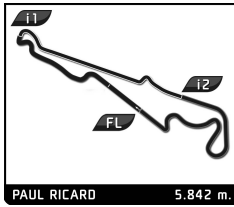


HERITAGE TOURING CUP
DIX MILLE TOURS
PRIVATE PRACTICE

Sector Analysis

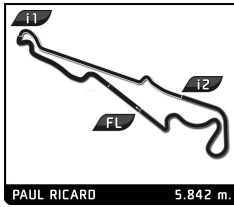
Lap D Time Sector 1 Sector 2 Sector 3 T. Spd Elapsed							Lap D Time Sector 1 Sector 2 Sector 3 T. Spd Elapsed						
							■ Personal Best ■ Session Best ■ Crossing the finish line in pit lane						
4 Jaguar XJS HE 1982 1.Sherman GAY Group A							2 1 2:40.541 45.039 48.267 1:07.235 185.2 7:22.408						
1 1 5:43.995 3:32.655 57.477 1:13.863 84.9 5:43.995							3 1 2:36.783 42.978 47.411 1:06.394 191.5 9:59.191						
2 1 2:49.685 45.881 51.283 1:12.521 184.3 8:33.680							4 1 2:39.555 42.619 47.811 1:09.125 194.2 12:38.746						
3 1 2:44.899 44.910 49.667 1:10.322 193.5 11:18.579							5 1 2:35.941 42.840 47.546 1:05.555 190.8 15:14.687						
4 1 3:00.631 B 44.227 51.362 1:25.042 193.2 14:19.210							6 1 2:35.000 41.997 47.214 1:05.789 195.7 17:49.687						
5 1 14:46.546 B 2:09.443 6:53.640 5:43.463 78.0 29:05.756							7 1 2:40.771 B 42.552 46.930 1:11.289 194.2 20:30.458						
5 Ford Capri RS 2600 1973 1.Alain VÖGELE TC2							8 2 4:33.365 2:28.867 51.739 1:12.759 102.0 25:03.823						
1 1 5:47.983 3:44.288 52.832 1:10.863 108.1 5:47.983							9 2 2:34.510 42.292 47.107 1:05.111 197.8 27:38.333						
2 1 2:44.230 45.116 49.718 1:09.396 175.0 8:32.213							10 2 2:37.561 41.932 48.532 1:07.097 198.5 30:15.894						
3 1 2:58.256 B 45.406 49.336 1:23.514 176.5 11:30.469													
4 1 5:47.153 B 3:37.610 49.495 1:20.048 105.0 17:17.622													
5 1 5:39.767 3:37.264 51.374 1:11.129 104.4 22:57.389													
6 1 3:02.869 B 44.958 51.902 1:26.009 173.6 26:00.258													
7 1 6:20.103 4:22.466 48.559 1:09.078 100.9 32:20.361													
8 Ford Escort I RS 1600 1974 1.Vincent NEURRISSE 2.Bertrand ROUCHAUD TC2							12 BMW 635 CSI 1984 1.Anthony SCHRAUWEN 2.Tom CLOET Group A						
1 1 5:18.418 3:16.353 52.920 1:09.145 97.1 5:18.418							1 1 20:10.357 ... 51.788 1:09.856 80.3 20:10.357						
2 1 2:49.840 B 44.925 49.444 1:15.471 188.5 8:08.258							2 1 2:50.075 45.894 52.968 1:11.213 177.9 23:00.432						
3 1 11:22.399 9:24.992 49.474 1:07.933 109.4 19:30.657							3 1 3:02.686 B 46.675 51.680 1:24.331 184.0 26:03.118						
4 1 2:41.739 43.673 50.130 1:07.936 189.8 22:12.396													
5 1 2:50.282 B 44.042 51.242 1:14.998 183.4 25:02.678													
6 2 5:06.425 3:00.364 52.996 1:13.065 93.6 30:09.103													
9 Ford Capri RS 2600 1973 1.Thomas STUDER TC2							13 BMW 635 CSI Gr. 2 1980 1.Philippe TRUFFIER TC2						
1 1 5:46.612 3:39.385 53.654 1:13.573 84.1 5:46.612							1 1 6:05.076 B 3:43.481 57.248 1:24.347 95.8 6:05.076						
