0	55:02.422
13	1	3:07.996	49.027	54.435	1:24.534	166.4	58:10.418
14	1	2:57.490	48.704	53.862	1:14.924	170.1	1:01:07.908
15	1	2:56.865	47.342	53.525	1:15.998	175.6	1:04:04.773

46 — FORD Mustang 289 1965
1.Serge LIBENS
2.Christophe VAN RIET — TC1

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:56.833	55.575	49.407	1:11.851		2:56.833
2	1	2:48.035	45.646	50.478	1:11.911	196.7	5:44.868
3	1	2:46.511	45.861	49.263	1:11.387	196.7	8:31.379
4	1	2:46.329	46.206	49.108	1:11.015	191.2	11:17.708
5	1	2:46.223	45.821	49.391	1:11.011	191.8	14:03.931
6	1	2:44.747	45.105	49.217	1:10.425	197.1	16:48.678
7	1	2:45.586	45.761	49.150	1:10.675	191.5	19:34.264
8	1	2:46.316	46.471	49.376	1:10.469	187.8	22:20.580
9	1	2:44.086	44.897	49.108	1:10.081	200.7	25:04.666
10	1	2:45.668	45.494	49.000	1:11.174	194.6	27:50.334
11	1	2:51.369 B	45.243	49.393	1:16.733	189.1	30:41.703
12	1	4:05.406	2:02.020	51.874	1:11.512		34:47.109
13	1	2:46.646	45.569	49.712	1:11.365	185.2	37:33.755
14	1	2:46.030	45.241	49.470	1:11.319	201.1	40:19.785
15	1	2:46.050	46.148	49.126	1:10.776	181.2	43:05.835
16	1	2:49.436	48.465	50.329	1:10.642	181.2	45:55.271
17	1	2:44.412	45.300	48.438	1:10.674	193.2	48:39.683
18	1	2:43.859	44.935	48.624	1:10.300	189.8	51:23.542
19	1	2:45.494	45.748	49.342	1:10.404	195.7	54:09.036
20	1	2:45.874	45.061	49.476	1:11.337	194.2	56:54.910
21	1	2:47.825	46.937	48.572	1:12.316	178.5	59:42.735
22	1	2:47.238	46.435	48.991	1:11.812	197.1	1:02:29.973

50 — FORD Capri 3100 RS 1975
1.Maxime GUENAT — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:31.308	43.972	44.281	1:03.055		2:31.308
2	1	2:28.004	40.628	43.679	1:03.697	212.6	4:59.312
3	1	2:36.705	40.864	43.868	1:11.973	217.3	7:36.017
4	1	2:28.324	41.590	43.772	1:02.962	213.0	10:04.341
5	1	2:27.138	40.904	43.744	1:02.490	215.1	12:31.479
6	1	2:28.343	40.924	44.915	1:02.504	215.1	14:59.822
7	1	2:27.605	40.835	43.959	1:02.811	214.3	17:27.427



HERITAGE TOURING CUP
DIX MILLE TOURS
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
8	1	2:37.314 B	41.377	43.760	1:12.177	214.3	20:04.741

52 FORD Capri 2600 RS 1972
1.Yves SCEMAMA — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:34.404	45.908	44.815	1:03.681		2:34.404
2	1	2:30.169	41.536	44.585	1:04.048	205.7	5:04.573
3	1	2:29.977	41.407	44.504	1:04.066	204.5	7:34.550
4	1	2:32.134	42.088	45.419	1:04.627	202.2	10:06.684
5	1	2:31.191	42.336	45.120	1:03.735	198.9	12:37.875
6	1	2:30.434	41.518	44.838	1:04.078	203.8	15:08.309
7	1	2:30.582	41.645	45.180	1:03.757	204.2	17:38.891
8	1	2:31.978	41.685	45.990	1:04.303	204.5	20:10.869
9	1	2:30.664	41.725	44.865	1:04.074	198.9	22:41.533
10	1	2:30.936	41.703	45.095	1:04.138	204.5	25:12.469
11	1	2:30.930	41.422	45.230	1:04.278	202.2	27:43.399
12	1	2:31.158	41.828	45.089	1:04.241	201.5	30:14.557
13	1	2:40.572 B	41.502	45.028	1:14.042	202.2	32:55.129
14	1	3:41.455	1:51.924	45.262	1:04.269		36:36.584
15	1	2:33.073	41.849	47.161	1:04.063	202.2	39:09.657
16	1	2:30.807	41.520	45.242	1:04.045	201.5	41:40.464
17	1	2:30.152	41.456	44.856	1:03.840	202.2	44:10.616
18	1	2:31.169	41.825	45.391	1:03.953	203.0	46:41.785
19	1	2:30.020	41.413	44.953	1:03.654	202.2	49:11.805
20	1	2:31.238	41.853	45.133	1:04.252	204.5	51:43.043
21	1	2:32.129	42.462	45.167	1:04.500	205.3	54:15.172
22	1	2:31.740	41.658	45.872	1:04.210	203.4	56:46.912
23	1	2:31.292	41.597	45.224	1:04.471	202.2	59:18.204
24	1	2:33.497	42.007	44.996	1:06.494	201.9	1:01:51.701

