

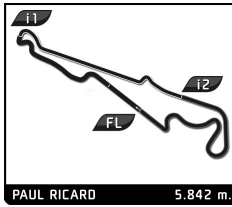
HERITAGE TOURING CUP

DIX MILLE TOURS

QUALIFYING

Sector Analysis

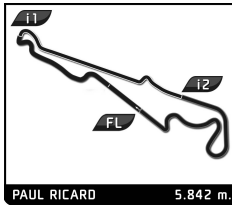
							■ Personal Best ■ Session Best ■ Crossing the finish line in pit lane								
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
4 Jaguar XJS HE 1982 1.Sherman GAY Group A															
1	1	4:53.858	2:40.728	1:00.652	1:12.478	77.5	4:53.858	1	1	3:32.403	1:27.928	53.228	1:11.247	88.5	3:32.403
2	1	2:38.102	43.604	47.094	1:07.404	199.6	7:31.960	2	1	2:44.579	44.784	49.829	1:09.966	191.2	6:16.982
3	1	2:40.622	43.399	47.697	1:09.526	198.9	10:12.582	3	1	2:42.268	44.445	48.814	1:09.009	192.9	8:59.250
4	1	3:18.835	B 52.052	57.546	1:29.237	137.1	13:31.417	4	1	2:42.782	44.481	49.079	1:09.222	191.8	11:42.032
5	1	5:45.496	3:17.748	1:04.130	1:23.618	76.8	19:16.913	5	1	2:41.849	44.055	49.030	1:08.764	194.2	14:23.881
6	1	3:14.172	51.010	58.881	1:24.281	152.8	22:31.085	6	1	3:41.740	B 44.259	50.973	2:06.508	194.9	18:05.621
7	1	3:42.996	B 56.032	1:09.034	1:37.930	123.4	26:14.081	7	1	3:01.740	1:03.003	48.458	1:10.279	121.1	21:07.361
5 Ford Capri RS 2600 1973 1.Alain VÖGELE TC2															
1	1	4:16.578	2:12.585	51.038	1:12.955	109.0	4:16.578	8	1	2:41.615	43.820	48.744	1:09.051	195.3	23:48.976
2	1	2:42.599	44.091	49.184	1:09.324	180.3	6:59.177	9	1	2:43.593	43.502	48.181	1:11.910	196.4	26:32.569
3	1	2:51.561	B 44.293	47.830	1:19.438	181.5	9:50.738	10	1	7:06.660	B 46.098	49.033	5:31.529	171.2	33:39.229
4	1	5:36.872	3:40.289	48.581	1:08.002	106.2	15:27.610	11	2	3:07.880	1:10.363	49.686	1:07.831	107.9	36:47.109
5	1	2:40.150	43.797	48.462	1:07.891	190.1	18:07.760	12	2	2:38.381	43.165	48.301	1:06.915	196.7	39:25.490
6	1	2:39.776	43.746	48.304	1:07.726	188.2	20:47.536	13	2	2:37.593	43.049	47.604	1:06.940	195.3	42:03.083
7	1	2:55.256	B 43.989	48.178	1:23.089	187.2	23:42.792								11 BMW 3.0 CSL 1972 1.Charles FIRMENICH 2.Henry MOSER TC2
8	1	4:50.610	2:57.232	47.105	1:06.273	107.1	28:33.402	1	2	5:15.788	3:02.601	1:04.810	1:08.377	95.2	5:15.788
9	1	2:38.487	44.465	47.301	1:06.721	178.5	31:11.889	2	2	2:33.539	42.606	46.627	1:04.306	196.4	7:49.327
10	1	2:50.716	B 43.200	47.922	1:19.594	188.2	34:02.605	3	2	2:31.656	41.686	46.185	1:03.785	195.3	10:20.983
8 Ford Escort I RS 1600 1974 1.Vincent NEURRISSE 2.Bertrand ROUCHAUD TC2															
1	1	4:14.924	2:11.669	50.983	1:12.272	88.0	4:14.924	4	2	2:45.654	B 42.295	46.298	1:17.061	186.9	13:06.637
2	1	2:43.716	43.848	49.584	1:10.284	188.5	6:58.640	5	1	6:08.590	4:11.716	49.192	1:07.682	104.8	19:15.227
3	1	2:38.277	43.821	47.855	1:06.601	194.2	9:36.917	6	1	2:35.517	42.163	47.530	1:05.824	196.7	21:50.744
4	1	2:38.344	43.292	47.869	1:07.183	190.1	12:15.261	7	1	2:36.205	43.428	46.663	1:06.114	196.7	24:26.949
