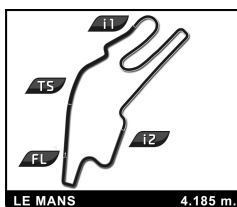


HERITAGE TOURING CUP HISTORIC RACING BUGATTI RACE

Sector Analysis

■ Personal Best ■ Session Best ■ 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
4 JAGUAR XJS HE 1982 1. Sherman GAY Group A															
1	1	3:42.727	1:36.576	1:24.500	41.651		3:42.727	17	1	1:57.018	27.841	59.428	29.749	194.9	42:39.748
2	1	2:25.011	36.518	1:12.841	35.652	144.3	6:07.738	18	1	1:57.315	28.500	59.331	29.484	193.4	44:37.063
3	1	2:19.148	31.977	1:10.421	36.750	178.4	8:26.886	19	1	1:58.879	28.445	59.882	30.552	193.7	46:35.942
4	1	2:22.776	34.241	1:09.527	39.008	153.0	10:49.662	20	1	2:08.993	32.836	1:05.060	31.097	150.9	48:44.935
5	1	8:38.418	6:50.105	1:08.745	39.568		19:28.080	21	1	2:21.203	29.794	1:16.330	35.079	186.4	51:06.138
11 BMW 3.0 CSL 1972 1. Charles FIRMENICH TC2 2. Benjamin MONNAY															
1	1	2:56.386	1:07.350	1:14.094	34.942		2:56.386	16	2	2:39.041	56.048	1:10.378	32.615		2:39.041
2	1	2:12.813	32.443	1:07.661	32.709	184.7	5:09.199	2	2	2:17.377	33.571	1:11.539	32.267	172.8	4:56.418
3	1	2:07.703	30.602	1:05.087	32.014	187.1	7:16.902	3	2	2:02.186	29.594	1:01.637	30.955	188.9	6:58.604
4	1	2:06.781	30.623	1:03.909	32.249	188.2	9:23.683	4	2	1:59.046	28.585	1:00.347	30.114	191.1	8:57.650
5	1	2:05.236	29.901	1:03.626	31.709	185.0	11:28.919	5	2	1:59.000	28.725	1:00.229	30.046	187.5	10:56.650
6	1	2:04.831	29.653	1:03.817	31.361	184.4	13:33.750	6	2	1:58.684	28.385	1:00.629	29.670	189.7	12:55.334
7	1	2:04.487	30.827	1:02.792	30.868	193.0	15:38.237	7	2	1:58.829	28.652	59.950	30.227	188.9	14:54.163
8	1	2:03.260	29.527	1:02.927	30.806	185.4	17:41.497	8	2	1:58.256	28.366	1:00.201	29.689	189.3	16:52.419
9	1	2:03.188	29.239	1:02.824	31.125	186.1	19:44.685	9	2	1:58.791	28.211	1:00.551	30.029	190.0	18:51.210
10	1	2:03.051	29.243	1:02.771	31.037	185.4	21:47.736	10	2	1:58.147	28.463	59.701	29.983	187.1	20:49.357
11	1	2:07.136	31.409	1:04.567	31.160	161.8	23:54.872	11	2	1:59.126	29.212	59.982	29.932	190.4	22:48.483
12	1	2:03.103	29.371	1:02.692	31.040	185.7	25:57.975	12	2	1:57.825	28.080	59.706	30.039	188.6	24:46.308
13	1	2:04.216	29.052	1:03.036	32.128	185.7	28:02.191	13	2	1:58.111	28.072	59.809	30.230	187.9	26:44.419
14	1	2:03.047	28.743	1:02.353	31.951	185.7	30:05.238	14	2	1:58.524	28.193	1:00.006	30.325	188.6	28:42.943
15	1	5:03.274	3:16.328	1:14.386	32.560		35:08.512	15	2	1:58.008	28.264	59.739	30.005	188.2	30:40.951
16	1	2:06.469	30.342	1:03.782	32.345	183.3	37:14.981	16	2	2:00.646	27.808	59.912	32.926	190.4	32:41.597
17	1	2:03.386	29.453	1:01.876	32.057	184.7	39:18.367	17	1	3:31.497	2:00.905	1:00.372	30.220		36:13.094
18	1	2:01.132	28.513	1:01.869	30.750	188.2	41:19.499	18	1	1:58.229	28.266	59.890	30.073	193.0	38:11.323
19	1	2:00.924	29.134	1:00.734	31.056	186.4	43:20.423	19	1	1:58.494	28.352	59.824	30.318	194.1	40:09.817
20	1	2:00.562	29.320	1:00.617	30.625	187.1	45:20.985	20	1	1:59.330	28.397	1:00.602	30.331	194.1	42:09.147
21	1	2:02.142	29.226	1:01.811	31.105	188.6	47:23.127	21	1	1:58.298	28.196	1:00.196	29.906	194.1	44:07.445
22	1	2:35.437	42.828	1:16.119	36.490	162.6	49:58.564	22	1	1:57.855	28.191	59.710	29.954	194.1	46:05.300
23	1	2:35.586	42.782	1:19.316	33.488	110.5	52:34.150	23	1	2:18.091	29.227	1:10.866	37.998	193.7	48:23.391
24	1	1:58.690	28.400	1:00.373	29.917	187.1	54:32.840	24	1	2:38.037	42.959	1:17.609	37.469	125.0	51:01.428
25	1	1:58.091	28.294	1:00.280	29.517	188.6	56:30.931	25	1	2:21.256	38.252	1:12.228	30.776	133.6	53:22.684
26	1	1:58.316	28.621	59.878	29.817	186.8	58:29.247	26	1	1:57.765	28.283	59.792	29.690	193.0	55:20.449
27	1	1:59.073	28.921	1:00.054	30.098	189.7	1:00:28.320	27	1	1:57.591	28.130	59.458	30.003	193.7	57:18.040
13 BMW 635i Gr. 2 1980 1. Philippe TRUFFIER TC2															
1	1	3:01.390	1:12.089	1:13.294	36.007		3:01.390	17	1	2:38.656	53.528	1:11.668	33.460		2:38.656
2	1	2:13.273	33.740	1:07.061	32.472	163.9	5:14.663	2	1	2:17.438	33.508	1:11.384	32.546	169.5	4:56.094
3	1	2:06.086	30.347	1:03.653	32.086	188.9	7:20.749	3	1	2:03.484	29.827	1:02.363	31.294	196.8	6:59.578
4	1	2:06.458	30.033	1:04.088	32.337	187.9	9:27.207	4	1	2:05.493	29.520	1:03.915	32.058	196.4	9:05.071
5	1	2:07.523	30.533	1:04.108	32.882	182.7	11:34.730	5	1	2:06.579	30.036	1:04.325	32.218	190.4	11:11.650
6	1	2:07.823	30.155	1:04.655	33.013	187.1	13:42.553	6	1	2:06.486	30.532	1:03.717	32.237	188.9	13:18.136
7	1	2:08.375	30.800	1:04.879	32.696	180.7	15:50.928	7	1	2:07.941	30.439	1:05.055	32.447	189.7	15:26.077
8	1	2:09.054	30.784	1:04.123	34.147	184.0	17:59.982	8	1	2:06.367	30.110	1:03.337	32.920	189.7	17:32.444
9	1	7:37.233	6:02.212	1:04.011	31.010		25:37.215	9	1	2:06.303	30.166	1:03.379	32.758	191.9	19:38.747
10	1	1:59.162	28.748	1:00.234	30.180	192.6	27:36.377	10	1	2:14.095	32.791	1:04.845	36.459	194.1	21:52.842
11	1	2:00.649	28.141	1:01.004	31.504	194.9	29:37.026	11	1	5:32.398	3:57.203	1:04.317	30.878		27:25.240
12	1	1:59.938	28.654	59.318	31.966	194.5	31:36.964	12	1	2:00.524	29.016	1:01.425	30.083	190.0	29:25.764
13	1	3:16.078	1:46.244	1:00.241	29.593		34:53.042	13	1	1:57.617	28.697	59.193	29.727	189.7	31:23.381
14	1	1:57.036	28.338	59.292	29.406	193.4	36:50.078	14	1	1:57.509	27.856	59.319	30.334	194.5	33:20.890
15	1	1:56.161	27.919	58.715	29.527	195.3	38:46.239	15	1	2:00.604	28.469	59.270	32.865	191.1	35:21.494
16	1	1:56.491	28.242	58.795	29.454	195.3	40:42.730	16	2	3:14.483	1:42.937	1:00.740	30.806		38:35.977

