

HERITAGE TOURING CUP

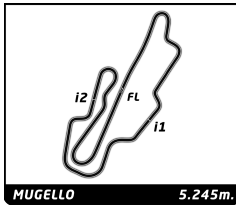
MUGELLO CLASSIC

PRIVATE PRACTICE

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		
2		BMW 3.0 CSL 1975						TC2	12		BMW 635 CSI 1984						Group A
		1. Adrianus VAN HOOYDON									1. Anthony SCHRAUWEN						
		2. Bernd GEORGI															
1	1	3:56.964	1:44.009	1:06.976	1:05.979	75.7	3:56.964	1	1	6:06.077	4:17.936	53.777	54.364	73.3	6:06.077		
2	1	3:09.449	1:05.583	1:01.552	1:02.314	143.2	7:06.413	2	1	2:38.953	55.193	51.299	52.461	203.4	8:45.030		
3	1	3:01.399	1:02.486	57.280	1:01.633	160.5	10:07.812	3	1	2:35.696	52.221	48.406	55.069	186.9	11:20.726		
4	1	2:56.270	1:01.820	55.421	59.029	166.4	13:04.082	4	1	2:30.310	50.290	47.554	52.466	203.0	13:51.036		
5	1	2:58.253	1:01.495	57.652	59.106	172.2	16:02.335	5	1	2:31.304	49.777	48.671	52.856	208.9	16:22.340		
6	1	3:55.723	53.894	53.898	2:07.931	203.4	19:58.058	6	1	2:28.692	49.312	47.464	51.916	210.5	18:51.032		
7	1	3:13.746	1:09.388	52.586	1:11.772	105.9	23:11.804	7	1	2:29.647	49.739	47.017	52.891	210.1	21:20.679		
8	1	3:58.244	1:20.006	1:12.978	1:25.260	77.7	27:10.048										
9	1	2:57.860	1:10.056	51.475	56.329	88.5	30:07.908										
5		Ford Capri RS 2600 1973						TC2	13		BMW 635 CSI Gr. 2 1980						TC2
		1. Alain VÖGELE									1. Philippe TRUFFIER						
1	1	5:53.523	4:01.658	55.105	56.760	70.3	5:53.523	1	1	4:18.383	2:17.994	59.723	1:00.666	79.8	4:18.383		
2	1	2:49.622	1:00.790	53.328	55.504	180.3	8:43.145	2	1	2:50.673	59.004	55.355	56.314	160.5	7:09.056		
3	1	2:45.806	56.157	52.182	57.467	168.2	11:28.951	3	1	2:37.185	56.542	47.973	52.670	174.2	9:46.241		
4	1	2:40.892	55.039	51.128	54.725	173.4	14:09.843	4	1	2:27.767	52.149	45.541	50.077	158.8	12:14.008		
5	1	4:42.868	52.570	49.638	3:00.660	199.3	18:52.711	5	1	2:26.306	49.266	46.371	50.669	210.1	14:40.314		
6	1	2:47.521	1:05.499	48.261	53.761	131.7	21:40.232	6	1	2:24.837	48.873	45.566	50.398	213.9	17:05.151		
								7	1	5:45.989	48.391	44.525	4:13.073	210.1	22:51.140		
								8	1	3:43.606	1:16.680	1:04.956	1:21.970	82.3	26:34.746		
								9	1	2:49.121	1:14.264	46.018	48.839	85.4	29:23.867		
								10	1	2:20.672	48.613	43.583	48.476	219.5	31:44.539		
8		FORD Escort RS 1600 1974						TC2	14		Ford Capri RS 2600 1973						TC2
		1. Vincent NEURRISSE									1. Carlo VÖGELE						
1	1	5:59.118	3:50.093	1:06.506	1:02.519	83.9	5:59.118	1	1	5:46.431	3:42.835	1:00.742	1:02.854	64.4	5:46.431		
2	1	4:41.726	1:03.532	1:01.188	2:37.006	155.6	10:40.844	2	1	5:05.673	1:01.888	54.204	3:09.581	153.8	10:52.104		
3	1	3:10.898	1:14.733	56.928	59.237	86.7	13:51.742	3	1	2:55.740	1:08.599	51.789	55.352	119.9	13:47.844		
4	1	2:42.970	56.448	51.366	55.156	186.2	16:34.712	4	1	2:36.178	52.616	51.256	52.306	185.9	16:24.022		
5	1	2:37.339	53.372	49.946	54.021	197.8	19:12.051	5	1	2:27.482	50.041	47.136	50.305	200.0	18:51.504		
6	1	2:35.786	51.765	48.358	55.663	197.4	21:47.837	6	1	2:29.061	49.877	46.838	52.346	198.2	21:20.565		
7	1	3:11.471	54.479	55.091	1:21.901	198.5	24:59.308										
8	1	3:29.609	1:16.564	1:09.195	1:03.850	77.6	28:28.917										
9	1	2:29.500	51.266	47.288	50.946	184.6	30:58.417										
10		Ford Escort I RS 1600 1974						TC2	15		BMW 3.0 CSL 1975						TC2
		1. Peter VÖGELE									1. Simon WATTS						
		2. Roberto GIORDANELLI									2. Roberto GIORDANELLI						
1	1	4:30.933	2:33.132	59.178	58.623	86.9	4:30.933	1	1	3:57.690	1:55.000	1:02.147	1:00.543	84.0	3:57.690		
2	1	2:51.523	56.942	55.828	58.753	204.9	7:22.456	2	1	2:44.616	58.973	51.861	53.782	163.9	6:42.306		
3	1	2:41.446	53.710	51.956	55.780	209.7	10:03.902	3	1	2:43.376	1:00.395	50.097	52.884	189.5	9:25.682		
4	1	4:31.513	54.015	49.947	2:47.551	208.9	14:35.415	4	1	2:41.496	57.258	51.245	52.993	165.9	12:07.178		
5	1	2:47.644	1:03.474	50.143	54.027	127.8	17:23.059	5	1	2:37.000	53.777	49.643	53.580	188.5	14:44.178		
6	1	2:33.521	50.784	49.072	53.665	209.3	19:56.580	6	1	4:33.599	52.402	47.601	2:53.596	187.5	19:17.777		
7	1	2:34.307	51.091	47.786	55.430	208.1	22:30.887	7	2	2:52.784	1:08.932	49.574	54.278	118.0	22:10.561		
								8	2	4:55.661	53.369	1:06.807	2:55.485	179.4	27:06.222		
								9	2	2:47.736	1:08.221	47.917	51.598	94.1	29:53.958		
								10	2	2:27.334	49.792	46.070	51.472	215.1	32:21.292		
11		BMW 3.0 CSL 1972						TC2	16		Ford Escort I RS 1600 1975						TC2
		1. Charles FIRMENICH									1. Damien KOHLER						
		2. Henry MOSER															
1	2	3:58.589	2:11.379	53.484	53.726	67.3	3:58.589	1	1	13:10.046	...	48.032	53.813	111.6	13:10.046		
2	2	2:29.516	52.873	46.157	50.486	169.3	6:28.105	2	1	2:29.619	50.283	47.389	51.947	206.9	15:39.665		
3	2	2:24.311	49.173	46.338	48.800	214.3	8:52.416	3	1	2:31.498	50.569	48.270	52.659	203.8	18:11.163		
4	2	4:28.271	48.435	45.984	2:53.852	199.6	13:20.687	4	1	6:04.307	51.951	48.543	4:23.813	202.2	24:15.470		
5	1	2:50.347	1:11.310	47.616	51.421	100.5	16:11.034	5	1	3:39.279	1:18.691	1:04.437	1:16.151	83.3	27:54.749		
6	1	2:27.448	48.687	47.049	51.712	213.4	18:38.482	6	1	2:26.847	51.245	45.924	49.678	183.7	30:21.596		
7	1	2:29.717	50.031	44.621	55.065	201.1	21:08.199										
8	1	3:02.548	49.600	52.246	1:20.702	210.5	24:10.747										
9	1	3:33.038	1:10.885	1:05.833	1:16.320	95.7	27:43.785										
10	1	2:28.494	52.055	46.263	50.176	172.0	30:12.279										
20		Ford Mustang 289 1965						TC1	20		Ford Mustang 289 1965						TC1
		1. Christian DUMOLIN									1. Christian DUMOLIN						
		2. Pierre-Alain THIBAUT									2. Pierre-Alain THIBAUT						