5	1	2:40.671	44.617	48.009	1:08.045	191.5	14:55.932	8	1	2:36.375	42.711	47.256	1:06.408	193.5	27:03.324
6	1	2:52.348	B 44.658	48.609	1:19.081	188.8	17:48.280	9	1	2:51.066	B 43.209	49.214	1:18.643	193.2	29:54.390
7	2	5:08.485	3:08.581	50.272	1:09.632	98.4	22:56.765	10	2	9:09.825	7:16.143	48.066	1:05.616	108.8	39:04.215
8	2	2:42.365	44.372	49.074	1:08.919	192.2	25:39.130	11	2	2:30.806	41.596	45.679	1:03.531	199.3	41:35.021
9	2	2:50.731	B 44.332	48.551	1:17.848	191.2	28:29.861								12 BMW 635 CSI 1984 1.Anthony SCHRAUWEN Group A
10	2	6:05.589	4:07.804	50.692	1:07.093	110.8	34:35.450	1	1	3:40.784	1:36.150	53.109	1:11.525	93.9	3:40.784
11	2	2:37.640	43.186	47.667	1:06.787	193.9	37:13.090	2	1	2:45.028	45.575	50.162	1:09.291	182.7	6:25.812
12	2	3:11.341	B 46.882	55.696	1:28.763	167.4	40:24.431	3	1	2:58.219	B 45.186	49.896	1:23.137	185.9	9:24.031
9 Ford Capri RS 2600 1973 1.Thomas STUDER TC2															
1	1	4:12.882	2:05.908	54.930	1:12.044	84.2	4:12.882	4	1	8:28.259	6:23.974	53.406	1:10.879	87.7	17:52.290
2	1	2:36.612	42.753	47.977	1:05.882	198.5	6:49.494	5	1	3:02.677	B 45.905	51.791	1:24.981	178.8	20:54.967
3	1	2:36.432	42.997	47.101	1:06.334	196.0	9:25.926	6	1	6:23.106	B 3:58.490	56.851	1:27.765	90.5	27:18.073
4	1	2:35.807	42.235	46.929	1:06.643	197.1	12:01.733								13 BMW 635 CSI Gr. 2 1980 1.Philippe TRUFFIER TC2
5	1	2:38.864	43.366	47.477	1:08.021	193.2	14:40.597	1	1	4:26.030	2:23.611	53.078	1:09.341	102.2	4:26.030
6	1	2:48.969	B 42.882	47.344	1:18.743	188.5	17:29.566	2	1	2:33.234	42.166	46.018	1:05.050	201.9	6:59.264
7	1	3:50.773	1:58.207	46.717	1:05.849	99.9	21:20.339	3	1	2:31.886	41.806	44.926	1:05.154	204.2	9:31.150
8	1	2:34.600	41.758	46.794	1:06.048	204.9	23:54.939	4	1	2:48.446	B 43.882	48.356	1:16.208	165.9	12:19.596
9	1	2:35.623	41.969	46.332	1:07.322	206.1	26:30.562	5	1	6:04.917	4:07.939	48.831	1:08.147	101.3	18:24.513
10	1	2:34.671	41.936	46.761	1:05.974	198.5	29:05.233	6	1	2:30.554	41.375	45.498	1:03.681	202.2	20:55.067
11	1	2:33.555	41.482	46.157	1:05.916	204.5	31:38.788	7	1	2:29.678	40.945	45.512	1:03.221	203.8	23:24.745
12	1	2:34.223	42.069	46.708	1:05.446	203.0	34:13.011	8	1	2:53.677	B 44.288	51.762	1:17.627	194.6	26:18.422
13	1	2:54.178	B 43.535	49.529	1:21.114	198.9	37:07.189	9	1	9:14.525	7:14.178	51.457	1:08.890	96.7	35:32.947
10 Ford Escort I RS 1600 1974 1.Peter VÖGELE 2.Michael KAMMERMANN TC2															
1	1	4:15.655	2:07.523	53.842	1:14.290	109.3	4:15.655	10	1	2:29.936	41.365	45.684	1:02.887	205.3	38:02.883
2	1	2:40.147	44.358	48.326	1:07.463	166.2	6:55.802	11	1	2:30.187	40.905	45.696	1:03.586	203.0	40:33.070
3	1	2:32.551	41.999	45.690	1:04.862	203.4	9:28.353								14 Ford Capri RS 2600 1973 1.Yves VÖGELE TC2
4	1	2:49.754	B 42.079	45.670	1:22.005	200.4	12:18.107	1	1	4:15.655	2:07.523	53.842	1:14.290	109.3	4:15.655