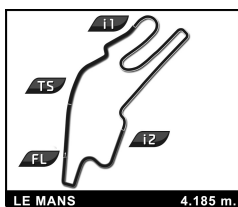


HERITAGE TOURING CUP HISTORIC RACING BUGATTI RACE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
17	2	2:00.500	28.691	1:00.813	30.996	193.0	40:36.477								
18	2	2:00.609	28.885	1:00.917	30.807	191.5	42:37.086								
19	2	2:01.492	28.842	1:01.531	31.119	192.6	44:38.578								
20	2	2:01.442	28.749	1:00.798	31.895	193.7	46:40.020								
21	2	2:08.472	32.775	1:03.979	31.718	175.5	48:48.492								
22	2	2:18.747	29.960	1:13.290	35.497	189.3	51:07.239								
23	2	2:24.706	38.501	1:13.237	32.968	104.7	53:31.945								
24	2	2:01.140	29.901	59.884	31.355	194.1	55:33.085								
25	2	2:14.139	33.475	1:08.904	31.760	167.2	57:47.224								
26	2	2:01.283	29.875	1:00.577	30.831	188.9	59:48.507								
27	2	1:59.787	28.588	1:00.143	31.056	192.2	1:01:48.294								
21 BMW 635 CSI 1983 Group A															
1.Armand ADRIAANS															
1	1	2:58.575	1:09.842	1:12.992	35.741		2:58.575								
2	1	2:13.958	32.539	1:07.812	33.607	177.7	5:12.533								
3	1	2:12.476	32.176	1:06.642	33.658	178.1	7:25.009								
4	1	2:12.560	31.740	1:06.909	33.911	179.0	9:37.569								
5	1	2:11.748	31.213	1:07.159	33.376	176.8	11:49.317								
6	1	2:12.872	31.465	1:07.491	33.916	175.5	14:02.189								
7	1	2:14.030	31.605	1:08.104	34.321	174.0	16:16.219								
8	1	2:16.619	33.795	1:08.407	34.417	175.8	18:32.838								
9	1	2:14.180	32.044	1:08.040	34.096	175.5	20:47.018								
10	1	2:14.008	32.391	1:07.589	34.028	175.2	23:01.026								
11	1	2:39.212 B	31.537	1:24.974	42.701	173.4	25:40.238								
22 BMW 3.0 CSL 1975 TC2															
1.Olivier BREITMAYER															
1	1	2:50.083	1:02.485	1:13.213	34.385		2:50.083								
2	1	2:12.493	32.425	1:07.333	32.735	171.9	5:02.576								
3	1	2:07.537	31.567	1:04.650	31.320	182.0	7:10.113								
4	1	2:06.031	30.604	1:03.332	32.095	183.0	9:16.144								
5	1	2:06.805	30.538	1:03.546	32.721	176.8	11:22.949								
6	1	2:04.121	30.660	1:02.220	31.241	180.7	13:27.070								
7	1	2:02.514	29.695	1:01.926	30.893	188.2	15:29.584								
8	1	2:03.436	29.334	1:02.325	31.777	185.0	17:33.020								
9	1	2:02.769	30.161	1:01.961	30.647	187.1	19:35.789								
10	1	2:01.914	29.793	1:01.594	30.527	184.7	21:37.703								
11	1	2:02.267	30.155	1:01.547	30.565	184.0	23:39.970								
12	1	2:02.040	29.507	1:01.629	30.904	176.2	25:42.010								
13	1	2:05.483 B	29.210	1:01.933	34.340	185.0	27:47.493								
14	1	3:19.930	1:47.248	1:01.533	31.149		31:07.423								
15	1	2:01.268	29.337	1:01.242	30.689	182.0	33:08.691								
16	1	2:00.893	29.487	1:00.758	30.648	183.3	35:09.584								
17	1	2:00.615	29.473	1:00.715	30.427	185.0	37:10.199								
18	1	2:01.488	30.096	1:01.420	29.972	188.6	39:11.687								
19	1	1:58.527	28.770	59.865	29.892	186.8	41:10.214								
20	1	2:01.071	28.880	1:01.622	30.569	188.2	43:11.285								
21	1	1:58.739	29.017	59.745	29.977	188.2	45:10.024								
22	1	2:05.321	29.826	1:02.809	32.686	186.4	47:15.345								
23	1	2:38.883	48.217	1:15.456	35.210	113.8	49:54.228								
24	1	2:36.441	45.524	1:18.616	32.301	100.1	52:30.669								
25	1	1:59.768	29.108	1:00.526	30.134	186.1	54:30.437								
26	1	1:59.256	29.039	1:00.184	30.033	186.8	56:29.693								
27	1	1:58.105	28.577	59.610	29.918	183.3	58:27.798								
28	1	2:00.084	29.376	1:00.723	29.985	186.1	1:00:27.882								
26 FORD Escort RS 1600 1972 TC2															
1.Raphaël de BORMAN															
1	1	2:35.012	45.385	1:13.715	35.912		2:35.012								
2	1	2:19.541	35.230	1:11.395	32.916	151.1	4:54.553								
3	1	2:03.928	29.221	1:03.144	31.563	194.9	6:58.481								
4	1	2:04.583	29.923	1:03.073	31.587	189.3	9:03.064								
5	1	2:04.046	29.539	1:02.965	31.542	190.4	11:07.110								
6	1	2:04.002	29.366	1:02.982	31.654	190.0	13:11.112								
7	1	2:04.186	29.618	1:02.991	31.577	192.2	15:15.298								
8	1	2:03.619	29.419	1:02.773	31.427	190.4	17:18.917								
9	1	2:03.392	29.356	1:02.444	31.592	190.4	19:22.309								
10	1	2:02.771	29.034	1:02.371	31.366	190.8	21:25.080								
11	1	2:03.441	29.816	1:02.347	31.278	184.7	23:28.521								
12	1	2:03.253 B	28.969	1:02.404	31.880	190.4	25:31.774								
13	1	5:03.268	3:31.900	1:01.369	29.999		30:35.042								
14	1	1:58.485	28.784	59.914	29.787	191.5	32:33.527								
15	1	1:56.879	27.976	59.214	29.689	192.6	34:30.406								
16	1	1:57.197	28.066	59.257	29.874	190.8	36:27.603								
17	1	1:57.977	27.894	59.559	30.524	191.9	38:25.580								
18	1	1:57.686	28.031	59.752	29.903	192.2	40:23.266								
19	1	1:57.550	27.965	59.708	29.877	191.5	42:20.816								
20	1	1:57.926	28.131	1:00.040	29.755	192.2	44:18.742								
21	1	1:57.165	27.849	59.370	29.946	191.9	46:15.907								
22	1	2:08.608	29.540	1:02.297	36.771	181.0	48:24.515								
23	1	2:38.177	43.922	1:17.291	36.964	123.6	51:02.692								
24	1	2:22.106	38.337	1:11.490	32.279	132.0	53:24.798								
25	1	1:56.478	28.034	58.910	29.534	191.5	55:21.276								
26	1	1:57.079	27.834	59.102	30.143	192.6	57:18.355								
27	1	1:57.811	27.974	59.459	30.378	194.5	59:16.166								
28	1	1:57.708	27.895	59.476	30.337	194.1	1:01:13.874								
31 FORD Escort RS 1600 1972 TC2															
1.Wolf ZWEIFLER															
2.Michael FÖVÉNY															
1	2	3:09.675	1:18.094	1:14.528	37.053		3:09.675								
2	2	2:15.878	33.128	1:08.592	34.158	173.7	5:25.553								
3	2	2:11.883	31.455	1:06.465	33.963	183.3	7:37.436								
4	2	2:14.813	32.096	1:08.035	34.682	180.0	9:52.249								
5	2	2:14.596	32.252	1:07.473	34.871	177.4	12:06.845								
6	2	2:14.795 B	32.121	1:08.038	34.636	185.4	14:21.640								
7	1	4:32.571	2:50.983	1:08.647	32.941		18:54.211								
8	1	2:06.817	30.599	1:04.272	31.946	183.7	21:01.028								
9	1	2:07.205	31.518	1:03.803	31.884	179.0	23:08.233								
10	1	2:04.976	30.233	1:03.520	31.223	186.4	25:13.209								
11	1	2:01.968	29.354	1:01.494	31.120	191.5	27:15.177								
12	1	2:03.538	29.709	1:02.703	31.126	187.1	29:18.715								
13	1	2:05.795 B	30.129	1:03.395	32.271	187.5	31:24.510								
14	1	3:32.905	1:55.018	1:05.586	32.301		34:57.415								
15	1	2:11.132	31.984	1:05.925	33.223	184.7	37:08.547								
16	1	2:11.285	31.445	1:05.535	34.305	186.8	39:19.832								
17	1	2:09.240	31.098	1:05.032	33.110	179.0	41:29.072								