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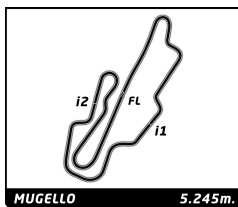
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PRIVATE PRACTICE

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		
1	1	9:14.180	B	5:34.744	59.296	2:40.140	99.4	9:14.180	7	1	5:11.861	2:35.699	1:11.159	1:25.003	56.5	27:11.861	
2	1	3:02.645		1:08.360	57.063	57.222	127.8	12:16.825	8	1	3:05.312	1:15.353	54.789	55.170	79.5	30:17.173	
3	1	2:46.376		58.111	52.590	55.675	172.5	15:03.201	32 Ford Capri RS 3100 1975								
4	1	2:46.260		58.045	52.699	55.516	188.2	17:49.461	1.Mark FARMER TC2								
5	1	4:35.857	B	55.028	52.438	2:48.391	177.9	22:25.318	2.Adrian WILLMOTT								
6	1	3:31.653		1:17.436	59.972	1:14.245	91.4	25:56.971	1	1	3:05.997	1:20.300	53.368	52.329	118.0	3:05.997	
7	1	3:01.846		1:15.874	55.209	50.763	83.6	28:58.817	2	1	2:27.874	51.431	46.977	49.466	203.4	5:33.871	
8	1	2:23.022		47.815	45.878	49.329	220.9	31:21.839	3	1	2:23.606	50.277	45.570	47.759	225.0	7:57.477	
21 BMW 635 CSI 1983								32 Ford Capri RS 3100 1975									
1.Armand ADRIAANS Group A								1.Mark FARMER TC2									
1	1	7:37.527		5:37.045	59.891	1:00.591	90.3	7:37.527	2	1	2:27.874	51.431	46.977	49.466	203.4	5:33.871	
2	1	2:43.472		55.977	50.504	56.991	173.6	10:20.999	3	1	2:23.606	50.277	45.570	47.759	225.0	7:57.477	
3	1	2:34.747		53.282	47.876	53.589	184.3	12:55.746	4	1	2:15.802	47.569	41.944	46.289	235.8	10:13.279	
4	1	2:32.269		53.452	46.950	51.867	183.7	15:28.015	5	1	2:14.641	46.954	41.968	45.719	227.4	12:27.920	
5	1	2:28.646		49.869	46.812	51.965	205.7	17:56.661	6	1	4:13.829	B	45.171	41.071	2:47.587	236.8	16:41.749
6	1	2:27.346		49.005	48.251	50.090	207.7	20:24.007	7	1	2:44.548	1:07.448	47.140	49.960	113.3	19:26.297	
7	1	2:30.758		48.180	45.828	56.750	208.9	22:54.765	8	1	2:28.371	48.912	42.677	56.782	221.3	21:54.668	
8	1	3:38.750		1:11.543	1:05.015	1:22.192	94.7	26:33.515	9	1	3:06.587	49.145	54.349	1:23.093	233.3	25:01.255	
9	1	2:50.212		1:13.490	46.573	50.149	88.0	29:23.727	10	1	3:23.527	1:15.734	1:09.119	58.674	73.1	28:24.782	
10	1	2:24.502		50.176	44.230	50.096	206.5	31:48.229	11	1	2:16.407	44.965	43.863	47.579	236.8	30:41.189	
23 BMW 3.0 CSL 1975								33 BMW 635 CSI 1985									
1.Johannes SCHOUTEN TC2								1.Robert BOOS Group A									
1	1	3:22.044		1:30.675	54.067	57.302	99.6	3:22.044	1	1	5:29.175	3:29.262	59.461	1:00.452	59.1	5:29.175	
2	1	2:39.287		54.067	52.781	52.439	175.6	6:01.331	2	1	2:52.421	1:01.111	54.395	56.915	148.6	8:21.596	
3	1	2:46.459		54.052	1:01.395	51.012	165.1	8:47.790	3	1	4:45.413	B	54.583	51.083	2:59.747	171.7	13:07.009
4	1	2:31.631		51.522	47.443	52.666	174.2	11:19.421	4	1	2:47.275	1:04.480	50.429	52.366	130.3	15:54.284	
5	1	2:28.910		48.796	48.213	51.901	198.9	13:48.331	5	1	2:24.119	49.696	45.537	48.886	214.3	18:18.403	
6	1	2:24.945		48.613	47.631	48.701	206.5	16:13.276	6	1	2:22.464	48.445	45.539	48.480	220.4	20:40.867	
7	1	2:24.795		47.219	47.531	50.045	204.5	18:38.071	7	1	2:26.787	46.794	43.357	56.636	219.1	23:07.654	
8	1	2:20.056		48.134	44.014	47.908	202.2	20:58.127	8	1	4:00.567	1:21.669	1:13.763	1:25.135	69.4	27:08.221	
9	1	2:52.756		47.424	42.891	1:22.441	203.8	23:50.883	9	1	2:38.689	1:06.462	44.565	47.662	79.1	29:46.910	
10	1	3:52.742		1:17.838	1:11.247	1:23.657	81.8	27:43.625	10	1	2:15.331	45.727	42.441	47.163	222.2	32:02.241	
11	1	2:23.639		51.366	45.007	47.266	181.2	30:07.264	34 BMW 3.0 CSL 1975								
25 BMW 3.0 CSL 1975								1.Stephen MARKEY TC2									
1.Nicolas DIETEREN								2.Austin KINSELLA									
2.Christian TRABER								1	1	3:59.454	2:03.787	57.358	58.309	68.5	3:59.454		
1	1	5:26.655		3:27.570	58.483	1:00.602	69.6	5:26.655	2	1	2:41.082	58.795	50.680	51.607	169.8	6:40.536	
2	1	2:56.151		1:08.557	50.348	57.246	153.8	8:22.806	3	1	4:39.206	B	50.470	48.446	3:00.290	196.4	11:19.742
3	1	2:41.392		54.030	51.052	56.310	171.7	11:04.198	4	1	2:43.101	1:04.754	48.438	49.909	123.9	14:02.843	
4	1	2:33.004		53.062	49.565	50.377	176.8	13:37.202	5	1	4:22.842	B	47.723	45.673	2:49.446	198.5	18:25.685
5	1	2:24.340		49.686	45.724	48.930	193.9	16:01.542	6	1	2:48.255	1:09.007	47.016	52.232	99.4	21:13.940	
6	1	2:19.619		47.045	43.758	48.816	210.9	18:21.161	7	1	2:59.262	49.549	48.721	1:20.992	189.1	24:13.202	
7	1	2:25.298		49.294	45.738	50.266	201.5	20:46.459	8	1	3:32.908	1:11.557	1:04.727	1:16.624	91.1	27:46.110	
8	1	4:43.972	B	49.422	44.948	3:09.602	210.5	25:30.431	9	1	2:22.944	49.917	44.491	48.536	180.3	30:09.054	
9	1	3:02.221		1:08.202	53.731	1:00.288	113.3	28:32.652	43 Alfa Romeo Giulio Sprint GTA 1969								
10	1	2:20.229		48.337	44.584	47.308	217.7	30:52.881	1.Paolo VANOTTI TC1								
31 Ford Escort I RS 1600 1972								2.Peter PRALLER									
1.Wolf ZWEIFLER								1	2	3:11.952	1:29.965	50.286	51.701	77.1	3:11.952		
2.Michael FÖVENV								2	2	2:30.799	51.124	48.653	51.022	196.0	5:42.751		
1	1	5:57.270		3:44.665	1:08.870	1:03.735	64.0	5:57.270	3	2	4:06.853	B	50.566	46.061	2:30.226	197.1	9:49.604
2	1	3:32.730	B	1:03.814	1:04.515	1:24.401	144.0	9:30.000	4	2	2:46.098	1:02.837	49.661	53.600	125.6	12:35.702	
3	2	3:42.746		1:52.586	53.194	56.966	89.6	13:12.746	5	2	2:32.435	51.757	47.727	52.951	190.1	15:08.137	
4	2	2:50.700		59.009	54.062	57.629	169.5	16:03.446	6	2	2:31.277	51.666	47.978	51.633	190.8	17:39.414	
5	2	2:45.152		55.808	53.951	55.393	181.2	18:48.598	7	2	2:26.652	50.301	45.332	51.019	189.5	20:06.066	
6	2	3:11.402	B	56.251	52.635	1:22.516	178.2	22:00.000	47 Ford Escort I RS 1600 1972								
								1.Eric SECHAUD TC2									
								2.François SECHAUD									
1	1	3:39.929		1:44.486	1:00.718	54.725	81.3	3:39.929	1	1	2:35.164	54.992	49.899	50.273	183.1	6:15.093	
2	1	2:35.164		54.992	49.899	50.273	183.1	6:15.093	3	1	2:29.109	50.143	50.091	48.875	191.8	8:44.202	