54 ALFA ROMEO 2000 GTV 1973
1.Philippe ROBERT — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:10.327	1:01.385	53.257	1:15.685		3:10.327
2	1	2:56.374	48.592	52.902	1:14.880	167.7	6:06.701
3	1	2:55.765	48.475	52.803	1:14.487	165.9	9:02.466
4	1	2:57.955	48.572	53.457	1:15.926	165.4	12:00.421
5	1	2:56.302	49.631	52.654	1:14.017	163.4	14:56.723
6	1	2:56.928	49.884	52.815	1:14.229	163.6	17:53.651
7	1	3:00.642	50.330	53.302	1:17.010	165.4	20:54.293
8	1	3:02.849	50.581	56.509	1:15.759	158.6	23:57.142
9	1	3:08.510 B	50.429	54.183	1:23.898	162.2	27:05.652
10	1	4:18.253	2:03.548	57.580	1:17.125		31:23.905
11	1	2:57.887	48.417	54.817	1:14.653	160.5	34:21.792
12	1	2:54.803	48.620	52.812	1:13.371	164.9	37:16.595
13	1	2:55.234	48.105	52.736	1:14.393	166.4	40:11.829
14	1	2:57.327	48.096	53.511	1:15.720	165.6	43:09.156
15	1	2:59.545	48.499	55.618	1:15.428	162.2	46:08.701
16	1	3:01.368	50.151	55.964	1:15.253	134.8	49:10.069
17	1	3:03.132	50.559	56.937	1:15.636	142.3	52:13.201
18	1	3:07.978	53.136	57.465	1:17.377	123.7	55:21.179
19	1	3:21.380	54.897	1:01.303	1:25.180	114.8	58:42.559
20	1	5:34.954	56.381	3:04.413	1:34.160	115.3	1:04:17.513

64 FORD Escort 1600 RS 1974
1.Erik MARIS — TC2

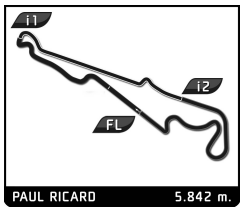
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:37.964	47.162	45.724	1:05.078		2:37.964
2	1	2:32.005	41.964	45.619	1:04.422	204.5	5:09.969
3	1	2:32.085	42.125	45.627	1:04.333	201.9	7:42.054
4	1	2:32.191	42.136	45.360	1:04.695	202.2	10:14.245
5	1	2:34.184	41.847	45.990	1:06.347	203.4	12:48.429
6	1	2:32.911	42.071	45.984	1:04.856	204.5	15:21.340
7	1	2:32.237	41.986	45.695	1:04.556	203.4	17:53.577
8	1	2:32.635	42.117	45.450	1:05.068	204.9	20:26.212
9	1	2:34.607	44.009	45.812	1:04.786	175.6	23:00.819
10	1	2:31.879	41.891	45.259	1:04.729	200.4	25:32.698
11	1	2:31.997	42.330	45.652	1:04.015	205.3	28:04.695
12	1	2:39.170 B	41.730	45.513	1:11.927	201.5	30:43.865
13	1	3:47.440	1:57.566	45.322	1:04.552	123.3	34:31.305
14	1	2:31.194	41.878	45.358	1:03.958	202.6	37:02.499
15	1	2:31.255	41.750	45.689	1:03.816	203.8	39:33.754
16	1	2:31.302	41.688	45.471	1:04.143	201.9	42:05.056
17	1	2:30.913	41.926	45.240	1:03.747	201.5	44:35.969
18	1	2:31.701	41.778	45.214	1:04.709	202.2	47:07.670
19	1	2:33.789	42.916	46.739	1:04.134	205.3	49:41.459
20	1	2:31.213	42.084	44.847	1:04.282	206.1	52:12.672
21	1	2:31.323	41.925	45.397	1:04.001	206.5	54:43.995
22	1	2:30.963	41.948	45.009	1:04.006	199.3	57:14.958
23	1	2:30.857	41.837	44.920	1:04.100	208.1	59:45.815
24	1	2:31.187	42.035	44.742	1:04.410	206.5	1:02:17.002