HERITAGE TOURING CUP HISTORIC RACING BUGATTI RACE

Sector Analysis

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

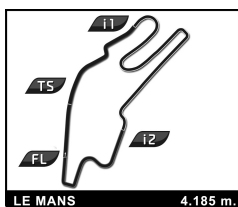
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
24	1	2:06.600	30.759	1:03.732	32.109	185.0	57:44.611	26	1	2:00.870	29.081	1:01.111	30.678	187.9	57:32.075
25	1	2:07.904	30.588	1:04.670	32.646	185.7	59:52.515	27	1	1:59.786	28.866	59.973	30.947	187.5	59:31.861
26	1	2:07.014	30.480	1:04.166	32.368	186.8	1:01:59.529	28	1	2:00.295	29.442	1:00.497	30.356	188.6	1:01:32.156

34		ALFA ROMEO 1750 GTV 1970		TC2			
1.Didier HURON							
1	1	3:45.352	1:42.136	1:23.669	39.547	3:45.352	
2	1	2:35.081	40.371	1:17.956	36.754	134.5	6:20.433
3	1	2:26.752	35.503	1:15.193	36.056	137.1	8:47.185
4	1	2:29.047	35.063	1:18.071	35.913	139.4	11:16.232
5	1	2:30.435	36.806	1:17.711	35.918	141.2	13:46.667
6	1	2:25.374	34.989	1:14.026	36.359	140.2	16:12.041
7	1	2:30.824	40.755	1:14.540	35.529	142.2	18:42.865
8	1	2:26.671	36.905	1:13.712	36.054	135.2	21:09.536
9	1	2:39.749	44.982	1:13.915	40.852	98.7	23:49.285
10	1	2:25.218	35.495	1:14.003	35.720	141.6	26:14.503
11	1	2:27.808	35.038	1:14.058	38.712	134.0	28:42.311
12	1	4:54.352	3:03.920	1:14.533	35.899		33:36.663
13	1	2:24.571	34.953	1:13.264	36.354	142.4	36:01.234
14	1	2:23.758	34.640	1:12.866	36.252	142.0	38:24.992
15	1	2:26.313	38.195	1:12.715	35.403	142.4	40:51.305
16	1	2:25.205	34.548	1:14.474	36.183	142.9	43:16.510
17	1	2:25.372	35.523	1:13.790	36.059	142.0	45:41.882
18	1	2:40.122	39.163	1:22.182	38.777	142.0	48:22.004
19	1	2:38.133	42.375	1:18.214	37.544	123.6	51:00.137
20	1	2:34.544	38.323	1:17.742	38.479	134.0	53:34.681
21	1	2:22.302	34.497	1:12.179	35.626	144.9	55:56.983
22	1	2:24.840	34.642	1:13.397	36.801	142.7	58:21.823
23	1	2:25.161	35.021	1:14.215	35.925	142.9	1:00:46.984

38		BMW 635 CSI 1984		Group A			
1.Franz WUNDERLICH							
1	1	2:47.071	59.547	1:11.829	35.695	2:47.071	
2	1	2:12.484	32.124	1:07.194	33.166	168.1	4:59.555
3	1	2:07.424	30.903	1:04.880	31.641	185.7	7:06.979
4	1	2:08.808	30.817	1:05.506	32.485	184.4	9:15.787
5	1	2:07.769	30.518	1:04.892	32.359	185.0	11:23.556
6	1	2:09.889	30.929	1:05.208	33.752	186.1	13:33.445
7	1	2:09.638	31.715	1:04.429	33.494	180.0	15:43.083
8	1	2:07.798	30.327	1:04.524	32.947	185.0	17:50.881
9	1	2:10.607	30.878	1:07.323	32.406	184.0	20:01.488
10	1	2:07.573	30.399	1:04.356	32.818	185.4	22:09.061
11	1	2:06.545	30.563	1:03.720	32.262	184.4	24:15.606
12	1	2:06.752	30.592	1:03.957	32.203	185.0	26:22.358
13	1	4:11.171	2:37.308	1:03.245	30.618		30:33.529
14	1	2:00.737	29.410	1:00.552	30.775	184.0	32:34.266
15	1	1:59.334	29.194	1:00.152	29.988	188.6	34:33.600
16	1	1:58.207	28.512	59.821	29.874	187.9	36:31.807
17	1	1:58.565	28.765	59.787	30.013	188.2	38:30.372
18	1	1:58.785	29.411	59.594	29.780	189.3	40:29.157
19	1	1:59.912	28.669	1:00.084	31.159	188.6	42:29.069
20	1	2:01.864	30.246	1:00.451	31.167	188.9	44:30.933
21	1	1:59.370	28.699	59.985	30.686	182.3	46:30.303
22	1	2:09.070	32.939	1:04.408	31.723	154.4	48:39.373
23	1	2:25.376	32.040	1:16.721	36.615	179.3	51:04.749
24	1	2:23.735	37.968	1:12.259	33.508	115.3	53:28.484
25	1	2:02.721	31.020	1:00.717	30.984	175.5	55:31.205