2 1 3:02.711 B 45.534 52.635 1:24.542 179.1 8:49.323							2 1 8:13.052 6:21.844 46.514 1:04.694 99.4 14:18.128						
3 1 5:18.706 3:21.037 49.944 1:07.725 104.8 14:08.029							3 1 2:32.424 42.601 46.226 1:03.597 193.5 16:50.552						
4 1 2:36.720 42.914 47.695 1:06.111 194.2 16:44.749							4 1 2:43.352 B 43.416 46.673 1:13.263 180.9 19:33.904						
5 1 2:38.877 43.469 48.350 1:07.058 197.1 19:23.626							5 1 5:12.326 3:07.843 55.398 1:09.085 103.7 24:46.230						
6 1 2:37.019 42.302 47.813 1:06.904 199.3 22:00.645							6 1 2:31.088 40.973 45.910 1:04.205 203.0 27:17.318						
7 1 2:41.847 42.893 51.406 1:07.548 197.8 24:42.492							7 1 2:34.046 41.458 46.030 1:06.558 201.9 29:51.364						
8 1 2:36.534 43.129 47.067 1:06.338 191.5 27:19.026													
9 1 2:39.980 43.463 48.105 1:08.412 200.4 29:59.006													
10 1 2:36.663 42.234 47.549 1:06.880 198.2 32:35.669													
10 Ford Escort I RS 1600 1974 1.Peter VÖGELE 2.Michael KAMMERMANN TC2							16 Ford Escort I RS 1600 1975 1.Damien KOHLER TC2						
1 1 3:58.141 1:56.300 50.700 1:11.141 113.9 3:58.141							1 1 3:11.835 1:14.304 49.303 1:08.228 54.0 3:11.835						
2 1 2:42.551 44.733 48.453 1:09.365 189.1 6:40.692							2 1 2:39.718 45.054 47.985 1:06.679 192.2 5:51.553						
3 1 3:57.241 B 44.948 48.762 2:23.531 194.9 10:37.933							3 1 2:38.351 42.819 48.332 1:07.200 195.3 8:29.904						
4 1 3:13.221 1:09.423 51.562 1:12.236 99.7 13:51.154							4 1 2:58.157 B 43.266 47.158 1:27.733 195.3 11:28.061						
5 1 3:11.758 B 45.020 49.811 1:36.927 193.5 17:02.912							5 1 3:42.784 1:48.412 47.265 1:07.107 111.9 15:10.845						
6 1 3:05.567 1:04.737 50.283 1:10.547 97.6 20:08.479							6 1 2:37.411 43.326 48.033 1:06.052 189.1 17:48.256						
7 1 2:48.043 44.786 52.303 1:10.954 194.9 22:56.522							7 1 2:36.424 42.862 47.714 1:05.848 197.4 20:24.680						
8 1 2:49.919 45.055 51.891 1:12.973 194.6 25:46.441							8 1 2:39.889 43.295 49.147 1:07.447 191.8 23:04.569						
9 1 2:43.941 45.635 49.028 1:09.278 183.7 28:30.382							9 1 2:42.175 43.257 47.981 1:10.937 192.5 25:46.744						
10 1 2:43.358 44.183 49.153 1:10.022 196.0 31:13.740							10 1 2:36.928 43.440 47.395 1:06.093 194.9 28:23.672						
							11 1 2:36.910 43.085 47.305 1:06.520 191.5 31:00.582						
11 BMW 3.0 CSL 1972 1.Charles FIRMENICH 2.Henry MOSER TC2							18 BMW 635 CSI 1985 1.Johannes SCHOUTEN Group A						
1 1 4:41.867 2:42.939 51.249 1:07.679 100.1 4:41.867							1 1 3:40.929 1:44.168 49.912 1:06.849 102.6 3:40.929						
							2 1 2:35.715 42.593 47.758 1:05.364 194.2 6:16.644						
							3 1 2:34.571 42.033 46.675 1:05.863 191.5 8:51.215						