HERITAGE TOURING CUP
DIX MILLE TOURS
QUALIFYING

Sector Analysis

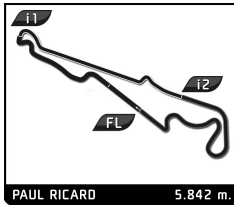
Personal Best							Session Best							B Crossing the finish line in pit lane										
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	
47 Ford Escort I RS 1600 1972 1.Guy Fabrice MESTROT TC2 2.Eric SECHAUD																								
1	1	4:32.923	2:35.162	49.447	1:08.314	77.4	4:32.923	2	1	2:35.832	43.008	46.835	1:05.989	197.8	7:08.755	3	1	2:34.164	42.453	46.763	1:04.948	193.2	9:42.919	
4	1	2:33.003	41.965	45.562	1:05.476	206.1	12:15.922	5	1	2:48.586B	42.830	47.155	1:18.601	200.0	15:04.508	6	2	12:32.157	...	49.532	1:08.366	92.5	27:36.665	
7	2	2:26.331	40.383	44.103	1:01.845	206.1	30:02.996	8	2	2:45.422B	42.776	47.490	1:15.156	184.9	32:48.418	9	2	3:56.004	2:06.466	45.632	1:03.906	107.0	36:44.422	
10	2	2:25.869	40.142	43.898	1:01.829	209.3	39:10.291	11	2	2:43.253B	42.548	46.440	1:14.265	187.2	41:53.544									
49 BMW 3.0 CSL 1975 1.Dominique GUENAT TC2																								
1	1	3:42.200	1:44.992	50.270	1:06.938	100.5	3:42.200	2	1	2:37.463	45.071	46.848	1:05.544	184.3	6:19.663	3	1	2:32.040	42.423	45.810	1:03.807	198.5	8:51.703	
4	1	2:39.836B	41.702	46.426	1:11.708	206.1	11:31.539	5	1	7:40.265	5:48.496	46.431	1:05.338	105.7	19:11.804	6	1	2:33.390	41.578	46.830	1:04.982	195.3	21:45.194	
7	1	2:31.299	41.322	45.839	1:04.138	213.0	24:16.493	8	1	2:37.119B	41.353	46.540	1:09.226	200.7	26:53.612									
51 Ford Capri RS 2600 1973 1.Toni SEILER TC2																								
1	1	4:03.662	1:58.992	52.526	1:12.144	106.2	4:03.662	2	1	2:44.944	45.837	49.093	1:10.014	194.2	6:48.606	3	1	2:42.130	45.487	47.692	1:08.951	192.5	9:30.736	
4	1	4:51.295B	46.497	48.846	3:15.952	154.9	14:22.031	5	1	3:03.025	1:06.099	48.547	1:08.379	114.9	17:25.056	6	1	2:38.976	43.684	48.180	1:07.112	196.0	20:04.032	
7	1	2:39.312	44.211	47.928	1:07.173	195.7	22:43.344	8	1	2:36.077	42.812	46.798	1:06.467	205.3	25:19.421	9	1	6:48.926B	42.761	47.455	5:18.710	200.7	32:08.347	
52 FORD Capri RS 3100 Cologne 1973 1.Yves SCEMAMA TC2																								
1	1	3:45.252	1:52.495	47.871	1:04.886	111.8	3:45.252	2	1	2:27.036	41.324	43.357	1:02.355	209.3	6:12.288	3	1	2:25.296	41.171	42.745	1:01.380	225.5	8:37.584	
4	1	2:24.619	39.846	42.374	1:02.399	225.9	11:02.203	5	1	3:15.553B	39.383	54.075	1:42.095	225.0	14:17.756									
63 Ford Escort RS 1600 1975 1.Erik MARIS TC2																								
1	1	11:22.819	9:25.402	50.610	1:06.807	76.1	11:22.819	2	1	2:33.987	41.930	46.700	1:05.357	201.1	13:56.806	3	1	2:32.818	41.559	46.359	1:04.900	203.0	16:29.624	
4	1	3:08.431B	41.669	46.392	1:40.370	203.0	19:38.055	5	1	4:54.795	3:02.308	47.540	1:04.947	107.4	24:32.850	6	1	2:33.058	41.437	46.212	1:05.409	203.4	27:05.908	