47		FORD Escort RS 1600 1972		TC2			
1.Guy Fabrice MESTROT							
2.Eric SECHAUD							
1	2	2:31.502	40.739	1:14.633	36.130	2:31.502	
2	2	2:20.960	36.497	1:11.295	33.168	134.9	4:52.462
3	2	2:03.906	28.903	1:03.018	31.985	196.4	6:56.368
4	2	2:04.413	29.231	1:03.562	31.620	196.0	9:00.781
5	2	2:03.498	29.060	1:02.876	31.562	195.7	11:04.279
6	2	2:02.989	29.013	1:02.524	31.452	196.4	13:07.268
7	2	2:03.237	28.947	1:02.613	31.677	195.7	15:10.505
8	2	2:02.859	28.816	1:02.389	31.654	194.9	17:13.364
9	2	2:03.060	28.659	1:02.513	31.888	198.0	19:16.424
10	2	2:04.229	29.163	1:03.344	31.722	195.7	21:20.653
11	2	2:06.302	32.370	1:02.307	31.625	183.0	23:26.955
12	2	2:02.906	28.670	1:02.736	31.500	196.4	25:29.861
13	2	2:03.244	28.683	1:02.752	31.809	196.4	27:33.105
14	2	2:06.665	29.029	1:03.946	33.690	196.8	29:39.770
15	1	4:41.884	3:07.588	1:03.308	30.988		34:21.654
16	1	2:02.413	29.435	1:01.678	31.300	181.7	36:24.067
17	1	2:02.135	29.117	1:01.582	31.436	183.3	38:26.202
18	1	2:00.332	28.818	1:00.004	31.510	192.6	40:26.534
19	1	2:01.872	30.145	1:00.603	31.124	194.1	42:28.406
20	1	2:02.904	29.680	1:01.206	32.018	196.4	44:31.310
21	1	1:59.571	29.112	59.932	30.527	179.3	46:30.881
22	1	2:09.791	33.400	1:04.965	31.426	146.9	48:40.672
23	1	2:24.894	31.962	1:16.843	36.089	185.4	51:05.566
24	1	2:23.150	38.558	1:11.560	33.032	114.5	53:28.716
25	1	2:01.955	30.068	1:00.756	31.131	185.0	55:30.671
26	1	2:00.185	29.107	1:00.648	30.430	195.3	57:30.856
27	1	2:00.382	29.539	1:00.053	30.790	193.7	59:31.238
28	1	2:00.440	28.277	1:00.813	31.350	199.2	1:01:31.678

50		FORD Capri RS 3100 1974		TC2			
1.Maxime GUENAT							
1	1	2:29.249	37.985	1:15.144	36.120	2:29.249	
2	1	2:22.623	37.255	1:11.778	33.590	134.5	4:51.872
3	1	1:58.089	28.172	59.926	29.991	212.4	6:49.961
4	1	1:57.662	27.582	59.622	30.458	211.5	8:47.623
5	1	1:57.292	27.438	58.799	31.055	210.2	10:44.915
6	1	1:57.026	28.079	59.355	29.592	212.0	12:41.941
7	1	1:56.665	27.851	58.492	30.322	212.4	14:38.606
8	1	1:55.399	27.076	58.431	29.892	214.3	16:34.005
9	1	1:55.028	27.010	58.426	29.592	211.1	18:29.033
10	1	1:56.662	27.295	59.278	30.089	212.4	20:25.695
11	1	1:57.964	28.684	59.121	30.159	214.3	22:23.659
12	1	1:56.628	27.284	58.853	30.491	212.0	24:20.287
13	1	1:57.592	26.865	59.786	30.941	213.4	26:17.879
14	1	4:05.179	2:23.033				30:23.058
15	1	3:47.798	2:22.262	56.700	28.836		34:10.856
16	1	1:51.707	26.634	56.278	28.795	214.8	36:02.563
17	1	1:52.209	27.099	56.520	28.590	213.4	37:54.772
18	1	1:51.473	26.092	56.769	28.612	214.8	39:46.245
19	1	1:51.253	26.034	56.440	28.779	213.8	41:37.498
20	1	1:50.053	25.652	55.912	28.489	213.8	43:27.551