							4 1 2:34.403 41.909 46.684 1:05.810 194.9 11:25.618						
							5 1 2:33.764 42.945 46.282 1:04.537 196.7 13:59.382						
							6 1 2:43.463 B 41.947 46.761 1:14.755 195.3 16:42.845						
							7 1 3:45.132 1:52.398 46.889 1:05.845 116.9 20:27.977						
							8 1 2:37.371 41.979 47.710 1:07.682 196.4 23:05.348						
							9 1 2:40.840 43.274 47.709 1:09.857 196.7 25:46.188						
							10 1 2:34.181 42.504 46.437 1:05.240 191.8 28:20.369						
							11 1 2:35.068 41.942 46.532 1:06.594 198.2 30:55.437						
36 BMW 323i 1981 1.Eric WASSERMANN 2.Eddy ANTOINE TC2							36 BMW 323i 1981 1.Eric WASSERMANN 2.Eddy ANTOINE TC2						
1 1 5:10.055 3:10.321 50.458 1:09.276 92.2 5:10.055							1 1 5:10.055 3:10.321 50.458 1:09.276 92.2 5:10.055						



HERITAGE TOURING CUP
DIX MILLE TOURS
PRIVATE PRACTICE

Sector Analysis

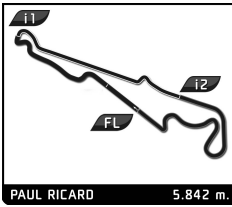
Personal Best							Session Best							B Crossing the finish line in pit lane						
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed					
37 Ford Capri RS 3100 Cologne 1974																				
1.Armand MILLE TC2																				
2	1	2:41.428	45.436	48.642	1:07.350	177.6	7:51.483	1	1	7:35.536	3:41.683	57.076	2:56.777	94.3	7:35.536					
3	1	2:49.618	B 43.821	47.969	1:17.828	192.5	10:41.101	2	1	3:10.234	1:05.946	52.515	1:11.773	107.2	10:45.770					
4	2	5:47.641	3:46.535	49.569	1:11.537	108.7	16:28.742	3	1	2:46.790	46.494	49.935	1:10.361	187.2	13:32.560					
5	2	2:44.108	46.099	49.267	1:08.742	175.9	19:12.850	4	1	4:19.024	B 45.236	49.859	2:43.929	187.2	17:51.584					
6	2	2:52.044	44.764	56.412	1:10.868	186.9	22:04.894	5	1	3:15.442	1:05.061	57.435	1:12.946	110.0	21:07.026					
7	2	2:48.599	45.160	54.247	1:09.192	180.0	24:53.493	6	1	2:45.864	45.048	51.452	1:09.364	191.2	23:52.890					
8	2	2:43.255	44.666	49.364	1:09.225	188.5	27:36.748	7	1	2:43.961	45.958	49.464	1:08.539	194.6	26:36.851					
9	2	2:45.174	45.130	49.972	1:10.072	182.4	30:21.922	8	1	5:51.222	B 46.305	1:01.044	4:03.873	189.5	32:28.073					
52 FORD Capri RS 3100 Cologne 1973																				
1.Yves SCEMAMA TC2																				
1	1	5:20.084	3:27.684	46.980	1:05.420	99.4	5:20.084	1	1	2:30.375	41.850	44.519	1:04.006	204.2	7:50.459					
2	1	2:30.375	41.850	44.519	1:04.006	204.2	7:50.459	3	1	2:27.273	40.545	43.984	1:02.744	216.9	10:17.732					
3	1	2:27.273	40.545	43.984	1:02.744	216.9	10:17.732	4	1	2:37.826	B 40.743	45.487	1:11.596	211.4	12:55.558					
63 Ford Escort RS 1600 1975																				
1.Erik MARIS TC2																				
1	1	5:20.207	3:23.268	50.371	1:06.568	102.9	5:20.207	1	1	2:43.400	B 42.475	46.575	1:14.350	202.6	8:03.607					