7	1	2:32.324	41.658	45.909	1:04.757	200.4	29:38.232																	
64 Ford Escort RS 1600 1974 1.Jean-Marc MERLIN TC2																								
1	1	17:59.179	...	48.327	1:05.975	94.5	17:59.179	2	1	2:33.142	41.952	46.538	1:04.652	199.6	20:32.321	3	1	2:36.250	43.431	46.569	1:06.250	198.2	23:08.571	
4	1	2:33.962	41.836	46.408	1:05.718	200.4	25:42.533	5	1	2:32.836	41.785	46.379	1:04.672	199.6	28:15.369	6	1	2:32.099	41.841	45.861	1:04.397	198.9	30:47.468	
7	1	2:32.627	41.955	46.142	1:04.530	199.3	33:20.095	8	1	2:30.626	41.343	45.537	1:03.746	199.6	35:50.721	9	1	2:51.804B	41.444	46.915	1:23.445	201.1	38:42.525	
65 Ford Mustang 289 1965 1.Max HUBER TC1																								
1	1	6:00.876B	3:15.286	1:03.127	1:42.463	71.2	6:00.876	2	1	5:07.230	2:47.032	1:00.439	1:19.759	70.8	11:08.106	3	1	3:04.853	52.119	55.287	1:17.447	134.5	14:12.959	
4	1	3:04.711	51.198	57.597	1:15.916	166.7	17:17.670	5	1	3:00.316	50.463	54.887	1:14.966	174.2	20:17.986	6	1	3:12.808B	49.466	54.008	1:29.334	184.0	23:30.794	
7	1	5:39.124	3:34.421	51.408	1:13.295	113.6	29:09.918	8	1	2:49.071	45.278	49.345	1:14.448	183.7	31:58.989	9	1	2:49.065	48.060	49.674	1:11.331	166.4	34:48.054	
10	1	2:44.829	44.786	49.383	1:10.660	191.2	37:32.883																	
75 Ford Capri RS 2600 1972 1.Simon EVANS TC2																								
1	1	4:28.022	2:33.688	47.331	1:07.003	108.9	4:28.022	2	1	2:34.759	42.820	46.055	1:05.884	200.7	7:02.781	3	1	2:38.898	45.304	47.276	1:06.318	199.6	9:41.679	
4	1	2:33.953	42.228	45.966	1:05.759	199.3	12:15.632	5	1	2:37.964	43.348	47.674	1:06.942	203.0	14:53.596	6	1	2:34.400	41.938	46.699	1:05.763	201.9	17:27.996	
7	1	2:32.872	41.929	45.735	1:05.208	201.1	20:00.868	8	1	2:47.922B	43.717	46.799	1:17.406	190.5	22:48.790	9	1	3:55.025	2:02.578	46.705	1:05.742	116.1	26:43.815	
10	1	2:34.864	41.890	46.208	1:06.766	200.0	29:18.679	11	1	2:32.553	41.818	45.826	1:04.909	200.4	31:51.232	12	1	2:35.343	42.917	45.916	1:06.510	198.5	34:26.575	
13	1	2:36.200	42.999	46.648	1:06.553	200.7	37:02.775	14	1	2:34.443	42.830	46.157	1:05.456	200.4	39:37.218	15	1	2:32.594	41.626	45.776	1:05.192	200.0	42:09.812	
81 Jaguar XJS 1981 1.Tony FOUAN Group A																								
1	1	4:43.609	2:28.031	57.400	1:18.178	105.7	4:43.609	2	1	2:48.266	46.097	49.943	1:12.226	197.1	7:31.875	3	1	3:01.615	47.026	57.123	1:17.466	179.1	10:33.490	
4	1	3:05.837	51.015	57.040	1:17.782	173.1	13:39.327	5	1	2:47.365	46.083	50.246	1:11.036	191.8	16:26.692	6	1	2:56.386	47.285	52.718	1:16.383	174.2	19:23.078	
7	1	2:50.058	47.135	51.033	1:11.890	184.0	22:13.136	8	1	2:47.040	45.841	50.539	1:10.660	182.1	25:00.176	9	1	3:23.107B	51.700	1:04.911	1:26.496	169.5	28:23.283	
10	1	6:27.955B	4:13.807	51.052	1:23.096	95.7	34:51.238																	