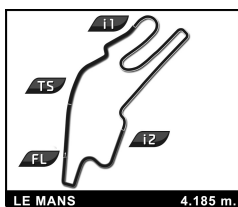


HERITAGE TOURING CUP HISTORIC RACING BUGATTI RACE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
21	1	1:52.637	26.948	56.390	29.299	214.3	45:20.188	23	1	2:24.983	38.102	1:11.626	35.255	119.1	53:29.044
64	FORD Escort RS 1600 1972 1. Jean-Marc MERLIN TC2							24	1	2:09.845	32.120	1:05.050	32.675	182.3	55:38.889
1	1	2:35.966	49.642	1:11.044	35.280		2:35.966	25	1	2:07.209	30.784	1:03.980	32.445	186.1	57:46.098
2	1	2:19.390	35.381	1:11.094	32.915	154.0	4:55.356	26	1	2:07.975	31.851	1:03.701	32.423	186.1	59:54.073
3	1	2:05.546	29.655	1:04.413	31.478	191.9	7:00.902	27	1	2:06.227	29.824	1:03.884	32.519	188.9	1:02:00.300
4	1	2:07.616	29.834	1:04.916	32.866	189.3	9:08.518	73	BMW 530i US 1977 1. Patrick BOURGUIGNON TC1 2. Malivai CASTELLI						
5	1	2:11.343	30.827	1:06.730	33.786	183.3	11:19.861	1	1	3:45.941	1:46.043	1:21.029	38.869		3:45.941
6	1	2:15.902	32.154	1:06.892	36.856	180.7	13:35.763	2	1	2:25.846	37.030	1:13.371	35.445	134.9	6:11.787
7	1	4:27.209	2:49.827	1:05.756	31.626		18:02.972	3	1	2:18.034	32.268	1:10.744	35.022	171.6	8:29.821
8	1	2:01.409	29.675	1:01.204	30.530	188.2	20:04.381	4	1	2:17.637	33.038	1:08.673	35.926	173.1	10:47.458
9	1	2:01.116	28.842	1:01.706	30.568	191.5	22:05.497	5	1	2:15.615	32.917	1:08.724	33.974	172.8	13:03.073
10	1	1:58.303	28.603	59.904	29.796	189.7	24:03.800	6	1	2:17.829	32.129	1:10.689	35.011	167.5	15:20.902
11	1	1:57.761	28.509	59.310	29.942	190.4	26:01.561	7	1	2:15.144	31.575	1:08.101	35.468	171.9	17:36.046
12	1	1:59.059	28.218	1:00.540	30.301	191.5	28:00.620	8	1	2:18.079	31.999	1:11.153	34.927	172.8	19:54.125
13	1	1:56.163	27.931	58.694	29.538	190.8	29:56.783	9	1	2:14.826	31.670	1:08.678	34.478	171.3	22:08.951
14	1	1:56.097	28.017	58.520	29.560	190.4	31:52.880	10	1	2:15.036	31.990	1:07.359	35.687	174.6	24:23.987
15	1	1:59.830	28.430	58.726	32.674	191.5	33:52.710	11	1	2:13.523	31.550	1:07.376	34.597	172.2	26:37.510
16	1	3:19.934	1:51.409	58.757	29.768		37:12.644	12	1	2:16.072	31.867	1:10.002	34.203	170.1	28:53.582
17	1	1:57.697	27.993	1:00.097	29.607	193.0	39:10.341	13	1	2:14.311	31.817	1:07.541	34.953	167.8	31:07.893
18	1	1:56.618	28.001	58.872	29.745	191.9	41:06.959	14	1	2:17.993	B 32.477	1:08.183	37.333	168.7	33:25.886
19	1	1:57.395	28.751	58.993	29.651	192.6	43:04.354	15	2	4:17.039	B 2:28.184	1:11.709	37.146		37:42.925
20	1	1:55.979	27.911	58.619	29.449	190.0	45:00.333	16	2	3:20.193	1:35.111	1:09.644	35.438		41:03.118
21	1	1:56.435	27.985	58.636	29.814	191.5	46:56.768	17	2	2:19.385	34.081	1:08.655	36.649	157.1	43:22.503
22	1	1:57.993	29.041	59.256	29.696	192.6	48:54.761	18	2	2:17.779	34.282	1:08.250	35.247	166.7	45:40.282
23	1	2:13.138	29.680	1:07.787	35.671	191.9	51:07.899	19	2	2:36.917	36.447	1:21.125	39.345	163.1	48:17.199
24	1	2:26.995	38.321	1:14.029	34.645	102.1	53:34.894	20	2	2:38.316	42.260	1:18.040	38.016	110.6	50:55.515
