

HERITAGE TOURING CUP

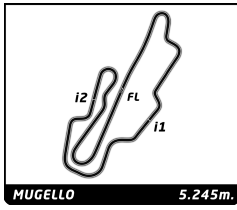
MUGELLO CLASSIC

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		
5		Ford Capri RS 2600 1973 1. Alain VÖGELE						TC2			BMW 3.0 CSL 1972 1. Charles FIRMENICH						TC2
1	1	4:07.701	2:16.342	54.301	57.058	100.7	4:07.701	1	1	4:04.342	2:13.227	55.674	55.441	93.2	4:04.342		
2	1	2:29.731	52.688	47.048	49.995	171.4	6:37.432	2	1	2:22.693	48.201	45.274	49.218	206.9	6:27.035		
3	1	5:05.590	B 49.411	45.585	3:30.594	203.0	11:43.022	3	1	3:55.070	B 47.336	44.361	2:23.373	216.0	10:22.105		
4	1	5:29.975	B 1:08.233	46.903	3:34.839	96.2	17:12.997	4	1	2:34.778	1:02.372	43.700	48.706	114.2	12:56.883		
5	1	2:38.711	1:04.160	44.435	50.116	112.6	19:51.708	5	1	2:16.824	45.920	42.768	48.136	214.7	15:13.707		
6	1	5:13.102	B 48.261	44.335	3:40.506	210.5	25:04.810	6	1	2:15.782	45.371	42.824	47.587	219.5	17:29.489		
7	1	2:34.756	1:02.048	43.754	48.954	117.4	27:39.566	7	1	2:16.103	46.099	42.008	47.996	214.3	19:45.592		
6		BMW 635 CSI 1983 1. Jean-Lou RIHON 2. Nick PADMORE						Group A			BMW 635 CSI 1984 1. Anthony SCHRAUWEN						Group A
1	1	3:51.688	1:52.848	59.251	59.589	59.6	3:51.688	1	1	3:47.818	1:53.294	59.219	55.305	70.1	3:47.818		
2	1	2:29.432	52.636	46.192	50.604	176.5	6:21.120	2	1	2:32.676	53.687	46.893	52.096	195.7	6:20.494		
3	1	2:25.229	51.773	44.696	48.760	165.6	8:46.349	3	1	2:21.118	47.668	44.174	49.276	203.0	8:41.612		
4	1	2:18.919	47.829	43.255	47.835	198.2	11:05.268	4	1	2:19.735	47.185	43.795	48.755	207.7	11:01.347		
5	1	2:18.176	47.691	42.628	47.857	216.0	13:23.444	5	1	4:13.810	B 46.771	43.426	2:43.613	208.1	15:15.157		
6	1	2:17.343	46.567	42.236	48.540	214.7	15:40.787	6	1	2:32.205	1:00.961	42.968	48.276	126.6	17:47.362		
7	1	6:10.219	B 46.657	44.520	4:39.042	214.7	21:51.006	7	1	2:17.029	46.101	42.771	48.157	208.1	20:04.391		
8	1	2:32.608	1:02.115	42.668	47.825	121.5	24:23.614	8	1	2:17.745	46.572	42.730	48.443	208.5	22:22.136		
9	1	2:16.905	47.168	41.776	47.961	216.0	26:40.519	9	1	2:16.598	45.954	42.782	47.862	207.3	24:38.734		
10	1	2:19.124	46.467	44.916	47.741	216.0	28:59.643	10	1	2:17.551	45.814	43.565	48.172	208.9	26:56.285		
11	1	2:16.119	46.261	42.318	47.540	216.4	31:15.762	11	1	2:16.428	46.240	42.336	47.852	208.1	29:12.713		
7		Ford Capri RS 2600 1975 1. Carlo VÖGELE						TC2			Ford Escort I RS 1600 1975 1. Jean-Luc BLANCHMAIN						TC2
1	1	4:07.005	2:15.371	54.586	57.048	103.3	4:07.005	1	1	3:51.622	1:54.312	59.303	58.007	72.5	3:51.622		
2	1	6:32.749	B 52.369	49.905	4:50.475	173.1	10:39.754	2	1	2:23.808	49.422	44.366	50.020	190.5	6:15.430		
3	1	2:40.165	1:00.129	46.348	53.688	123.9	13:19.919	3	1	2:20.726	47.257	44.211	49.258	206.9	8:36.156		
4	1	2:26.275	49.841	46.043	50.391	182.7	15:46.194	4	1	2:19.261	46.432	43.970	48.859	207.7	10:55.417		