2	1	2:43.400	B 42.475	46.575	1:14.350	202.6	8:03.607	3	1	7:25.685	5:33.822	46.874	1:04.989	115.3	15:29.292					
3	1	7:25.685	5:33.822	46.874	1:04.989	115.3	15:29.292	4	1	2:33.645	41.727	47.227	1:04.691	201.1	18:02.937					
4	1	2:33.645	41.727	47.227	1:04.691	201.1	18:02.937	5	1	2:33.363	42.716	46.489	1:04.158	197.1	20:36.300					
5	1	2:33.363	42.716	46.489	1:04.158	197.1	20:36.300	6	1	3:01.587	B 45.388	55.364	1:20.835	179.7	23:37.887					
64 Ford Escort RS 1600 1974																				
1.Jean-Marc MERLIN TC2																				
1	1	5:17.362	3:15.754	52.769	1:08.839	94.7	5:17.362	1	1	2:38.445	44.212	48.036	1:06.197	198.2	7:55.807					
2	1	2:38.445	44.212	48.036	1:06.197	198.2	7:55.807	3	1	2:36.530	43.460	47.472	1:05.598	200.0	10:32.337					
3	1	2:36.530	43.460	47.472	1:05.598	200.0	10:32.337	4	1	2:34.836	42.838	46.337	1:05.661	201.1	13:07.173					
4	1	2:34.836	42.838	46.337	1:05.661	201.1	13:07.173	5	1	2:33.774	42.508	46.489	1:04.777	199.3	15:40.947					
5	1	2:33.774	42.508	46.489	1:04.777	199.3	15:40.947	6	1	2:54.115	B 44.614	51.988	1:17.513	174.5	18:35.062					
6	1	2:54.115	B 44.614	51.988	1:17.513	174.5	18:35.062	7	1	5:57.583	3:56.961	53.959	1:06.663	89.0	24:32.645					
7	1	5:57.583	3:56.961	53.959	1:06.663	89.0	24:32.645	8	1	2:32.859	42.277	46.608	1:03.974	200.7	27:05.504					
8	1	2:32.859	42.277	46.608	1:03.974	200.7	27:05.504	9	1	2:32.686	41.907	46.287	1:04.492	197.1	29:38.190					
9	1	2:32.686	41.907	46.287	1:04.492	197.1	29:38.190	10	1	2:52.641	B 43.325	47.931	1:21.385	194.9	32:30.831					
10	1	2:52.641	B 43.325	47.931	1:21.385	194.9	32:30.831													
65 Ford Mustang 289 1965																				
1.Max HUBER TC1																				
1	1	5:59.252	3:51.420	54.158	1:13.674	112.9	5:59.252	1	1	2:54.869	47.201	52.975	1:14.693	153.0	8:54.121					
2	1	2:54.869	47.201	52.975	1:14.693	153.0	8:54.121	3	1	3:05.802	B 50.862	52.223	1:22.717	150.6	11:59.923					
3	1	3:05.802	B 50.862	52.223	1:22.717	150.6	11:59.923	4	1	4:03.697	2:01.702	50.633	1:11.362	116.3	16:03.620					
4	1	4:03.697	2:01.702	50.633	1:11.362	116.3	16:03.620	5	1	2:46.189	46.036	50.048	1:10.105	181.2	18:49.809					
5	1	2:46.189	46.036	50.048	1:10.105	181.2	18:49.809	6	1	2:44.938	45.401	50.315	1:09.222	184.6	21:34.747					
6	1	2:44.938	45.401	50.315	1:09.222	184.6	21:34.747	7	1	3:15.047	B 50.688	59.859	1:24.500	145.2	24:49.794					
7	1	3:15.047	B 50.688	59.859	1:24.500	145.2	24:49.794													
66 Ford Mustang 289 1965																				
1.Guillaume HUBER TC1																				
1	1	6:21.434	3:56.673	1:01.727	1:23.034	91.4	6:21.434	1	1	3:18.879	55.315	56.072	1:27.492	129.8	9:40.313					
2	1	3:18.879	55.315	56.072	1:27.492	129.8	9:40.313	3	1	3:27.633	B 55.473	54.757	1:37.403	117.3	13:07.946					