25	1	1:58.142	28.962	59.255	29.925	181.7	55:33.036	21	2	2:32.835	38.774	1:14.850	39.211	136.4	53:28.350
26	1	1:58.190	28.699	58.981	30.510	192.2	57:31.226	22	2	2:20.323	34.334	1:10.850	35.139	161.2	55:48.673
27	1	1:55.672	28.175	58.315	29.182	195.3	59:26.898	23	2	2:21.737	35.239	1:09.927	36.571	152.5	58:10.410
28	1	1:55.160	27.894	58.024	29.242	192.2	1:01:22.058	24	2	2:25.646	34.786	1:14.086	36.774	160.2	1:00:36.056
65	FORD Mustang 289 1965 1. Max HUBER TC1							75	BMW 3.0 CSL 1975 1. Eric MESTDAGH TC2						
1	1	3:41.448	1:35.044	1:25.060	41.344		3:41.448	1	1	2:52.358	1:05.432	1:11.160	35.766		2:52.358
2	1	2:25.002	36.196	1:13.204	35.602	154.0	6:06.450	2	1	2:11.105	32.594	1:06.905	31.606	166.7	5:03.463
3	1	2:16.219	32.391	1:08.898	34.930	182.3	8:22.669	3	1	2:05.536	30.133	1:03.468	31.935	194.1	7:08.999
4	1	2:13.669	31.633	1:07.780	34.256	183.7	10:36.338	4	1	2:06.332	29.779	1:03.919	32.634	194.1	9:15.331
5	1	2:13.199	31.711	1:07.944	33.544	184.4	12:49.537	5	1	2:07.369	30.177	1:04.287	32.905	189.7	11:22.700
6	1	2:12.271	32.180	1:06.428	33.663	183.7	15:01.808	6	1	2:10.333	31.118	1:05.448	33.767	188.9	13:33.033
7	1	2:11.292	31.211	1:06.197	33.884	185.0	17:13.100	7	1	2:09.533	30.842	1:05.095	33.596	185.7	15:42.566
8	1	2:09.997	30.351	1:04.991	34.655	182.7	19:23.097	8	1	2:08.004	30.150	1:04.690	33.164	186.1	17:50.570
9	1	2:10.851	31.337	1:06.516	32.998	185.4	21:33.948	9	1	2:09.504	30.883	1:05.265	33.356	187.9	20:00.074
10	1	2:10.532	31.338	1:05.936	33.258	180.0	23:44.480	10	1	2:10.427	30.628	1:06.089	33.710	187.5	22:10.501
11	1	2:12.607	B 32.570	1:04.836	35.201	185.0	25:57.087	11	1	2:09.885	31.501	1:05.285	33.099	182.7	24:20.386
12	1	3:38.824	2:00.582	1:05.419	32.823		29:35.911	12	1	2:11.120	B 30.857	1:05.503	34.760	182.3	26:31.506
13	1	2:07.899	31.008	1:04.134	32.757	185.0	31:43.810	13	1	6:00.250	4:26.928	1:02.375	30.947		32:31.756
14	1	2:05.441	29.594	1:03.664	32.183	185.7	33:49.251	14	1	2:00.166	28.845	1:00.809	30.512	190.8	34:31.922
15	1	2:05.366	29.615	1:03.678	32.073	185.7	35:54.617	15	1	1:58.787	28.567	59.688	30.532	192.6	36:30.709
16	1	2:05.711	30.189	1:03.295	32.227	183.7	38:00.328	16	1	1:58.217	28.277	59.588	30.352	191.1	38:28.926
17	1	2:06.641	29.991	1:04.292	32.358	185.4	40:06.969	17	1	1:58.262	28.255	59.263	30.744	194.9	40:27.188
18	1	2:07.883	31.104	1:04.294	32.485	186.1	42:14.852	18	1	1:59.225	29.233	59.648	30.344	195.7	42:26.413
19	1	2:07.671	29.862	1:04.938	32.871	186.8	44:22.523	19	1	1:57.222	27.865	59.181	30.176	191.5	44:23.635
20	1	2:06.782	30.419	1:03.904	32.459	186.8	46:29.305	20	1	1:58.192	28.493	59.270	30.429	194.9	46:21.827
21	1	2:09.369	33.159	1:03.945	32.265	154.4	48:38.674	21	1	2:03.453	29.553	59.764	34.136	182.3	48:25.280
22	1	2:25.387	32.129	1:16.520	36.738	181.3	51:04.061	22	1	2:38.175	43.963	1:17.318	36.894	122.1	51:03.455