5	1	2:18.899	47.198	43.457	48.244	215.6	18:05.093	5	1	2:19.639	47.735	43.799	48.105	206.1	13:15.056		
9		Ford Capri RS 2600 1973 1. Thomas STUDER						TC2			BMW 3.0 CSL 1975 1. Olivier BREITMAYER						TC2
1	1	4:04.997	2:12.195	55.757	57.045	74.5	4:04.997	1	1	3:16.666	1:24.163	57.021	55.482	91.1	3:16.666		
2	1	2:31.797	53.408	46.859	51.530	163.1	6:36.794	2	1	2:31.200	52.030	48.135	51.035	180.0	5:47.866		
3	1	10:23.933	B 48.926	46.298	8:48.709	195.7	17:00.727	3	1	2:25.773	49.639	46.061	50.073	196.7	8:13.639		
4	1	2:36.425	1:02.700	44.662	49.063	112.1	19:37.152	4	1	4:51.901	B 49.388	45.128	3:17.385	184.0	13:05.540		
5	1	2:18.845	47.565	42.700	48.580	201.9	21:55.997	5	1	2:32.181	1:00.740	44.293	47.148	133.8	15:37.721		
6	1	2:16.974	46.338	42.204	48.432	213.4	24:12.971	6	1	2:15.176	44.882	42.968	47.326	238.9	17:52.897		
7	1	2:17.029	46.204	42.131	48.694	214.3	26:30.000	7	1	2:13.350	44.325	42.649	46.376	234.8	20:06.247		
8	1	2:15.421	45.709	41.913	47.799	216.0	28:45.421	8	1	2:14.524	45.254	43.031	46.239	229.3	22:20.771		
9	1	2:15.652	45.758	42.008	47.886	216.0	31:01.073	9	1	2:11.494	44.170	41.554	45.770	237.9	24:32.265		
10		Ford Escort I RS 1600 1974 1. Peter VÖGELE						TC2			BMW 3.0 CSL 1975 1. Olivier BREITMAYER						TC2
1	1	4:08.499	2:19.884	52.260	56.355	97.6	4:08.499	10	1	2:12.918	43.943	43.060	45.915	241.1	26:45.183		
2	1	2:35.456	54.507	47.909	53.040	170.6	6:43.955	11	1	2:14.707	44.924	42.960	46.823	216.4	28:59.890		
3	1	2:28.370	49.659	46.717	51.994	203.0	9:12.325										
4	1	2:29.007	50.131	47.041	51.835	204.2	11:41.332										
5	1	5:02.079	B 49.226	46.476	3:26.377	199.6	16:43.411										
6	1	2:33.771	58.422	43.847	51.502	136.9	19:17.182										
7	1	2:17.066	46.413	42.373	48.280	205.3	21:34.248										
8	1	4:44.387	B 46.252	42.937	3:15.198	204.9	26:18.635										
9	1	2:47.658	1:04.755	50.041	52.862	115.1	29:06.293										
10	1	2:24.527	48.713	45.450	50.364	199.6	31:30.820										



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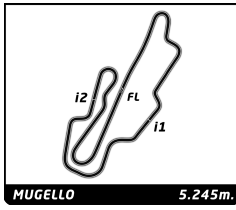
MUGELLO CLASSIC

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
12	1	2:11.443	44.055	41.406	45.982	223.1	31:11.333	5	2	2:37.832	1:03.587	45.568	48.677	98.6	15:02.843
30	BMW 3.0 CSL 1975 1. Dominique REINHARDT TC2 2. Daniel REINHARDT							6	2	2:22.155	46.594	46.851	48.710	186.9	17:24.998
1	1	5:50.000 B	4:03.738	49.307	56.955	101.3	5:50.000	7	2	2:18.559	45.702	44.275	48.582	213.0	19:43.557
2	1	4:12.933	2:37.657	46.026	49.250	132.2	10:02.933	8	2	2:19.769	45.973	46.162	47.634	212.2	22:03.326
3	1	2:19.848	48.215	43.379	48.254	201.5	12:22.781	9	2	2:17.483	46.385	43.858	47.240	204.2	24:20.809
4	1	2:15.812	45.485	42.708	47.619	220.4	14:38.593	10	2	2:17.446	46.514	43.245	47.687	220.9	26:38.255
5	1	3:33.407 B	45.990		192.5	18:12.000	11	2	2:16.074	45.301	43.174	47.599	214.3	28:54.329	