3	1	3:27.633	B 55.473	54.757	1:37.403	117.3	13:07.946	4	1	4:14.224	2:05.183	53.078	1:15.963	86.5	17:22.170					
4	1	4:14.224	2:05.183	53.078	1:15.963	86.5	17:22.170	5	1	2:54.829	48.949	51.877	1:14.003	153.2	20:16.999					
5	1	2:54.829	48.949	51.877	1:14.003	153.2	20:16.999	6	1	2:53.983	47.270	52.133	1:14.580	172.8	23:10.982					
6	1	2:53.983	47.270	52.133	1:14.580	172.8	23:10.982	7	1	2:51.217	47.784	50.877	1:12.556	176.8	26:02.199					
7	1	2:51.217	47.784	50.877	1:12.556	176.8	26:02.199													
44 BMW 2002 TI 1970																				
1.Katrin BEHRENS TC2																				
1	1	3:40.847	1:25.311	57.185	1:18.351	87.1	3:40.847	1	1	2:56.070	48.072	53.584	1:14.414	176.5	6:36.917					
2	1	2:56.070	48.072	53.584	1:14.414	176.5	6:36.917	3	1	2:56.150	48.213	53.421	1:14.516	166.9	9:33.067					
3	1	2:56.150	48.213	53.421	1:14.516	166.9	9:33.067	4	1	3:04.994	B 48.003	53.019	1:23.972	175.3	12:38.061					
4	1	3:04.994	B 48.003	53.019	1:23.972	175.3	12:38.061	5	1	4:40.323	2:33.505	52.698	1:14.120	105.0	17:18.384					
5	1	4:40.323	2:33.505	52.698	1:14.120	105.0	17:18.384	6	1	2:54.191	48.067	53.161	1:12.963	170.1	20:12.575					
6	1	2:54.191	48.067	53.161	1:12.963	170.1	20:12.575	7	1	2:54.508	47.887	52.964	1:13.657	168.2	23:07.083					
7	1	2:54.508	47.887	52.964	1:13.657	168.2	23:07.083	8	1	2:53.648	47.266	52.445	1:13.937	180.0	26:00.731					
8	1	2:53.648	47.266	52.445	1:13.937	180.0	26:00.731	9	1	2:53.369	47.501	53.217	1:12.651	176.8	28:54.100					
9	1	2:53.369	47.501	53.217	1:12.651	176.8	28:54.100	10	1	2:54.465	47.729	52.260	1:14.476	174.8	31:48.565					
10	1	2:54.465	47.729	52.260	1:14.476	174.8	31:48.565													
47 Ford Escort I RS 1600 1972																				
1.Guy Fabrice MESTROT TC2																				
1	2	4:35.790	2:40.316	50.068	1:05.406	91.4	4:35.790	1	2	2:29.034	41.563	44.535	1:02.936	204.9	7:04.824					
2	2	2:29.034	41.563	44.535	1:02.936	204.9	7:04.824	3	2	2:27.276	40.452	44.312	1:02.512	208.5	9:32.100					
3	2	2:27.276	40.452	44.312	1:02.512	208.5	9:32.100	4	2	2:39.575	B 41.848	45.517	1:12.210	191.2	12:11.675					
4	2	2:39.575	B 41.848	45.517	1:12.210	191.2	12:11.675	5	1	4:57.935	B 2:50.932	48.365	1:18.638	89.4	17:09.610					
5	1	4:57.935	B 2:50.932	48.365	1:18.638	89.4	17:09.610	6	1	3:44.684	1:51.134	47.352	1:06.198	89.4	20:54.294					
6	1	3:44.684	1:51.134	47.352	1:06.198	89.4	20:54.294	7	1	2:36.496	42.430	48.232	1:05.834	197.8	23:30.790					
7	1	2:36.496	42.430	48.232	1:05.834	197.8	23:30.790	8	1	2:33.675	42.085	46.087	1:05.503	201.9	26:04.465					
8	1	2:33.675	42.085	46.087	1:05.503	201.9	26:04.465	9	1	2:39.699	43.344	48.437	1:07.918	194.9	28:44.164					