HERITAGE TOURING CUP HISTORIC RACING BUGATTI RACE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
23	1	2:21.599	38.098	1:11.235	32.266	129.1	53:25.054	20	1	2:03.399	29.534	1:02.260	31.605	185.0	46:08.458
24	1	1:58.065	28.556	59.115	30.394	194.1	55:23.119	21	1	2:15.514	30.130	1:07.511	37.873	178.7	48:23.972
25	1	2:14.151	42.832	1:00.571	30.748	194.5	57:37.270	22	1	2:38.175	43.422	1:17.909	36.844	123.1	51:02.147
26	1	1:58.164	28.098	59.700	30.366	192.6	59:35.434	23	1	2:22.497	38.254	1:11.941	32.302	128.9	53:24.644
27	1	1:57.905	27.980	59.446	30.479	193.0	1:01:33.339	24	1	2:02.003	29.866	1:01.350	30.787	171.0	55:26.647

82 **FORD Escort Mk II RS 1981**
1. Martin KUENDIG INV

1	1	2:48.073	1:01.282	1:12.144	34.647		2:48.073
2	1	2:12.635	32.463	1:07.089	33.083	168.1	5:00.708
3	1	2:06.822	30.162	1:04.892	31.768	192.2	7:07.530
4	1	2:04.072	29.806	1:02.794	31.472	194.1	9:11.602
5	1	2:06.419	29.343	1:04.413	32.663	192.2	11:18.021
6	1	2:05.228	29.953	1:02.974	32.301	189.3	13:23.249
7	1	2:04.548	29.464	1:03.077	32.007	189.7	15:27.797
8	1	2:05.058	29.575	1:03.583	31.900	188.9	17:32.855
9	1	2:05.515	30.040	1:03.621	31.854	191.1	19:38.370
10	1	2:04.415	29.749	1:02.944	31.722	191.9	21:42.785
11	1	2:03.681	29.608	1:02.397	31.676	187.5	23:46.466
12	1	2:04.898 B	29.983	1:02.783	32.132	191.5	25:51.364
13	1	5:30.717	3:55.628	1:04.253	30.836		31:22.081
14	1	1:59.366	28.309	1:00.928	30.129	191.1	33:21.447
15	1	1:59.786	28.801	1:00.452	30.533	194.1	35:21.233
16	1	2:00.328	28.189	1:00.459	31.680	192.6	37:21.561
17	1	1:59.281	28.195	1:00.365	30.721	193.7	39:20.842
18	1	1:59.074	28.218	1:00.097	30.759	195.3	41:19.916
19	1	1:58.214	28.425	59.886	29.903	196.0	43:18.130
20	1	1:58.463	28.010	1:00.012	30.441	193.4	45:16.593
21	1	2:05.553	28.081	1:02.627	34.845	193.7	47:22.146
22	1	2:33.333	42.901	1:15.072	35.360	167.5	49:55.479
23	1	2:40.259 B	45.044	1:19.174	36.041	97.5	52:35.738
24	1	2:46.585	1:14.626	1:01.062	30.897		55:22.323
25	1	1:57.535	28.302	59.469	29.764	193.4	57:19.858
26	1	1:57.882	28.335	59.643	29.904	181.0	59:17.740
27	1	1:58.652	29.080	59.422	30.150	195.3	1:01:16.392

114 **BMW 635 CSI 1983**
1. Jean-Lou RIHON Group A
2. Nick PADMORE

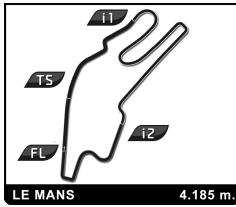
1	2	2:34.000	44.742	1:13.711	35.547		2:34.000
2	2	2:19.934	35.512	1:11.463	32.959	136.7	4:53.934
3	2	2:02.890	29.036	1:02.669	31.185	186.1	6:56.824
4	2	2:04.453	29.221	1:04.072	31.160	185.0	9:01.277
5	2	2:03.988	28.981	1:03.721	31.286	185.0	11:05.265
6	2	2:04.048	29.116	1:03.491	31.441	185.0	13:09.313
7	2	2:04.501	29.540	1:03.618	31.343	184.4	15:13.814
8	2	2:03.212	29.175	1:02.530	31.507	185.4	17:17.026
9	2	2:04.304	29.327	1:03.091	31.886	184.7	19:21.330
10	2	2:02.604	29.038	1:02.338	31.228	184.4	21:23.934
11	2	2:03.544	29.667	1:02.526	31.351	185.7	23:27.478
12	2	2:03.046	28.719	1:02.750	31.577	185.0	25:30.524
13	2	2:02.906	28.875	1:02.401	31.630	185.7	27:33.430
14	2	2:05.534 B	29.058	1:02.729	33.747	186.4	29:38.964
15	1	6:09.952	4:31.554	1:06.170	32.228		35:48.916
16	1	2:04.953	30.512	1:02.631	31.810	175.5	37:53.869
17	1	2:03.882	30.138	1:02.500	31.244	166.4	39:57.751
18	1	2:04.306	30.191	1:02.618	31.497	178.4	42:02.057
19	1	2:03.002	29.445	1:02.159	31.398	184.0	44:05.059