6	1	2:46.212	1:05.461	48.116	52.635	117.6	20:58.212	12	2	2:24.040	45.279	43.464	55.297	219.1	31:18.369
7	1	2:28.547	50.668	45.941	51.938	208.9	23:26.759	49 BMW 3.0 CSL 1975 1. Dominique GUENAT TC2							
8	1	2:24.337	48.179	45.759	50.399	209.7	25:51.096	1	1	3:11.829	1:33.224	48.354	50.251	77.6	3:11.829
9	1	2:20.174	46.886	44.451	48.837	221.3	28:11.270	2	1	2:20.236	49.265	43.614	47.357	225.9	5:32.065
10	1	2:17.847	46.202	43.535	48.110	222.7	30:29.117	3	1	4:52.738 B	48.149	46.921	3:17.668	213.0	10:24.803
31	Ford Escort RS 1600 1972 1. Wolf ZWEIFLER TC2							4	1	2:34.471	1:04.574	43.194	46.703	112.0	12:59.274
1	1	7:02.467 B	1:41.343	57.929	4:23.195	86.5	7:02.467	5	1	2:12.975	44.585	42.348	46.042	236.8	15:12.249
2	1	2:58.526	1:07.838	53.174	57.514	108.7	10:00.993	6	1	2:11.021	44.838	40.610	45.573	233.8	17:23.270
3	1	6:26.816 B	54.907	48.509	4:43.400	183.4	16:27.809	7	1	2:09.495	44.603	40.273	44.619	213.0	19:32.765
4	1	2:51.022	1:06.049	50.334	54.639	116.4	19:18.831	8	1	4:55.646 B	46.381	46.098	3:23.167	213.9	24:28.411
5	1	2:27.548	50.351	46.151	51.046	201.1	21:46.379	9	1	2:29.428	1:01.846	41.834	45.748	110.4	26:57.839
6	1	2:28.168	50.187	46.017	51.964	204.5	24:14.547	10	1	2:09.220	44.111	40.421	44.688	227.4	29:07.059
							11	1	2:07.479	43.204	39.362	44.913	234.3	31:14.538	
33	BMW 635 CSI 1985 1. Robert BOOS Group A 2. François JAKUBOWSKI							50 Ford Capri RS 3100 1975 1. Maxime GUENAT TC2							
1	1	3:11.369	1:21.768	53.799	55.802	93.3	3:11.369	1	1	3:11.021	1:30.568	48.590	51.863	72.8	3:11.021
2	1	2:35.225	53.612	48.626	52.987	157.9	5:46.594	2	1	2:14.169	46.014	42.115	46.040	233.3	5:25.190
3	1	2:26.386	49.543	46.087	50.756	189.8	8:12.980	3	1	2:08.104	43.115	39.933	45.056	246.0	7:33.294
4	1	2:25.604	50.502	45.700	49.402	180.9	10:38.584	4	1	2:07.210	42.543	40.152	44.515	244.3	9:40.504
5	1	4:17.746 B	49.255	45.120	2:43.371	186.5	14:56.330	5	1	2:06.244	42.669	39.098	44.477	246.6	11:46.748
6	2	2:25.893	56.842	41.745	47.306	146.3	17:22.223	6	1	6:40.096 B	46.601	45.046	5:08.449	209.3	18:26.844
7	2	2:14.831	46.916	41.447	46.468	204.2	19:37.054	7	1	2:21.953	57.136	39.950	44.867	127.2	20:48.797
8	2	2:13.481	45.640	41.008	46.833	204.2	21:50.535	8	1	2:06.351	42.478	39.219	44.654	244.3	22:55.148
9	2	2:11.190	44.464	39.954	46.772	203.8	24:01.725	51 Ford Capri RS 2600 1973 1. Toni SEILER TC2							
10	2	2:10.137	44.449	39.788	45.900	203.8	26:11.862	1	1	10:13.830 B	6:16.565	57.096	3:00.169	102.8	10:13.830
11	2	2:09.697	44.358	39.725	45.614	203.8	28:21.559	2	1	2:39.523	1:01.978	46.761	50.784	132.0	12:53.353
35	BMW 635 CSI 1985 1. Christian TRABER Group A 2. Nicolas TRABER							3	1	2:27.576	49.268	47.313	50.995	213.4	15:20.929
1	2	3:03.184	1:16.942	53.513	52.729	94.1	3:03.184	4	1	2:23.338	48.812	44.773	49.753	216.9	17:44.267
2	2	2:21.696	48.633	44.049	49.014	186.9	5:24.880	5	1	2:22.242	48.375	44.952	48.915	218.2	20:06.509