**HERITAGE TOURING CUP
DIX MILLE TOURS
QUALIFYING**

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
90	Ford Escort RS 1600 1969						TC2								
		1.Carlos F. CRUZ													
		2.Miguel AMARAL													
1	1	3:32.757	1:26.357	53.993	1:12.407	86.1	3:32.757	7	1	4:25.044	2:28.833	50.667	1:05.544	77.7	21:23.132
2	1	2:50.392	47.554	50.760	1:12.078	173.6	6:23.149	8	1	2:32.472	42.036	46.269	1:04.167	197.1	23:55.604
3	1	2:48.736	47.187	50.338	1:11.211	174.2	9:11.885	9	1	2:35.825	42.466	46.027	1:07.332	190.8	26:31.429
4	1	2:48.026	46.714	50.838	1:10.474	173.9	11:59.911	10	1	2:34.335	42.593	46.474	1:05.268	195.7	29:05.764
5	1	2:46.335	45.968	50.293	1:10.074	174.8	14:46.246	11	1	2:32.007	41.734	46.009	1:04.264	196.7	31:37.771
6	1	2:47.464	45.410	51.404	1:10.650	175.0	17:33.710	12	1	3:09.413	B 46.005	58.132	1:25.276	193.5	34:47.184
7	1	2:48.179	45.957	50.518	1:11.704	174.5	20:21.889								
8	1	2:57.228	B 46.018	51.417	1:19.793	173.1	23:19.117								
9	2	4:31.995	2:29.542	52.754	1:09.699	86.8	27:51.112								
10	2	2:46.482	45.023	51.669	1:09.790	177.0	30:37.594								
11	2	2:45.299	45.166	50.396	1:09.737	177.0	33:22.893								
12	2	2:45.014	44.953	51.023	1:09.038	180.3	36:07.907								
13	2	3:04.381	B 46.307	49.992	1:28.082	173.6	39:12.288								
101	BMW 2002 TI 1971						TC2								
		1.Bart BLOMMAERT													
		2.Rikkert LEEMAN													
1	1	3:42.127	1:36.839	53.499	1:11.789	94.1	3:42.127	1	1	3:36.819	1:40.525	48.777	1:07.517	113.7	3:36.819
2	1	2:45.775	46.100	50.086	1:09.589	178.8	6:27.902	2	1	2:34.432	42.937	44.732	1:06.763	209.7	6:11.251
3	1	2:44.600	44.869	49.532	1:10.199	179.1	9:12.502	3	1	2:29.040	41.639	43.882	1:03.519	216.9	8:40.291
4	1	2:49.781	47.210	50.859	1:11.712	174.2	12:02.283	4	1	2:28.023	41.016	43.560	1:03.447	220.9	11:08.314
5	1	2:46.105	46.034	50.102	1:09.969	172.8	14:48.388	5	1	2:27.558	40.118	44.381	1:03.059	222.7	13:35.872
6	1	2:58.151	B 45.140	50.385	1:22.626	172.0	17:46.539	6	1	2:27.968	40.499	44.200	1:03.269	221.3	16:03.840