65 FORD Mustang 289 1965
1.Max HUBER GUTIERREZ — TC1

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:09.200					3:09.200
2	1	2:54.670					6:03.870
3	1	2:52.707				190.5	8:56.577
4	1	2:50.593					11:47.170
5	1	2:50.579					14:37.749
6	1	2:49.055					17:26.804
7	1	2:52.875					20:19.679
8	1	2:49.615					23:09.294
9	1	2:49.855					25:59.149
10	1	3:08.630					29:07.779
11	1	3:02.700 B				189.1	32:10.479
12	1	6:00.832	3:56.845	51.369	1:12.618		38:11.311
13	1	2:52.630	48.904	50.965	1:12.761	192.2	41:03.941
14	1	2:55.025	47.831	52.882	1:14.312	189.8	43:58.966
15	1	2:53.718	47.752	52.557	1:13.409	188.5	46:52.684
16	1	2:52.674	47.878	52.160	1:12.636	191.2	49:45.358
17	1	2:50.333	47.179	51.595	1:11.559	195.3	52:35.691
18	1	2:53.793	47.971	52.129	1:13.693	191.8	55:29.484
19	1	2:56.013	50.790	51.669	1:13.554	191.2	58:25.497
20	1	2:54.112	48.815	51.546	1:13.751	180.9	1:01:19.609
21	1	2:52.731	47.599	50.977	1:14.155	191.8	1:04:12.340

66 BMW 635 CSi 1983
1.Armand MILLE — Group A

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:50.291	53.665	49.019	1:07.607		2:50.291
2	1	2:38.652	44.283	47.411	1:06.958	187.2	5:28.943
3	1	2:37.164	44.813	47.015	1:05.336	195.7	8:06.107
4	1	2:34.089	43.007	46.434	1:04.648	195.3	10:40.196
5	1	2:34.449	42.606	46.657	1:05.186	196.7	13:14.645
6	1	2:33.298	41.921	46.928	1:04.449	196.4	15:47.943
7	1	2:35.266	42.828	47.611	1:04.827	196.4	18:23.209
8	1	2:34.776	42.200	46.660	1:05.916	195.7	20:57.985
9	1	2:37.288	44.575	47.803	1:04.910	198.2	23:35.273



HERITAGE TOURING CUP
DIX MILLE TOURS
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
10	1	2:34.660	42.504	46.971	1:05.185	194.6	26:09.933
11	1	2:35.162	42.745	47.063	1:05.354	194.9	28:45.095
12	1	2:45.368 B	42.592	47.404	1:15.372	194.2	31:30.463
13	1	3:50.452	1:58.536	46.972	1:04.944		35:20.915
14	1	2:36.343	43.112	48.687	1:04.544	194.9	37:57.258
15	1	2:34.571	42.302	46.858	1:05.411	198.5	40:31.829
16	1	2:35.803	42.229	46.675	1:06.899	194.2	43:07.632
17	1	2:36.351	42.835	48.422	1:05.094	193.5	45:43.983
18	1	2:33.525	42.170	46.550	1:04.805	194.6	48:17.508
19	1	2:33.208	42.087	46.519	1:04.602	194.9	50:50.716
20	1	2:32.783	41.825	46.430	1:04.528	195.3	53:23.499
21	1	2:33.373	41.929	46.395	1:05.049	195.7	55:56.872
22	1	2:33.719	42.321	46.918	1:04.480	195.3	58:30.591
23	1	2:34.171	42.768	46.384	1:05.019	196.4	1:01:04.762
24	1	2:33.536	41.835	45.970	1:05.731	195.7	1:03:38.298