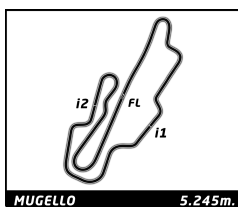
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MUGELLO 5.245m							MUGELLO 5.245m																																																																																																																																														
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed																																																																																																																																						
4	1	2:24.765	50.972	45.169	48.624	171.7	11:08.967	4	1	2:36.437	53.113	49.456	53.868	199.3	19:09.459																																																																																																																																						
5	1	4:51.506 B	48.551	45.593	3:17.362	197.4	16:00.473	5	1	2:33.697	51.513	47.107	55.077	198.9	21:43.156																																																																																																																																						
6	1	2:53.742	1:10.752	51.644	51.346	91.6	18:54.215	<div style="border: 1px solid black; padding: 5px;"> 65 Ford Mustang 289 1965 1. Max HUBER TC1 </div> <table border="1"> <tr><td>1</td><td>1</td><td>5:41.045</td><td>3:14.166</td><td>1:07.053</td><td>1:19.826</td><td>88.8</td><td>5:41.045</td></tr> <tr><td>2</td><td>1</td><td>4:18.955 B</td><td>1:14.861</td><td>1:14.033</td><td>1:50.061</td><td>138.5</td><td>10:00.000</td></tr> <tr><td>3</td><td>1</td><td>3:59.050</td><td>2:07.645</td><td>54.287</td><td>57.118</td><td>115.9</td><td>13:59.050</td></tr> <tr><td>4</td><td>1</td><td>2:45.989</td><td>56.438</td><td>52.734</td><td>56.817</td><td>203.4</td><td>16:45.039</td></tr> <tr><td>5</td><td>1</td><td>2:38.387</td><td>54.109</td><td>49.677</td><td>54.601</td><td>205.3</td><td>19:23.426</td></tr> <tr><td>6</td><td>1</td><td>2:44.939</td><td>56.647</td><td>49.294</td><td>58.998</td><td>206.1</td><td>22:08.365</td></tr> <tr><td>7</td><td>1</td><td>3:51.635 B</td><td>53.899</td><td>1:06.539</td><td>1:51.197</td><td>208.5</td><td>26:00.000</td></tr> <tr><td>8</td><td>1</td><td>3:35.251</td><td>1:55.602</td><td>47.539</td><td>52.110</td><td>97.1</td><td>29:35.251</td></tr> <tr><td>9</td><td>1</td><td>2:27.142</td><td>50.443</td><td>46.305</td><td>50.394</td><td>205.7</td><td>32:02.393</td></tr> </table>							1	1	5:41.045	3:14.166	1:07.053	1:19.826	88.8	5:41.045	2	1	4:18.955 B	1:14.861	1:14.033	1:50.061	138.5	10:00.000	3	1	3:59.050	2:07.645	54.287	57.118	115.9	13:59.050	4	1	2:45.989	56.438	52.734	56.817	203.4	16:45.039	5	1	2:38.387	54.109	49.677	54.601	205.3	19:23.426	6	1	2:44.939	56.647	49.294	58.998	206.1	22:08.365	7	1	3:51.635 B	53.899	1:06.539	1:51.197	208.5	26:00.000	8	1	3:35.251	1:55.602	47.539	52.110	97.1	29:35.251	9	1	2:27.142	50.443	46.305	50.394	205.7	32:02.393																																																															
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9	1	2:27.142	50.443	46.305	50.394	205.7	32:02.393																																																																																																																																														
7	1	2:33.287	51.353	49.008	52.926	184.3	21:27.502																																																																																																																																														
8	1	3:17.128	51.064	58.045	1:28.019	192.5	24:44.630																																																																																																																																														
9	1	3:07.475	1:07.749	57.890	1:01.836	97.7	27:52.105																																																																																																																																														
10	1	2:21.357	48.792	43.455	49.110	188.2	30:13.462																																																																																																																																														
<div style="border: 1px solid black; padding: 5px;"> 49 BMW 3.0 CSL 1975 1. Dominique GUENAT TC2 </div> <table border="1"> <tr><td>1</td><td>1</td><td>4:36.900</td><td>2:50.175</td><td>52.824</td><td>53.901</td><td>91.3</td><td>4:36.900</td></tr> <tr><td>2</td><td>1</td><td>2:37.145</td><td>55.928</td><td>49.638</td><td>51.579</td><td>187.2</td><td>7:14.045</td></tr> <tr><td>3</td><td>1</td><td>2:29.830</td><td>52.706</td><td>47.831</td><td>49.293</td><td>207.7</td><td>9:43.875</td></tr> <tr><td>4</td><td>1</td><td>2:22.764</td><td>48.968</td><td>45.219</td><td>48.577</td><td>209.7</td><td>12:06.639</td></tr> <tr><td>5</td><td>1</td><td>4:58.723 B</td><td>48.215</td><td>43.409</td><td>3:27.099</td><td>210.5</td><td>17:05.362</td></tr> <tr><td>6</td><td>1</td><td>2:36.570</td><td>1:04.128</td><td>43.780</td><td>48.662</td><td>122.0</td><td>19:41.932</td></tr> <tr><td>7</td><td>1</td><td>2:24.309</td><td>47.399</td><td>42.509</td><td>54.401</td><td>224.5</td><td>22:06.241</td></tr> <tr><td>8</td><td>1</td><td>4:58.509 B</td><td>52.630</td><td>1:09.113</td><td>2:56.766</td><td>226.9</td><td>27:04.750</td></tr> <tr><td>9</td><td>1</td><td>2:36.782</td><td>1:06.938</td><td>42.942</td><td>46.902</td><td>92.7</td><td>29:41.532</td></tr> <tr><td>10</td><td>1</td><td>2:10.910</td><td>44.474</td><td>41.039</td><td>45.397</td><td>234.8</td><td>31:52.442</td></tr> </table>							1	1	4:36.900	2:50.175	52.824	53.901	91.3	4:36.900	2	1	2:37.145	55.928	49.638	51.579	187.2	7:14.045	3	1	2:29.830	52.706	47.831	49.293	207.7	9:43.875	4	1	2:22.764	48.968	45.219	48.577	209.7	12:06.639	5	1	4:58.723 B	48.215	43.409	3:27.099	210.5	17:05.362	6	1	2:36.570	1:04.128	43.780	48.662	122.0	19:41.932	7	1	2:24.309	47.399	42.509	54.401	224.5	22:06.241	8	1	4:58.509 B	52.630	1:09.113	2:56.766	226.9	27:04.750	9	1	2:36.782	1:06.938	42.942	46.902	92.7	29:41.532	10	1	2:10.910	44.474	41.039	45.397	234.8	31:52.442	<div style="border: 1px solid black; padding: 5px;"> 66 Ford Mustang 289 1965 1. Guillaume HUBER TC1 </div> <table border="1"> <tr><td>1</td><td>1</td><td>5:41.970</td><td>3:15.838</td><td>1:08.579</td><td>1:17.553</td><td>98.1</td><td>5:41.970</td></tr> <tr><td>2</td><td>1</td><td>5:25.645 B</td><td>1:14.891</td><td>1:14.705</td><td>2:56.049</td><td>122.6</td><td>11:07.615</td></tr> <tr><td>3</td><td>1</td><td>3:38.247</td><td>1:23.564</td><td>1:06.988</td><td>1:07.695</td><td>79.1</td><td>14:45.862</td></tr> <tr><td>4</td><td>1</td><td>3:12.912</td><td>1:05.475</td><td>1:04.662</td><td>1:02.775</td><td>131.5</td><td>17:58.774</td></tr> <tr><td>5</td><td>1</td><td>8:00.329</td><td>1:02.822</td><td>1:01.298</td><td>5:56.209</td><td>159.1</td><td>25:59.103</td></tr> <tr><td>6</td><td>1</td><td>3:19.071</td><td>1:16.167</td><td>1:00.204</td><td>1:02.700</td><td>83.9</td><td>29:18.174</td></tr> </table>							1	1	5:41.970	3:15.838	1:08.579	1:17.553	98.1	5:41.970	2	1	5:25.645 B	1:14.891	1:14.705	2:56.049	122.6	11:07.615	3	1	3:38.247	1:23.564	1:06.988	1:07.695	79.1	14:45.862	4	1	3:12.912	1:05.475	1:04.662	1:02.775	131.5	17:58.774	5	1	8:00.329	1:02.822	1:01.298	5:56.209	159.1	25:59.103	6	1	3:19.071	1:16.167	1:00.204	1:02.700	83.9	29:18.174								