9	1	2:39.699	43.344	48.437	1:07.918	194.9	28:44.164	10	1	2:37.399	43.752	47.776	1:05.871	196.4	31:21.563					
10	1	2:37.399	43.752	47.776	1:05.871	196.4	31:21.563													
49 BMW 3.0 CSL 1975																				
1.Dominique GUENAT TC2																				
1	1	5:11.693	3:06.833	54.658	1:10.202	85.0	5:11.693	1	1	2:36.497	44.378	46.842	1:05.277	184.6	7:48.190					
2	1	2:36.497	44.378	46.842	1:05.277	184.6	7:48.190	3	1	2:39.009	B 42.078	45.866	1:11.065	205.3	10:27.199					
3	1	2:39.009	B 42.078	45.866	1:11.065	205.3	10:27.199	4	1	5:06.414	3:15.105	46.784	1:04.525	105.4	15:33.613					
4	1	5:06.414	3:15.105	46.784	1:04.525	105.4	15:33.613	5	1	2:31.181	41.252	45.638	1:04.291	201.5	18:04.794					
5	1	2:31.181	41.252	45.638	1:04.291	201.5	18:04.794	6	1	2:41.273	B 41.543	47.543	1:12.187	199.3	20:46.067					
6	1	2:41.273	B 41.543	47.543	1:12.187	199.3	20:46.067													
51 Ford Capri RS 2600 1973																				
1.Toni SEILER TC2																				



HERITAGE TOURING CUP
DIX MILLE TOURS
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	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
81 Jaguar XJS 1981 1.Tony FOUAN Group A																							
8	1	2:49.002	47.252	50.469	1:11.281	178.8	28:51.201	5	1	3:58.742	2:00.740	51.211	1:06.791	73.3	17:38.855	6	1	2:34.845	42.952	47.216	1:04.677	198.2	20:13.700
9	1	2:49.018	46.040	50.084	1:12.894	195.7	31:40.219	7	1	2:47.516	43.811	51.456	1:12.249	194.9	23:01.216	8	1	2:46.599	43.970	49.559	1:13.070	191.2	25:47.815
123 Ford Capri RS 3100 Cologne 1975 1.Emile BREITMAYER TC2																							
1	1	5:02.100	2:50.958	54.266	1:16.876	84.9	5:02.100	1	1	5:36.384	3:42.139	47.615	1:06.630	101.3	5:36.384	2	1	2:29.947	41.667	44.101	1:04.179	219.1	8:06.331
2	1	2:53.943	48.022	52.166	1:13.755	165.9	7:56.043	3	1	2:28.961	40.535	44.073	1:04.353	221.3	10:35.292	4	1	2:29.061	41.511	43.324	1:04.226	216.0	13:04.353
3	1	2:57.557	50.195	53.474	1:13.888	136.4	10:53.600	5	1	2:26.980	40.732	44.083	1:02.165	215.1	15:31.333	6	1	2:27.073	40.469	43.450	1:03.154	219.1	17:58.406
4	1	3:04.908B	47.751	52.455	1:24.702	174.5	13:58.508	7	1	2:41.023B	40.639	43.860	1:16.524	216.4	20:39.429	8	1	4:03.516	2:07.123	51.534	1:04.859	123.6	24:42.945
5	1	12:51.099	...	52.630	1:13.573	80.9	26:49.607	9	1	2:27.529	41.117	43.892	1:02.520	221.8	27:10.474								
6	1	2:53.389	47.844	51.881	1:13.664	183.7	29:42.996																
7	1	2:51.928	46.073	52.515	1:13.340	191.8	32:34.924																
90 Ford Escort RS 1600 1969 1.Carlos F. CRUZ TC2 2.Miguel AMARAL																							
1	1	5:18.178	3:11.532	52.987	1:13.659	82.1	5:18.178	1	1	6:52.510B	2:17.528	52.507	3:42.475	94.3	6:52.510	2	1	2:58.689	1:09.791	45.713	1:03.185	99.1	9:51.199