68 FORD Escort 1600 RS 1971
1.Timm MEINRENKEN — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:40.517 B	56.729	52.678	1:51.110		3:40.517
2	1	5:46.240 B	1:00.752	55.285	3:50.203		9:26.757
3	1	2:55.010	59.387	48.787	1:06.836		12:21.767
4	1	2:37.534	43.690	47.583	1:06.261	189.8	14:59.301
5	1	2:37.026	43.838	46.839	1:06.349	187.8	17:36.327
6	1	2:37.864	43.445	47.614	1:06.805	190.8	20:14.191
7	1	2:41.835	47.628	48.494	1:05.713	155.2	22:56.026
8	1	2:36.004	42.995	46.548	1:06.461	192.2	25:32.030
9	1	3:40.917 B	44.260	47.156	2:09.501	190.1	29:12.947
10	1	2:54.509	59.420	48.242	1:06.847		32:07.456
11	1	2:37.851	43.988	47.140	1:06.723	187.8	34:45.307
12	1	2:36.443	43.644	46.710	1:06.089	188.8	37:21.750
13	1	2:36.440	43.386	46.783	1:06.271	190.5	39:58.190
14	1	2:37.910	42.995	48.007	1:06.908	191.8	42:36.100
15	1	2:36.294	42.975	47.061	1:06.258	190.5	45:12.394
16	1	2:35.453	43.588	46.481	1:05.384	194.6	47:47.847
17	1	2:34.859	42.561	46.296	1:06.002	192.5	50:22.706
18	1	2:36.263	43.014	46.637	1:06.612	190.5	52:58.969
19	1	2:36.393	43.009	47.131	1:06.253	192.9	55:35.362
20	1	2:36.136	43.060	46.690	1:06.386	191.2	58:11.498
21	1	2:39.396	43.709	47.357	1:08.330	193.2	1:00:50.894

72 FORD Capri 3100 RS 1973
1.Christophe VAN RIET — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:26.154	42.033	42.852	1:01.269		2:26.154
2	1	2:23.988	39.761	42.701	1:01.526	218.2	4:50.142
3	1	2:23.146	39.394	42.236	1:01.516	220.9	7:13.288
4	1	2:23.717	39.866	42.291	1:01.560	220.0	9:37.005
5	1	2:23.268	39.780	42.606	1:00.882	215.6	12:00.273
6	1	2:24.282	39.620	43.124	1:01.538	221.8	14:24.555
7	1	2:23.852	39.799	42.634	1:01.419	216.0	16:48.407
8	1	2:24.014	39.865	42.695	1:01.454	216.0	19:12.421
9	1	2:23.542	39.711	42.365	1:01.466	217.7	21:35.963
10	1	2:24.651	40.197	42.770	1:01.684	216.9	24:00.614
11	1	2:25.069	40.052	43.022	1:01.995	220.0	26:25.683
12	1	2:25.073	39.988	43.444	1:01.641	217.7	28:50.756
13	1	2:30.083 B	40.059	42.894	1:07.130	216.9	31:20.839
14	1	3:42.403	1:58.595	42.213	1:01.595		35:03.242
15	1	2:24.417	40.246	42.371	1:01.800	211.4	37:27.659
16	1	2:25.342	40.405	43.128	1:01.809	217.7	39:53.001
17	1	2:25.753	40.726	42.833	1:02.194	215.1	42:18.754
18	1	2:25.706	40.793	43.063	1:01.850	212.2	44:44.460
19	1	2:24.806	40.491	42.956	1:01.359	217.3	47:09.266
20	1	2:24.985	40.185	42.602	1:02.198	213.0	49:34.251
21	1	2:25.620	40.333	43.025	1:02.262	220.4	51:59.871
22	1	2:26.426	40.680	43.338	1:02.408	221.3	54:26.297
23	1	2:28.182	40.904	43.645	1:03.633	210.5	56:54.479
24	1	2:28.246	40.934	43.526	1:03.786	213.9	59:22.725
25	1	2:27.963	41.363	43.885	1:02.715	203.8	1:01:50.688