7	1	5:10.200	3:02.398	55.212	1:12.590	103.3	22:56.739	7	1	2:29.167	41.809	44.167	1:03.191	217.7	18:33.007
8	1	2:48.417	46.098	51.054	1:11.265	180.3	25:45.156	8	1	2:28.365	40.756	44.206	1:03.403	220.4	21:01.372
9	1	2:47.087	44.979	50.202	1:11.906	181.5	28:32.243	9	1	2:26.613	40.386	43.964	1:02.263	223.6	23:27.985
10	1	2:50.949	44.992	49.953	1:16.004	180.3	31:23.192	10	1	2:48.003	B 43.346	47.399	1:17.258	180.0	26:15.988
11	1	2:48.866	45.940	51.254	1:11.672	176.8	34:12.058	11	1	6:49.971	4:59.313	46.061	1:04.597	127.1	33:05.959
12	1	2:48.115	45.827	50.904	1:11.384	173.1	37:00.173	12	1	2:24.405	40.134	43.049	1:01.222	224.5	35:30.364
13	1	2:47.978	45.278	51.673	1:11.027	178.5	39:48.151	13	1	2:45.676	B 41.161	46.014	1:18.501	227.4	38:16.040
114	BMW 635 CSI 1983						Group A								
		1.Jean-Lou RIHON													
1	1	3:13.216	1:06.856	54.281	1:12.079	85.6	3:13.216	1	2	3:03.414	1:12.428	47.874	1:03.112	114.3	3:03.414
2	1	2:38.787	45.286	48.119	1:05.382	190.1	5:52.003	2	2	2:21.035	39.411	41.999	59.625	220.9	5:24.449
3	1	2:35.012	42.383	47.468	1:05.161	192.5	8:27.015	3	2	2:20.125	38.127	42.019	59.979	229.8	7:44.574
4	1	2:35.722	42.404	46.673	1:06.645	192.5	11:02.737	4	2	13:33.415	B 38.701	41.860	...	229.3	21:17.989
5	1	2:43.762	B 42.152	47.698	1:13.912	189.5	13:46.499	5	1	2:49.900	1:04.601	43.555	1:01.744	90.8	24:07.889
6	1	6:13.821	4:14.507	52.771	1:06.543	97.5	20:00.320	6	1	2:22.839	39.415	42.610	1:00.814	219.1	26:30.728
7	1	2:34.506	42.919	47.030	1:04.557	192.2	22:34.826	7	1	4:04.171	B 39.751	44.158	2:40.262	220.9	30:34.899
8	1	2:34.400	42.285	47.369	1:04.746	194.2	25:09.226	8	1	2:47.685	1:03.503	43.360	1:00.822	109.3	33:22.584
9	1	2:44.985	B 42.611	47.384	1:14.990	194.2	27:54.211								
10	1	6:07.950	4:13.148	48.384	1:06.418	82.6	34:02.161								
11	1	2:36.637	43.224	48.011	1:05.402	193.9	36:38.798								
12	1	2:34.379	42.564	47.098	1:04.717	193.9	39:13.177								
13	1	2:34.497	42.146	46.622	1:05.729	196.0	41:47.674								
117	Ford Escort I RS 1600 1975						TC2								
		1.Alain PAGES													