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2	1	2:37.145	55.928	49.638	51.579	187.2	7:14.045																																																																																																																																														
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<div style="border: 1px solid black; padding: 5px;"> 50 Ford Capri RS 3100 1975 1. Maxime GUENAT TC2 </div> <table border="1"> <tr><td>1</td><td>1</td><td>3:28.644</td><td>1:40.916</td><td>53.800</td><td>53.928</td><td>93.1</td><td>3:28.644</td></tr> <tr><td>2</td><td>1</td><td>2:33.308</td><td>52.739</td><td>49.105</td><td>51.464</td><td>213.4</td><td>6:01.952</td></tr> <tr><td>3</td><td>1</td><td>2:35.874</td><td>52.753</td><td>49.472</td><td>53.649</td><td>203.0</td><td>8:37.826</td></tr> <tr><td>4</td><td>1</td><td>5:04.766 B</td><td>51.941</td><td>47.474</td><td>3:25.351</td><td>175.6</td><td>13:42.592</td></tr> <tr><td>5</td><td>1</td><td>2:37.177</td><td>1:02.342</td><td>45.482</td><td>49.353</td><td>125.3</td><td>16:19.769</td></tr> <tr><td>6</td><td>1</td><td>2:18.813</td><td>47.853</td><td>43.699</td><td>47.261</td><td>229.3</td><td>18:38.582</td></tr> <tr><td>7</td><td>1</td><td>2:19.419</td><td>46.665</td><td>43.300</td><td>49.454</td><td>210.9</td><td>20:58.001</td></tr> </table>							1	1	3:28.644	1:40.916	53.800	53.928	93.1	3:28.644	2	1	2:33.308	52.739	49.105	51.464	213.4	6:01.952	3	1	2:35.874	52.753	49.472	53.649	203.0	8:37.826	4	1	5:04.766 B	51.941	47.474	3:25.351	175.6	13:42.592	5	1	2:37.177	1:02.342	45.482	49.353	125.3	16:19.769	6	1	2:18.813	47.853	43.699	47.261	229.3	18:38.582	7	1	2:19.419	46.665	43.300	49.454	210.9	20:58.001	<div style="border: 1px solid black; padding: 5px;"> 71 Ford Mustang 289 1965 1. Stéphane GUYOT-SIONN 2. Baptiste GUYOT-SIONNE TC1 </div> <table border="1"> <tr><td>1</td><td>1</td><td>5:10.414</td><td>3:02.326</td><td>1:04.622</td><td>1:03.466</td><td>93.7</td><td>5:10.414</td></tr> <tr><td>2</td><td>1</td><td>2:59.334</td><td>59.554</td><td>58.407</td><td>1:01.373</td><td>160.0</td><td>8:09.748</td></tr> <tr><td>3</td><td>1</td><td>6:38.014 B</td><td>1:22.879</td><td>1:01.805</td><td>4:13.330</td><td>183.7</td><td>14:47.762</td></tr> <tr><td>4</td><td>1</td><td>3:21.902</td><td>1:17.362</td><td>1:00.672</td><td>1:03.868</td><td>113.1</td><td>18:09.664</td></tr> <tr><td>5</td><td>1</td><td>3:03.621</td><td>1:00.302</td><td>58.783</td><td>1:04.536</td><td>178.2</td><td>21:13.285</td></tr> <tr><td>6</td><td>1</td><td>6:36.351 B</td><td>1:00.049</td><td>1:01.560</td><td>4:34.742</td><td>177.0</td><td>27:49.636</td></tr> <tr><td>7</td><td>1</td><td>3:05.202</td><td>1:09.349</td><td>55.790</td><td>1:00.063</td><td>112.4</td><td>30:54.838</td></tr> </table>							1	1	5:10.414	3:02.326	1:04.622	1:03.466	93.7	5:10.414	2	1	2:59.334	59.554	58.407	1:01.373	160.0	8:09.748	3	1	6:38.014 B	1:22.879	1:01.805	4:13.330	183.7	14:47.762	4	1	3:21.902	1:17.362	1:00.672	1:03.868	113.1	18:09.664	5	1	3:03.621	1:00.302	58.783	1:04.536	178.2	21:13.285	6	1	6:36.351 B	1:00.049	1:01.560	4:34.742	177.0	27:49.636	7	1	3:05.202	1:09.349	55.790	1:00.063	112.4	30:54.838																								
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6	1	6:36.351 B	1:00.049	1:01.560	4:34.742	177.0	27:49.636																																																																																																																																														
7	1	3:05.202	1:09.349	55.790	1:00.063	112.4	30:54.838																																																																																																																																														
<div style="border: 1px solid black; padding: 5px;"> 52 FORD Capri RS 3100 Cologne 1973 1. Yves SCEMAMA TC2 </div> <table border="1"> <tr><td>1</td><td>1</td><td>3:42.277</td><td>1:46.320</td><td>1:00.196</td><td>55.761</td><td>99.0</td><td>3:42.277</td></tr> <tr><td>2</td><td>1</td><td>2:36.169</td><td>53.881</td><td>50.902</td><td>51.386</td><td>189.5</td><td>6:18.446</td></tr> <tr><td>3</td><td>1</td><td>2:33.934</td><td>51.705</td><td>50.829</td><td>51.400</td><td>195.3</td><td>8:52.380</td></tr> <tr><td>4</td><td>1</td><td>2:27.525</td><td>49.675</td><td>46.805</td><td>51.045</td><td>215.1</td><td>11:19.905</td></tr> <tr><td>5</td><td>1</td><td>4:09.702 B</td><td>48.643</td><td>46.868</td><td>2:34.191</td><td>200.0</td><td>15:29.607</td></tr> <tr><td>6</td><td>1</td><td>2:42.222</td><td>1:09.225</td><td>45.447</td><td>47.550</td><td>77.6</td><td>18:11.829</td></tr> <tr><td>7</td><td>1</td><td>2:22.676</td><td>49.339</td><td>45.020</td><td>48.317</td><td>223.1</td><td>20:34.505</td></tr> <tr><td>8</td><td>1</td><td>2:32.175</td><td>46.408</td><td>43.025</td><td>1:02.742</td><td>230.8</td><td>23:06.680</td></tr> </table>							1	1	3:42.277	1:46.320	1:00.196	55.761	99.0	3:42.277	2	1	2:36.169	53.881	50.902	51.386	189.5	6:18.446	3	1	2:33.934	51.705	50.829	51.400	195.3	8:52.380	4	1	2:27.525	49.675	46.805	51.045	215.1	11:19.905	5	1	4:09.702 B	48.643	46.868	2:34.191	200.0	15:29.607	6	1	2:42.222	1:09.225	45.447	47.550	77.6	18:11.829	7	1	2:22.676	49.339	45.020	48.317	223.1	20:34.505	8	1	2:32.175	46.408	43.025	1:02.742	230.8	23:06.680	<div style="border: 1px solid black; padding: 5px;"> 72 Ford Capri RS 3100 1973 1. Christophe VAN RIET TC2 </div> <table