2	1	2:54.057	48.100	52.699	1:13.258	174.2	8:12.235	3	1	2:27.936	40.536	44.138	1:03.262	220.0	12:19.135	4	1	2:26.677	40.218	43.439	1:03.020	208.1	14:45.812
3	1	3:11.282B	48.566	53.701	1:29.015	169.8	11:23.517	5	1	2:26.373	39.931	43.888	1:02.554	219.1	17:12.185	6	1	2:25.345	39.816	43.495	1:02.034	218.6	19:37.530
4	1	6:30.351	4:27.409	51.382	1:11.560	70.1	17:53.868	7	1	5:34.099B	39.634	46.079	4:08.386	226.4	25:11.629	8	1	2:57.354	1:09.878	44.766	1:02.710	108.4	28:08.983
5	1	3:04.968B	47.150	51.840	1:25.978	172.0	20:58.836	9	1	2:28.796	40.409	43.209	1:05.178	216.0	30:37.779								
6	2	4:23.763	2:20.615	53.289	1:09.859	68.9	25:22.599																
7	2	2:47.563	44.812	51.196	1:11.555	177.9	28:10.162																
8	2	2:49.439	46.271	51.210	1:11.958	172.8	30:59.601																
101 BMW 2002 TI 1971 1.Bart BLOMMAERT TC2 2.Rikkert LEEMAN																							
1	1	4:40.515	2:30.300	55.345	1:14.870	93.5	4:40.515	1	1	5:36.851	3:34.874	52.687	1:09.290	94.4	5:36.851	2	1	2:45.105	44.143	51.134	1:09.828	192.5	8:21.956
2	1	2:51.173	47.801	51.121	1:12.251	166.2	7:31.688	3	1	3:04.190B	46.849	50.914	1:26.427	195.3	11:26.146	4	1	5:41.443	3:40.991	50.267	1:10.185	85.1	17:07.589
3	1	2:48.869	46.368	50.614	1:11.887	176.5	10:20.557	5	1	2:39.614	43.557	48.687	1:07.370	200.7	19:47.203	6	1	2:39.431	43.129	49.000	1:07.302	201.1	22:26.634
4	1	2:50.581	46.475	51.415	1:12.691	163.6	13:11.138	7	1	2:40.601	42.974	49.323	1:08.304	195.7	25:07.235	8	1	2:37.315	42.415	48.134	1:06.766	203.8	27:44.550
5	1	2:57.116B	46.507	51.520	1:19.089	169.8	16:08.254	9	1	2:37.012	42.481	48.265	1:06.266	203.0	30:21.562								
6	1	4:23.311	2:13.231	54.529	1:15.551	96.7	20:31.565																
7	1	2:52.369	47.475	52.100	1:12.794	169.3	23:23.934																
8	1	2:50.362	46.528	52.104	1:11.730	175.0	26:14.296																
9	1	2:48.744	45.513	51.852	1:11.379	176.8	29:03.040																
10	1	2:49.307	45.261	51.333	1:12.713	178.2	31:52.347																
114 BMW 635 CSI 1983 1.Jean-Lou RIHON Group A																							
1	1	3:13.329	1:05.375	55.572	1:12.382	86.5	3:13.329	1	1	4:48.031	2:48.272	51.646	1:08.113	99.2	4:48.031	2	1	2:37.990	43.593	47.937	1:06.460	203.0	7:26.021
2	1	2:41.423	45.443	48.738	1:07.242	179.1	5:54.752	3	1	2:36.946	43.311	46.690	1:06.945	204.2	10:02.967	4	1	2:37.026	43.758	46.990	1:06.278	204.5	12:39.993
3	1	2:41.378	42.905	47.243	1:11.230	186.9	8:36.130	5	1	2:36.053	42.939	46.721	1:06.393	206.5	15:16.046	6	1	3:52.934B	43.058	49.890	2:19.986	206.9	19:08.980
4	1	2:41.103	43.439	48.409	1:09.255	184.9	11:17.233	7	1	3:03.536	1:06.513	49.820	1:07.203	102.5	22:12.516	8	1	2:41.056	42.927	51.708	1:06.421	201.9	24:53.572