123 **FORD Capri RS 3100 1975**
1. Emile BREITTMAYER TC2

1	1	2:33.083	43.939	1:13.238	35.906		2:33.083
2	1	2:19.994	35.752	1:11.290	32.952	140.0	4:53.077
3	1	1:59.125	29.024	1:00.555	29.546	183.7	6:52.202
4	1	1:55.636	26.840	58.611	30.185	210.6	8:47.838
5	1	1:57.469	27.586	58.766	31.117	209.7	10:45.307
6	1	1:54.808	28.186	57.993	28.629	203.7	12:40.115
7	1	1:54.322	27.959	57.561	28.802	210.6	14:34.437
8	1	1:53.228	26.939	57.405	28.884	202.5	16:27.665
9	1	1:53.544	26.588	58.172	28.784	210.6	18:21.209
10	1	2:05.031	38.148	57.834	29.049	208.4	20:26.240
11	1	1:57.976	28.330	59.281	30.365	206.2	22:24.216
12	1	1:56.301	27.508	58.711	30.082	206.7	24:20.517
13	1	1:56.847	27.094	59.624	30.129	208.9	26:17.364
14	1	1:54.639	27.245	58.006	29.388	199.2	28:12.003
15	1	1:55.802	28.007	58.392	29.403	201.6	30:07.805
16	1	1:58.844 B	27.442	58.842	32.560	202.0	32:06.649
17	1	3:19.775	1:52.232	58.321	29.222		35:26.424
18	1	1:54.064	27.055	57.718	29.291	200.8	37:20.488
19	1	1:56.866	27.041	58.975	30.850	200.0	39:17.354
20	1	1:55.325	27.384	58.415	29.526	200.0	41:12.679
21	1	1:54.961	27.307	58.277	29.377	199.2	43:07.640
22	1	1:55.434	27.337	58.516	29.581	198.4	45:03.074
23	1	2:09.643	27.442	1:06.641	35.560	199.6	47:12.717
24	1	2:40.385	49.206	1:16.280	34.899	100.8	49:53.102
25	1	2:36.356	45.673	1:18.724	31.959	101.0	52:29.458
26	1	1:56.610	27.801	59.035	29.774	195.7	54:26.068
27	1	1:56.340	27.805	59.025	29.510	195.3	56:22.408
28	1	1:56.414	27.570	59.288	29.556	199.2	58:18.822
29	1	1:55.876	27.433	58.768	29.675	197.6	1:00:14.698

150 **BMW 635 CSI 1983**
1. Armand MILLE Group A

1	1	2:46.601	58.604	1:11.883	36.114		2:46.601
2	1	2:12.244	31.825	1:07.309	33.110	174.9	4:58.845
3	1	2:04.759	30.629	1:02.632	31.498	178.4	7:03.604
4	1	2:05.868	29.689	1:03.852	32.327	182.3	9:09.472
5	1	2:08.449	30.496	1:04.882	33.071	180.3	11:17.921
6	1	2:09.048	31.039	1:05.278	32.731	179.7	13:26.969
7	1	2:08.302	30.914	1:04.693	32.695	180.3	15:35.271
8	1	2:10.411	31.216	1:05.808	33.387	181.7	17:45.682
9	1	2:10.072	31.198	1:05.651	33.223	177.7	19:55.754
10	1	2:09.748	30.962	1:05.862	32.924	178.7	22:05.502
11	1	2:07.373	30.370	1:04.651	32.352	181.7	24:12.875
12	1	2:08.041	30.567	1:04.678	32.796	182.0	26:20.916
13	1	2:09.873	31.241	1:05.365	33.267	183.0	28:30.789
14	1	2:10.100	31.282	1:05.532	33.286	180.3	30:40.889



HERITAGE TOURING CUP
HISTORIC RACING BUGATTI
RACE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
15	1	2:10.470	31.212	1:05.818	33.440	176.2	32:51.359								
16	1	2:13.104	B 31.282	1:07.893	33.929	180.3	35:04.463								
17	1	4:48.042	3:11.344	1:05.058	31.640		39:52.505								
18	1	2:00.863	29.366	1:01.530	29.967	185.0	41:53.368								
19	1	1:58.545	28.308	1:00.450	29.787	186.8	43:51.913								
20	1	1:56.934	28.130	59.384	29.420	186.4	45:48.847								
21	1	2:33.793	33.163	1:21.837	38.793	187.5	48:22.640								
22	1	2:38.166	42.992	1:17.440	37.734	123.3	51:00.806								
23	1	2:19.539	38.355	1:11.273	29.911	128.6	53:20.345								
24	1	1:57.565	28.250	59.639	29.676	186.1	55:17.910								
25	1	1:56.963	27.816	59.637	29.510	187.1	57:14.873								
26	1	1:57.420	27.890	59.882	29.648	186.8	59:12.293								
27	1	1:56.921	27.790	59.579	29.552	187.1	1:01:09.214								