border="1"> <tr><td>1</td><td>1</td><td>3:39.182</td><td>1:45.237</td><td>57.921</td><td>56.024</td><td>97.7</td><td>3:39.182</td></tr> <tr><td>2</td><td>1</td><td>2:33.072</td><td>53.566</td><td>49.342</td><td>50.164</td><td>184.3</td><td>6:12.254</td></tr> <tr><td>3</td><td>1</td><td>2:28.126</td><td>49.826</td><td>49.149</td><td>49.151</td><td>188.8</td><td>8:40.380</td></tr> <tr><td>4</td><td>1</td><td>2:22.537</td><td>49.569</td><td>44.620</td><td>48.348</td><td>183.4</td><td>11:02.917</td></tr> <tr><td>5</td><td>1</td><td>2:18.856</td><td>48.136</td><td>43.389</td><td>47.331</td><td>193.9</td><td>13:21.773</td></tr> <tr><td>6</td><td>1</td><td>2:17.488</td><td>47.209</td><td>43.228</td><td>47.051</td><td>198.5</td><td>15:39.261</td></tr> <tr><td>7</td><td>1</td><td>2:14.913</td><td>45.800</td><td>42.165</td><td>46.948</td><td>209.7</td><td>17:54.174</td></tr> <tr><td>8</td><td>1</td><td>2:13.762</td><td>46.365</td><td>41.280</td><td>46.117</td><td>215.6</td><td>20:07.936</td></tr> </table>							1	1	3:39.182	1:45.237	57.921	56.024	97.7	3:39.182	2	1	2:33.072	53.566	49.342	50.164	184.3	6:12.254	3	1	2:28.126	49.826	49.149	49.151	188.8	8:40.380	4	1	2:22.537	49.569	44.620	48.348	183.4	11:02.917	5	1	2:18.856	48.136	43.389	47.331	193.9	13:21.773	6	1	2:17.488	47.209	43.228	47.051	198.5	15:39.261	7	1	2:14.913	45.800	42.165	46.948	209.7	17:54.174	8	1	2:13.762	46.365	41.280	46.117	215.6	20:07.936								
1	1	3:42.277	1:46.320	1:00.196	55.761	99.0	3:42.277																																																																																																																																														
2	1	2:36.169	53.881	50.902	51.386	189.5	6:18.446																																																																																																																																														
3	1	2:33.934	51.705	50.829	51.400	195.3	8:52.380																																																																																																																																														
4	1	2:27.525	49.675	46.805	51.045	215.1	11:19.905																																																																																																																																														
5	1	4:09.702 B	48.643	46.868	2:34.191	200.0	15:29.607																																																																																																																																														
6	1	2:42.222	1:09.225	45.447	47.550	77.6	18:11.829																																																																																																																																														
7	1	2:22.676	49.339	45.020	48.317	223.1	20:34.505																																																																																																																																														
8	1	2:32.175	46.408	43.025	1:02.742	230.8	23:06.680																																																																																																																																														
1	1	3:39.182	1:45.237	57.921	56.024	97.7	3:39.182																																																																																																																																														
2	1	2:33.072	53.566	49.342	50.164	184.3	6:12.254																																																																																																																																														
3	1	2:28.126	49.826	49.149	49.151	188.8	8:40.380																																																																																																																																														
4	1	2:22.537	49.569	44.620	48.348	183.4	11:02.917																																																																																																																																														
5	1	2:18.856	48.136	43.389	47.331	193.9	13:21.773																																																																																																																																														
6	1	2:17.488	47.209	43.228	47.051	198.5	15:39.261																																																																																																																																														
7	1	2:14.913	45.800	42.165	46.948	209.7	17:54.174																																																																																																																																														
8	1	2:13.762	46.365	41.280	46.117	215.6	20:07.936																																																																																																																																														
<div style="border: 1px solid black; padding: 5px;"> 60 Ford Capri RS 3100 Cologne 1974 1. Armand MILLE TC2 </div> <table border="1"> <tr><td>1</td><td>1</td><td>4:15.892</td><td>2:16.101</td><td>59.013</td><td>1:00.778</td><td>64.2</td><td>4:15.892</td></tr> <tr><td>2</td><td>1</td><td>5:01.554 B</td><td>1:00.095</td><td>55.107</td><td>3:06.352</td><td>142.9</td><td>9:17.446</td></tr> <tr><td>3</td><td>1</td><td>2:50.462</td><td>1:08.270</td><td>50.870</td><td>51.322</td><td>104.1</td><td>12:07.908</td></tr> <tr><td>4</td><td>1</td><td>2:31.026</td><td>50.554</td><td>46.984</td><td>53.488</td><td>191.5</td><td>14:38.934</td></tr> <tr><td>5</td><td>1</td><td>2:27.385</td><td>49.565</td><td>47.148</td><td>50.672</td><td>217.7</td><td>17:06.319</td></tr> <tr><td>6</td><td>1</td><td>2:23.521</td><td>48.664</td><td>45.431</td><td>49.426</td><td>210.9</td><td>19:29.840</td></tr> <tr><td>7</td><td>1</td><td>2:26.625</td><td>47.645</td><td>44.310</td><td>54.670</td><td>228.8</td><td>21:56.465</td></tr> </table>							1	1	4:15.892	2:16.101	59.013	1:00.778	64.2	4:15.892	2	1	5:01.554 B	1:00.095	55.107	3:06.352	142.9	9:17.446	3	1	2:50.462	1:08.270	50.870	51.322	104.1	12:07.908	4	1	2:31.026	50.554	46.984	53.488	191.5	14:38.934	5	1	2:27.385	49.565	47.148	50.672	217.7	17:06.319	6	1	2:23.521	48.664	45.431	49.426	210.9	19:29.840	7	1	2:26.625	47.645	44.310	54.670	228.8	21:56.465	<div style="border: 1px solid black; padding: 5px;"> 73 BMW 3.0 CSL 1974 1. Frederic WAKEMAN 2. Patrick BLAKENEY-EDWAR TC2 </div> <table