5	1	2:35.450	43.205	47.306	1:04.939	187.2	13:52.683	9	1	2:36.366	42.819	47.234	1:06.313	205.3	27:29.938	10	1	3:26.698B	43.225	49.212	1:54.261	203.8	30:56.636
6	1	2:44.666B	44.491	47.426	1:12.749	193.2	16:37.349																
7	1	4:00.204	2:06.649	47.705	1:05.850	107.8	20:37.553																
8	1	2:35.838	42.751	47.664	1:05.423	192.5	23:13.391																
9	1	2:37.067	42.637	47.222	1:07.208	193.9	25:50.458																
10	1	2:35.003	42.947	47.006	1:05.050	191.8	28:25.461																
11	1	2:36.004	42.235	46.935	1:06.834	194.2	31:01.465																
117 Ford Escort I RS 1600 1975 1.Alain PAGES TC2																							
1	1	5:09.753	3:00.068	56.914	1:12.771	75.1	5:09.753	1	1	6:08.517B	3:22.095	1:07.855	1:38.567	90.2	6:08.517	2	1	2:40.218	44.355	48.755	1:07.108	181.2	7:49.971
2	1	2:40.218	44.355	48.755	1:07.108	181.2	7:49.971	3	1	2:36.425	42.988	47.213	1:06.224	187.5	10:26.396	4	1	3:13.717B	51.613	55.770	1:26.334	163.6	13:40.113
182 Ford Escort Mk II RS 1981 1.Martin KUENDIG INV																							
1	1	4:48.031	2:48.272	51.646	1:08.113	99.2	4:48.031	1	1	2:37.990	43.593	47.937	1:06.460	203.0	7:26.021	2	1	2:36.946	43.311	46.690	1:06.945	204.2	10:02.967
2	1	2:37.990	43.593	47.937	1:06.460	203.0	7:26.021	3	1	2:37.026	43.758	46.990	1:06.278	204.5	12:39.993	4	1	2:37.026	43.758	46.990	1:06.278	204.5	12:39.993
3	1	2:36.946	43.311	46.690	1:06.945	204.2	10:02.967	5	1	2:36.053	42.939	46.721	1:06.393	206.5	15:16.046	6	1	3:52.934B	43.058	49.890	2:19.986	206.9	19:08.980
4	1	2:37.026	43.758	46.990	1:06.278	204.5	12:39.993	7	1	3:03.536	1:06.513	49.820	1:07.203	102.5	22:12.516	8	1	2:41.056	42.927	51.708	1:06.421	201.9	24:53.572
5	1	2:36.053	42.939	46.721	1:06.393	206.5	15:16.046	9	1	2:36.366	42.819	47.234	1:06.313	205.3	27:29.938	10	1	3:26.698B	43.225	49.212	1:54.261	203.8	30:56.636
6	1	3:52.934B	43.058	49.890	2:19.986	206.9	19:08.980																
7	1	3:03.536	1:06.513	49.820	1:07.203	102.5	22:12.516																
8	1	2:41.056	42.927	51.708	1:06.421	201.9	24:53.572																
9	1	2:36.366	42.819	47.234	1:06.313	205.3	27:29.938																
10	1	3:26.698B	43.225	49.212	1:54.261	203.8	30:56.636																
222 Ford Escort Mk I 1973 1.Olivier BREITMAYER TC2																							
1	1	6:08.517B	3:22.095	1:07.855	1:38.567	90.2	6:08.517																



HERITAGE TOURING CUP

DIX MILLE TOURS

PRIVATE PRACTICE

Sector Analysis

PAUL RICARD 5.842 m.

■ 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
2	1	11:50.521 B	9:16.001	1:01.249	1:33.271	93.2	17:59.038								
3	1	6:27.612 B	3:54.313	1:03.813	1:29.486	91.8	24:26.650								
4	1	4:42.888 B	2:09.050	1:04.267	1:29.571	91.5	29:09.538								