3	2	2:17.354	47.147	42.320	47.887	215.6	7:42.234	6	1	2:18.493	46.860	43.228	48.405	220.4	22:25.002
4	2	4:37.997 B	46.422	48.653	3:02.922	214.7	12:20.231	7	1	3:20.478 B	47.167	44.778	1:48.533	223.1	25:45.480
5	2	2:36.854	1:04.272	43.505	49.077	116.1	14:57.085	8	1	2:32.188	58.661	44.083	49.444	135.8	28:17.668
6	2	4:17.357 B	45.929	43.598	2:47.830	216.9	19:14.442	9	1	2:20.772	47.428	44.072	49.272	213.9	30:38.440
7	1	2:32.647	1:01.100	43.221	48.326	118.9	21:47.089	55 Ford Escort RS 1600 1975 1. Christophe VAN RIET TC2 2. Bas JANSSEN							
8	1	2:15.080	45.693	41.425	47.962	216.0	24:02.169	1	1	2:57.408	1:21.725	47.154	48.529	84.2	2:57.408
9	1	2:14.175	45.738	41.331	47.106	217.7	26:16.344	2	1	2:14.030	45.634	41.319	47.077	219.5	5:11.438
10	1	2:13.968	45.169	41.111	47.688	216.0	28:30.312	3	1	2:14.349	45.289	41.688	47.372	219.5	7:25.787
47	Ford Escort RS 1600 1972 1. Guy Fabrice MESTROT TC2 2. Eric SECHAUD							4	1	2:13.577	44.934	41.734	46.909	218.6	9:39.364
1	2	3:49.702	1:54.968	59.058	55.676	79.9	3:49.702	5	1	4:00.053 B	45.064	41.472	2:33.517	219.1	13:39.417
2	2	2:18.529	47.681	43.084	47.764	213.4	6:08.231	6	2	2:37.764	1:03.904	45.518	48.342	127.5	16:17.181
3	2	2:10.397	44.282	40.706	45.409	224.1	8:18.628	7	2	2:21.684	50.508	42.429	48.747	160.5	18:38.865
4	2	4:06.383 B	44.977	41.488	2:39.918	224.1	12:25.011	8	2	2:20.249	50.077	42.502	47.670	214.3	20:59.114
							9	2	2:16.326	46.815	41.723	47.788	217.3	23:15.440	



HERITAGE TOURING CUP

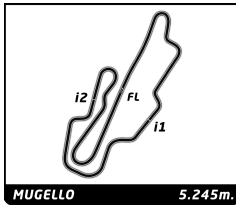
MUGELLO CLASSIC

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															
10	2	2:15.979	46.377	41.684	47.918	216.0	25:31.419	5	1	2:23.213	48.183	45.118	49.912	197.4	12:43.865															
11	2	2:15.693	45.893	42.154	47.646	214.3	27:47.112	6	1	2:25.182	48.569	46.090	50.523	198.2	15:09.047															
12	2	2:14.589	45.655	41.213	47.721	214.3	30:01.701	7	1	2:24.538	49.753	44.781	50.004	177.9	17:33.585															
60 Ford Capri RS 3100 Cologne 1974 1.Armand MILLE TC2								8								1	4:20.175	47.886	45.135	2:47.154	197.8	21:53.760								
1								1	3:58.196	2:13.731	54.057	50.408	88.9	3:58.196	9								1	2:45.230	1:06.470	47.353	51.407	119.2	24:38.990	
65 Ford Mustang 289 1965 1.Max HUBER TC1								10								1	2:23.367	48.600	44.169	50.598	201.9	27:02.357								
1								1	5:56.842	1:59.643	58.263	2:58.936	100.4	5:56.842	11								1	2:24.687	48.284	46.022	50.381	197.8	29:27.044	
2								1	2:38.579	1:01.456	45.658	51.465	114.0	8:35.421	116 Ford Capri RS 2600 1975 1.Stephen DANCE TC2															
3								1	2:28.266	50.978	46.751	50.537	193.5	11:03.687	1								1	6:27.750	4:31.155	58.663	57.932	91.9	6:27.750	
4								1	2:23.179	49.698	43.871	49.610	217.7	13:26.866	2								1	2:29.627	54.423	45.722	49.482	153.4	8:57.377	