78 BMW 2002 TI 1971
1.Philipp BRUNN
2.Siegfried BRUNN — TC2

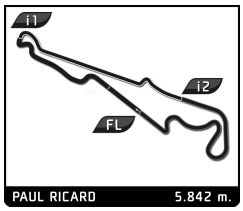
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:49.989	53.425	48.080	1:08.484		2:49.989
2	1	2:37.954	44.198	47.366	1:06.390	193.9	5:27.943
3	1	2:38.942	45.246	47.416	1:06.280	193.2	8:06.885
4	1	2:37.080	43.728	47.201	1:06.151	192.2	10:43.965
5	1	2:37.001	44.167	47.143	1:05.691	191.2	13:20.966
6	1	2:35.734	42.836	46.832	1:06.066	193.2	15:56.700
7	1	2:35.919	42.938	46.788	1:06.193	188.2	18:32.619
8	1	2:35.214	42.669	46.704	1:05.841	189.1	21:07.833
9	1	2:38.073	43.476	47.080	1:07.517	190.1	23:45.906
10	1	2:36.773	43.823	46.824	1:06.126	186.5	26:22.679
11	1	4:01.854 B	44.492	47.491	2:29.871	186.9	30:24.533
12	1	2:52.663	1:00.117	46.706	1:05.840		33:17.196
13	1	2:36.072	43.810	46.933	1:05.329	191.2	35:53.268
14	1	2:35.495	42.712	46.572	1:06.211	191.8	38:28.763
15	1	2:35.327	42.836	46.669	1:05.822	190.8	41:04.090
16	1	2:34.961	43.196	46.766	1:04.999	191.8	43:39.051
17	1	2:37.868	43.252	47.314	1:07.302	187.2	46:16.919
18	1	2:38.879	43.780	47.637	1:07.462	184.9	48:55.798
19	1	2:39.861	43.930	48.126	1:07.805	183.1	51:35.659
20	1	2:44.612	44.221	49.236	1:11.155	186.2	54:20.271
21	1	2:44.973	44.724	50.413	1:09.836	184.3	57:05.244
22	1	2:46.832	43.979	52.679	1:10.174	183.1	59:52.076
23	1	2:48.547	44.911	50.074	1:13.562	186.2	1:02:40.623

83 ALFA ROMEO 1750 GTAM 1969
1.Paul François GIGLIO — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:45.301 B	1:08.582	1:02.095	1:34.624		3:45.301

89 FORD Escort 1600 RS 1975
1.Franco MEINERS — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:34.913	46.407	44.785	1:03.721		2:34.913
2	1	2:30.630	41.441	44.956	1:04.233	206.1	5:05.543
3	1	2:31.639	41.708	45.523	1:04.408	204.2	7:37.182
4	1	2:32.175	41.624	45.508	1:05.043	202.6	10:09.357
5	1	2:32.218	42.667	45.401	1:04.150	198.5	12:41.575
6	1	2:31.033	41.953	44.964	1:04.116	201.9	15:12.608
7	1	2:31.050	41.727	45.178	1:04.145	200.7	17:43.658
8	1	2:31.555	41.662	44.932	1:04.961	201.1	20:15.213
9	1	2:37.482	47.216	46.016	1:04.250	176.5	22:52.695
10	1	2:37.091 B	41.901	45.229	1:09.961	202.6	25:29.786
11	1	3:47.511	1:59.320	44.825	1:03.366	111.3	29:17.297
12	1	2:30.784	41.757	45.088	1:03.939	204.2	31:48.081
13	1	2:30.079	41.428	44.766	1:03.885	201.1	34:18.160
14	1	2:36.537	41.603	45.046	1:09.888	199.3	36:54.697



HERITAGE TOURING CUP
DIX MILLE TOURS
RACE

Sector Analysis

Personal Best | Session Best | **B** Crossing the finish line in pit lane

117 — FORD Escort 1600 RS 1972 — TC2
1.Alain PAGES
2.Eric SECHAUD

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:32.759	45.628	44.273	1:02.858		2:32.759
2	1	2:28.825	41.236	44.145	1:03.444	203.8	5:01.584
3	1	2:29.847	42.063	44.606	1:03.178	204.9	7:31.431
4	1	2:30.403	41.705	44.462	1:04.236	201.5	10:01.834
5	1	2:30.474	41.847	44.453	1:04.174	203.0	12:32.308
6	1	2:30.434	41.604	45.081	1:03.749	200.7	15:02.742
7	1	2:29.264	41.430	44.197	1:03.637	202.2	17:32.006
8	1	2:32.917	43.226	45.991	1:03.700	202.2	20:04.923
9	1	2:33.986	42.492	46.407	1:05.087	194.9	22:38.909
10	1	2:35.132	43.101	47.592	1:04.439	180.3	25:14.041
11	1	2:36.468	42.917	46.427	1:07.124	182.1	27:50.509
12	1	2:54.551 B	45.824	52.157	1:16.570	164.1	30:45.060
13	1	8:01.568 B	5:43.121	52.550	1:25.897	80.6	38:46.628