border="1"> <tr><td>1</td><td>1</td><td>4:20.690</td><td>2:21.518</td><td>59.665</td><td>59.507</td><td>65.1</td><td>4:20.690</td></tr> <tr><td>2</td><td>1</td><td>2:51.245</td><td>59.611</td><td>55.935</td><td>55.699</td><td>150.4</td><td>7:11.935</td></tr> <tr><td>3</td><td>1</td><td>2:37.868</td><td>54.372</td><td>50.166</td><td>53.330</td><td>192.2</td><td>9:49.803</td></tr> <tr><td>4</td><td>1</td><td>2:33.001</td><td>51.550</td><td>48.594</td><td>52.857</td><td>196.4</td><td>12:22.804</td></tr> <tr><td>5</td><td>1</td><td>2:26.913</td><td>50.373</td><td>45.403</td><td>51.137</td><td>213.4</td><td>14:49.717</td></tr> <tr><td>6</td><td>1</td><td>2:28.598</td><td>50.415</td><td>46.974</td><td>51.209</td><td>198.9</td><td>17:18.315</td></tr> <tr><td>7</td><td>1</td><td>3:55.777 B</td><td>49.904</td><td>44.371</td><td>2:21.502</td><td>198.5</td><td>21:14.092</td></tr> <tr><td>8</td><td>1</td><td>3:41.428</td><td>1:10.560</td><td>1:04.663</td><td>1:26.205</td><td>86.7</td><td>24:55.520</td></tr> <tr><td>9</td><td>1</td><td>3:32.808</td><td>1:17.689</td><td>1:09.413</td><td>1:05.706</td><td>80.4</td><td>28:28.328</td></tr> <tr><td>10</td><td>1</td><td>2:25.768</td><td>49.433</td><td>45.841</td><td>50.494</td><td>184.9</td><td>30:54.096</td></tr> </table>							1	1	4:20.690	2:21.518	59.665	59.507	65.1	4:20.690	2	1	2:51.245	59.611	55.935	55.699	150.4	7:11.935	3	1	2:37.868	54.372	50.166	53.330	192.2	9:49.803	4	1	2:33.001	51.550	48.594	52.857	196.4	12:22.804	5	1	2:26.913	50.373	45.403	51.137	213.4	14:49.717	6	1	2:28.598	50.415	46.974	51.209	198.9	17:18.315	7	1	3:55.777 B	49.904	44.371	2:21.502	198.5	21:14.092	8	1	3:41.428	1:10.560	1:04.663	1:26.205	86.7	24:55.520	9	1	3:32.808	1:17.689	1:09.413	1:05.706	80.4	28:28.328	10	1	2:25.768	49.433	45.841	50.494	184.9	30:54.096
1	1	4:15.892	2:16.101	59.013	1:00.778	64.2	4:15.892																																																																																																																																														
2	1	5:01.554 B	1:00.095	55.107	3:06.352	142.9	9:17.446																																																																																																																																														
3	1	2:50.462	1:08.270	50.870	51.322	104.1	12:07.908																																																																																																																																														
4	1	2:31.026	50.554	46.984	53.488	191.5	14:38.934																																																																																																																																														
5	1	2:27.385	49.565	47.148	50.672	217.7	17:06.319																																																																																																																																														
6	1	2:23.521	48.664	45.431	49.426	210.9	19:29.840																																																																																																																																														
7	1	2:26.625	47.645	44.310	54.670	228.8	21:56.465																																																																																																																																														
1	1	4:20.690	2:21.518	59.665	59.507	65.1	4:20.690																																																																																																																																														
2	1	2:51.245	59.611	55.935	55.699	150.4	7:11.935																																																																																																																																														
3	1	2:37.868	54.372	50.166	53.330	192.2	9:49.803																																																																																																																																														
4	1	2:33.001	51.550	48.594	52.857	196.4	12:22.804																																																																																																																																														
5	1	2:26.913	50.373	45.403	51.137	213.4	14:49.717																																																																																																																																														
6	1	2:28.598	50.415	46.974	51.209	198.9	17:18.315																																																																																																																																														
7	1	3:55.777 B	49.904	44.371	2:21.502	198.5	21:14.092																																																																																																																																														
8	1	3:41.428	1:10.560	1:04.663	1:26.205	86.7	24:55.520																																																																																																																																														
9	1	3:32.808	1:17.689	1:09.413	1:05.706	80.4	28:28.328																																																																																																																																														
10	1	2:25.768	49.433	45.841	50.494	184.9	30:54.096																																																																																																																																														
<div style="border: 1px solid black; padding: 5px;"> 62 BMW 2002 Ti 1971 1. Guenther SCHINDLER TC2 </div> <table border="1"> <tr><td>1</td><td>1</td><td>10:33.595 B</td><td>2:34.528</td><td></td><td></td><td>92.5</td><td>10:33.595</td></tr> <tr><td>2</td><td>1</td><td>3:17.484</td><td>1:20.782</td><td>57.127</td><td>59.575</td><td>87.6</td><td>13:51.079</td></tr> <tr><td>3</td><td>1</td><td>2:41.943</td><td>55.990</td><td>51.404</td><td>54.549</td><td>177.6</td><td>16:33.022</td></tr> </table>							1	1	10:33.595 B	2:34.528			92.5	10:33.595	2	1	3:17.484	1:20.782	57.127	59.575	87.6	13:51.079	3	1	2:41.943	55.990	51.404	54.549	177.6	16:33.022																																																																																																																							
1	1	10:33.595 B	2:34.528			92.5	10:33.595																																																																																																																																														
2	1	3:17.484	1:20.782	57.127	59.575	87.6	13:51.079																																																																																																																																														
3	1	2:41.943	55.990	51.404	54.549	177.6	16:33.022																																																																																																																																														