1	1	3:36.055	1:29.943	54.579	1:11.533	82.0	3:36.055	1	1	4:17.388	2:18.475	49.262	1:09.651	98.0	4:17.388
2	1	2:38.923	44.504	48.423	1:05.996	176.8	6:14.978	2	1	2:39.697	44.356	48.150	1:07.191	187.2	6:57.085
3	1	2:36.381	43.429	46.701	1:06.251	190.5	8:51.359	3	1	2:33.680	42.332	45.758	1:05.590	203.4	9:30.765
4	1	2:33.751	42.482	46.472	1:04.797	198.2	11:25.110	4	1	2:32.762	41.959	45.485	1:05.318	202.6	12:03.527
5	1	2:33.566	41.596	46.858	1:05.112	194.9	13:58.676	5	1	2:35.035	42.747	47.085	1:05.203	203.4	14:38.562
6	1	2:59.412	B 45.997	53.029	1:20.386	171.7	16:58.088	6	1	2:33.435	42.272	45.860	1:05.303	203.8	17:11.997
182	Ford Escort Mk II RS 1981						INV								
		1.Martin KUENDIG													
1	1	4:17.388	2:18.475	49.262	1:09.651	98.0	4:17.388	1	1	4:17.388	2:18.475	49.262	1:09.651	98.0	4:17.388
2	1	2:39.697	44.356	48.150	1:07.191	187.2	6:57.085	2	1	2:39.697	44.356	48.150	1:07.191	187.2	6:57.085
3	1	2:33.680	42.332	45.758	1:05.590	203.4	9:30.765	3	1	2:33.680	42.332	45.758	1:05.590	203.4	9:30.765
4	1	2:32.762	41.959	45.485	1:05.318	202.6	12:03.527	4	1	2:32.762	41.959	45.485	1:05.318	202.6	12:03.527
5	1	2:35.035	42.747	47.085	1:05.203	203.4	14:38.562	5	1	2:35.035	42.747	47.085	1:05.203	203.4	14:38.562
6	1	2:33.435	42.272	45.860	1:05.303	203.8	17:11.997	6	1	2:33.435	42.272	45.860	1:05.303	203.8	17:11.997



HERITAGE TOURING CUP
DIX MILLE TOURS
QUALIFYING

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
7	1	5:52.057 B	46.445	49.847	4:15.765	165.1	23:04.054								
8	1	3:03.025	1:09.947	47.451	1:05.627	106.3	26:07.079								
9	1	2:33.266	42.153	45.981	1:05.132	201.5	28:40.345								
10	1	2:35.214	42.862	46.470	1:05.882	201.5	31:15.559								
11	1	2:34.796	42.791	46.031	1:05.974	200.0	33:50.355								
12	1	4:18.380 B	52.615	1:06.066	2:19.699	124.1	38:08.735								

222	Ford Escort Mk I 1973														
	1.Olivier BREITTMAYER		TC2												
1	1	4:52.073 B	2:14.290	1:02.897	1:34.886	85.4	4:52.073								
2	1	9:06.727 B	6:33.845	1:01.774	1:31.108	90.2	13:58.800								