138 — FORD Mustang 289 1965 — TC1
1.Pierre MODAS
2.Philippe DUBRANA

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:04.800	59.648	52.174	1:12.978		3:04.800
2	1	2:53.941	46.919	53.787	1:13.235	188.8	5:58.741
3	1	2:51.049	46.869	52.431	1:11.749	188.8	8:49.790
4	1	2:51.439	47.201	51.234	1:13.004	184.0	11:41.229
5	1	2:50.875	47.033	51.289	1:12.553	178.8	14:32.104
6	1	2:51.655	48.465	51.264	1:11.926	174.8	17:23.759
7	1	2:50.072	47.248	51.028	1:11.796	172.0	20:13.831
8	1	2:52.141	47.639	53.283	1:11.219	163.9	23:05.972
9	1	2:50.581	47.063	50.524	1:12.994	189.5	25:56.553
10	1	2:50.452	46.148	50.665	1:13.639	191.5	28:47.005
11	1	3:01.427 B	47.293	51.583	1:22.551	185.9	31:48.432
12	2	4:35.042	2:25.274	53.178	1:16.590		36:23.474
13	2	3:00.788	49.691	53.171	1:17.926	172.5	39:24.262
14	2	2:59.847	50.350	52.850	1:16.647	166.7	42:24.109
15	2	3:03.375	50.732	55.518	1:17.125	167.4	45:27.484
16	2	3:00.858	49.654	53.095	1:18.109	170.1	48:28.342
17	2	3:01.895	50.417	54.142	1:17.336	164.1	51:30.237
18	2	3:00.708	49.626	53.918	1:17.164	168.2	54:30.945
19	2	3:00.181	50.270	53.991	1:15.920	167.4	57:31.126
20	2	2:56.057	48.511	52.090	1:15.456	172.0	1:00:27.183
21	2	2:56.688	49.641	51.740	1:15.307	185.9	1:03:23.871

164 — FORD Escort 1600 RS 1974 — TC2
1.Jean-Marc MERLIN
2.Richard DEPAGNEUX

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:38.342	47.620	45.759	1:04.963		2:38.342
2	1	2:32.285	42.031	45.533	1:04.721	202.6	5:10.627
3	1	2:31.843	41.858	45.596	1:04.389	201.1	7:42.470
4	1	2:32.139	42.399	45.127	1:04.613	202.2	10:14.609
5	1	2:31.706	41.814	45.462	1:04.430	201.5	12:46.315
6	1	2:30.907	41.744	45.110	1:04.053	199.3	15:17.222
7	1	2:31.566	41.944	45.117	1:04.505	198.9	17:48.788
8	1	2:31.083	41.835	45.214	1:04.034	199.3	20:19.871
9	1	2:32.067	42.256	45.974	1:03.837	199.6	22:51.938
10	1	2:31.054	42.373	44.878	1:03.803	197.8	25:22.992
11	1	2:36.661 B	42.012	45.148	1:09.501	196.7	27:59.653
12	1	3:53.968	2:01.971	46.797	1:05.200		31:53.621
13	1	2:33.549	42.979	46.316	1:04.254	200.7	34:27.170
14	1	2:32.581	43.259	45.747	1:03.575	188.5	36:59.751
15	1	2:31.354	42.091	45.540	1:03.723	198.2	39:31.105
16	1	2:30.650	41.863	45.279	1:03.508	201.1	42:01.755
17	1	2:30.660	41.734	45.225	1:03.701	200.4	44:32.415
18	1	2:30.792	42.041	45.070	1:03.681	199.6	47:03.207
19	1	2:33.248	42.426	45.846	1:04.976	199.6	49:36.455
20	1	2:30.827	41.933	45.217	1:03.677	201.9	52:07.282
21	1	2:31.198	42.144	45.718	1:03.336	198.9	54:38.480
22	1	2:29.843	41.631	45.234	1:02.978	201.5	57:08.323
23	1	2:30.188	41.417	44.784	1:03.987	202.6	59:38.511
24	1	2:31.576	41.195	45.238	1:05.143	201.5	1:02:10.087

165 — BMW 635 CSi 1983 — Group A
1.Johannes SCHOUTEN

Lap	D	Time	Elapsed
1	1	2:41.480	2:41.480
2	1	2:33.497	5:14.977
3	1	2:32.296	7:47.273
4	1	2:31.255	10:18.528
5	1	2:31.245	12:49.773
6	1	2:32.533	15:22.306
7	1	2:31.956	17:54.262
8	1	2:48.809 B	20:43.071