HERITAGE TOURING CUP

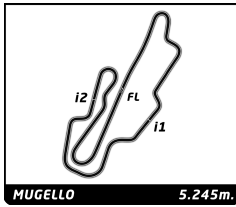
MUGELLO CLASSIC

PRIVATE PRACTICE

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	
75	Ford Capri RS 2600 1972 1.Simon EVANS 2.Joe TWYMAN							TC2								
1	2	3:08.433	1:19.102	55.413	53.918	96.1	3:08.433									
2	2	2:33.625	52.822	48.899	51.904	179.7	5:42.058									
3	2	2:26.638	50.434	46.268	49.936	188.5	8:08.696									
4	2	2:21.577	47.970	44.350	49.257	203.4	10:30.273									
5	2	4:43.302 B	51.476	47.359	3:04.467	187.5	15:13.575									
6	1	2:54.204	1:09.135	50.865	54.204	77.2	18:07.779									
7	1	2:38.494	55.797	50.649	52.048	204.5	20:46.273									
8	1	3:02.656	53.168	46.315	1:23.173	193.5	23:48.929									
9	1	3:53.251	1:19.138	1:11.080	1:23.033	81.3	27:42.180									
10	1	2:28.941	52.137	46.141	50.663	169.5	30:11.121									
76	Alfa Romeo 1750 GTAm 1971 1.Christian OLDENDORFF 2.Finn GEHRSTZ							TC2								
1	1	3:46.381	1:47.341	59.949	59.091	97.7	3:46.381									
2	1	2:46.325	56.223	53.894	56.208	169.8	6:32.706									
3	1	2:44.229	55.786	52.010	56.433	187.5	9:16.935									
4	1	2:38.082	53.065	50.278	54.739	191.2	11:55.017									
5	1	6:02.429 B	52.583	48.849	4:20.997	190.5	17:57.446									
6	1	2:50.750	1:12.355	47.586	50.809	115.5	20:48.196									
7	1	2:46.447	49.067	44.350	1:13.030	196.0	23:34.643									
8	1	5:10.145 B	1:02.332	1:11.283	2:56.530	167.2	28:44.788									
9	1	2:34.693	59.725	44.648	50.320	123.1	31:19.481									
90	Ford Escort RS 1600 1969 1.Carlos F. CRUZ 2.Miguel AMARAL							TC2								
1	1	7:25.806	5:14.818	1:05.886	1:05.102	68.9	7:25.806									
2	1	2:56.214	1:00.152	56.559	59.503	165.4	10:22.020									
3	1	2:50.317	57.528	54.887	57.902	178.2	13:12.337									
4	1	4:51.665 B	55.954	54.051	3:01.660	186.9	18:04.002									
5	2	3:05.164	1:12.874	53.630	58.660	105.2	21:09.166									
6	2	3:05.529	52.715	51.409	1:21.405	189.5	24:14.695									
7	2	3:33.254	1:10.877	1:05.174	1:17.203	95.1	27:47.949									
8	2	2:31.269	54.802	45.619	50.848	146.5	30:19.218									
93	BMW 3.0 CSL 1975 1.Simon ALEXANDER							TC2								
1	1	4:37.104	2:38.974	58.795	59.335	83.0	4:37.104									
2	1	2:59.655	59.040	59.208	1:01.407	161.4	7:36.759									
3	1	2:35.578	52.618	50.310	52.650	184.9	10:12.337									
4	1	2:40.366	54.603	51.129	54.634	183.7	12:52.703									
5	1	2:28.851	50.051	47.820	50.980	195.7	15:21.554									
6	1	2:29.947	49.295	48.119	52.533	206.5	17:51.501									
7	1	2:34.100	53.502	49.742	50.856	206.1	20:25.601									
8	1	2:40.763	49.822	46.078	1:04.863	210.9	23:06.364									
9	1	4:00.779	1:21.286	1:13.423	1:26.070	77.9	27:07.143									
10	1	2:48.952	1:08.825	47.070	53.057	80.1	29:56.095									
94	Alfa Romeo 1750 GTAm 1971 1.Albert WEINZIERL							TC2								
1	1	12:45.172 B	2:04.947	58.853	9:41.372	66.5	12:45.172									
2	1	15:51.047 B	1:11.312	52.006	...	101.3	28:36.219									
3	1	2:53.623	1:07.804	51.692	54.127	114.3	31:29.842									
95	Alfa Romeo 1750 GTAm 1971 1.Daniele PERFETTI 2.Ambrogio PERFETTI							TC2								
1	1	3:10.702	1:20.041	54.811	55.850	95.1	3:10.702									
2	1	2:36.644	53.878	49.630	53.136	199.3	5:47.346									
3	1	2:34.848	53.499	48.344	53.005	203.0	8:22.194									
4	1	2:31.361	51.438	47.309	52.614	205.3	10:53.555									
5	1	3:18.304 B	50.882	199.6	14:11.859									
6	2	2:53.962	1:09.029	50.564	54.369	110.4	17:05.821									
7	2	2:27.839	50.371	45.771	51.697	192.2	19:33.660									
8	2	2:36.282	52.917	46.730	56.635	200.4	22:09.942									
9	2	4:04.180 B	53.113	1:06.586	2:04.481	200.7	26:14.122									
10	2	2:52.581	1:05.359	55.489	51.733	103.3	29:06.703									
11	2	2:23.798	48.879	44.825	50.094	196.7	31:30.501									
101	BMW 2002 TI 1971 1.Bart BLOMMAERT 2.Rikkert LEEMAN							TC2								
1	1	3:36.971	1:35.943	1:00.621	1:00.407	77.3	3:36.971									
2	1	2:52.623	57.524	56.461	58.638	175.0	6:29.594									
3	1	2:54.319	55.858	54.314	1:04.147	179.4	9:23.913									
4	1	3:36.087 B	1:05.424	1:01.547	1:29.116	151.0	13:00.000									
5	1	5:42.629	3:47.966	55.980	58.683	78.2	18:42.629									
6	1	2:45.712	55.778	52.773	57.161	163.4	21:28.341									
7	1	3:17.239	54.624	55.086	1:27.529	172.0	24:45.580									
8	1	3:07.808	1:08.688	57.418	1:01.702	95.4	27:53.388									
9	1	2:37.491	53.465	49.102	54.924	168.5	30:30.879									
114	BMW 635 CSi 1983 1.Jean-Lou RIHON							Group A								
1	1	4:33.812	2:35.958	59.334	58.520	89.5	4:33.812									
2	1	2:55.550	1:01.462	58.626	55.462	166.2	7:29.362									
3	1	2:41.519	55.649	52.487	53.383	180.0	10:10.881									
4	1	2:42.604	55.494	50.798	56.312	185.9	12:53.485									
5	1	2:33.293	53.015	47.796	52.482	174.8	15:26.778									
6	1	2:27.956	50.137	47.419	50.400	206.9	17:54.734									
7	1	2:27.377	50.548	47.657	49.172	210.1	20:22.111									
115	BMW 3.0 CSi 1974 1.Gérard LASCAUX 2.Xavier LASCAUX							TC1								
1	2	4:12.901	1:51.922	1:16.652	1:04.327	72.5	4:12.901									
2	2	3:02.802	1:02.200	58.988	1:01.614	158.4	7:15.703									
3	2	2:51.660	59.284	54.085	58.291	159.8	10:07.363									
4	2	3:22.637 B	56.818	52.479	1:33.340	172.8	13:30.000									
5	1	5:01.972	3:02.745	56.696	1:02.531	68.7	18:31.972									
6	1	2:59.932	1:03.733	57.114	59.085	149.2	21:31.904									
7	1	3:24.884	56.569	1:01.862	1:26.453	157.9	24:56.788									
8	1	3:35.103	1:18.114	1:09.435	1:07.554	78.0	28:31.891									
9	1	2:43.555	54.662	51.591	57.302	161.4	31:15.446									
116	Ford Capri RS 3100 1975 1.Stephen DANCE							TC2								
1	1	3:59.989	2:06.262	57.773	55.954	68.0	3:59.989									
2	1	2:35.334	55.014	49.261	51.059	161.4	6:35.323									
3	1	2:27.851	50.145	47.524	50.182	187.5	9:03.174									
4	1	2:37.621	48.838	47.476	1:01.307	185.9	11:40.795									
5	1	2:22.072	49.030	45.300	47.742	193.5	14:02.867									
6	1	2:16.971	46.148	43.742	47.081	220.4	16:19.838									



HERITAGE TOURING CUP

MUGELLO CLASSIC

PRIVATE PRACTICE

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
7	1	2:17.800	45.572	42.822	49.406	223.6	18:37.638								
8	1	2:13.824	45.123	41.990	46.711	236.3	20:51.462								
9	1	5:27.476 B	46.723	41.237	3:59.516	240.5	26:18.938								
10	1	2:41.939	1:04.621	50.702	46.616	109.6	29:00.877								
11	1	2:10.794	44.128	41.293	45.373	242.7	31:11.671								

123		Ford Capri RS 3100 Cologne 1975		1.Emile BREITTMAYER		TC2	
1	1	4:08.058	2:19.833	55.616	52.609	64.2	4:08.058
2	1	2:32.356	54.389	47.956	50.011	204.2	6:40.414
3	1	2:24.527	48.500	46.355	49.672	226.4	9:04.941
4	1	4:50.526 B	48.426	45.524	3:16.576	220.9	13:55.467
5	1	12:59.203 B	1:00.695	46.073	...	139.9	26:54.670

155		BMW 2002 TI 1975		1.Charles VEILLARD		TC2	
1	1	4:25.898	2:31.270	56.819	57.809	89.0	4:25.898
2	1	2:42.875	55.013	53.349	54.513	167.4	7:08.773
3	1	2:34.210	51.721	47.681	54.808	181.5	9:42.983
4	1	5:21.142 B	1:04.933	56.190	3:20.019	129.8	15:04.125
5	1	2:46.042	1:05.410	48.073	52.559	107.2	17:50.167
6	1	2:27.208	50.512	45.761	50.935	183.4	20:17.375
7	1	2:28.442	49.866	44.058	54.518	203.0	22:45.817
8	1	3:15.027	1:06.991	1:00.355	1:07.681	123.1	26:00.844
9	1	3:17.076	1:17.084	59.309	1:00.683	82.0	29:17.920
10	1	2:23.683	48.879	44.418	50.386	195.7	31:41.603

246		Ford Falcon Sprint 1964		1.Toni SEILER		TC1	
1	1	9:36.117 B	5:46.943	1:00.209	2:48.965	82.4	9:36.117
2	1	3:04.165	1:10.910	55.267	57.988	99.4	12:40.282
3	1	2:49.115	57.655	54.011	57.449	158.6	15:29.397
4	1	2:46.109	57.462	52.847	55.800	170.1	18:15.506
5	1	2:44.781	55.928	52.533	56.320	174.8	21:00.287
6	1	6:10.200 B	54.784	53.151	4:22.265	183.1	27:10.487
7	1	2:58.338	1:11.344	51.734	55.260	92.3	30:08.825