5								1	2:20.146	47.236	44.031	48.879	220.4	15:47.012	3								1	2:19.583	49.236	42.650	47.697	190.5	11:16.960	
6								1	2:19.550	47.242	43.524	48.784	219.1	18:06.562	4								1	2:13.818	45.929	41.089	46.800	216.9	13:30.778	
7								1	2:18.293	47.100	42.664	48.529	218.2	20:24.855	5								1	2:13.069	45.441	40.880	46.748	219.1	15:43.847	
8								1	2:17.638	46.597	43.166	47.875	218.6	22:42.493	6								1	3:56.685	44.674	41.255	2:30.756	219.5	19:40.532	
9								1	2:23.370	47.064	46.943	49.363	217.3	25:05.863	7								1	2:23.160	53.790	42.937	46.433	145.0	22:03.692	
67 Alfa Romeo Giulia Sprint GTA 1969 1.Peter PRALLER TC2								10								1	2:12.228	45.328	40.950	45.950	213.4	24:15.920								
1								1	3:11.892	1:25.502	52.043	54.347	86.2	3:11.892	8								1	2:11.995	45.109	40.616	46.270	219.1	26:27.915	
2								1	2:24.488	49.641	44.480	50.367	194.6	5:36.380	9								1	2:11.417	44.655	40.577	46.185	217.3	28:39.332	
3								1	2:20.926	47.368	42.646	50.912	198.2	7:57.306	10								1	2:11.613	44.607	40.741	46.265	218.2	30:50.945	
4								1	2:18.718	47.612	42.666	48.440	197.4	10:16.024	117 Ford Escort RS 1600 1975 1.Alain PAGES TC2 2.José DA ROCHA															
5								1	2:17.772	46.882	42.248	48.642	194.9	12:33.796	1								1	3:50.685	1:53.791	59.173	57.721	69.7	3:50.685	
6								1	2:17.132	46.955	42.050	48.127	196.4	14:50.928	2								1	2:26.547	49.440	44.998	52.109	201.9	6:17.232	
7								1	3:39.984	46.729	42.479	2:10.776	194.6	18:30.912	3								1	2:20.801	47.330	44.176	49.295	209.3	8:38.033	
8								1	2:29.213	57.258	43.844	48.111	125.1	21:00.125	4								1	2:18.513	46.995	43.099	48.419	211.4	10:56.546	
9								1	2:21.795	49.243	43.675	48.877	199.6	23:21.920	5								1	2:19.275	47.131	43.881	48.263	214.7	13:15.821	
10								1	2:17.141	46.788	42.141	48.212	193.2	25:39.061	6								1	3:53.014	49.104	46.262	2:17.648	180.9	17:08.835	
11								1	2:17.571	46.496	42.345	48.730	193.9	27:56.632	7								1	2:38.213	1:05.161	44.679	48.373	90.8	19:47.048	
89 Ford Escort RS 1600 1975 1.Franco MEINERS TC2								8								1	2:18.170	46.543	43.929	47.698	195.7	22:05.218								
1								1	3:50.727	1:56.258	58.093	56.376	88.7	3:50.727	9								1	2:17.611	46.926	42.910	47.775	206.5	24:22.829	
2								1	2:18.491	47.907	42.327	48.257	211.4	6:09.218	10								1	2:16.846	46.266	42.430	48.150	217.3	26:39.675	
3								1	6:52.510	45.138	41.233	5:26.139	223.1	13:01.728	11								1	2:18.331	45.797	43.477	49.057	210.9	28:58.006	
100 Ford Escort I RS 1600 1975 1.Didier GRUAU TC2								9								1	2:22.228	46.963	43.617	51.648	191.2	31:20.234								
1								1	3:03.116	1:14.751	55.156	53.209	87.5	3:03.116	123 Ford Capri RS 3100 Cologne 1975 1.Emile BREITMAYER TC2															
2								1	2:27.569	50.930	46.008	50.631	170.9	5:30.685	1								1	4:12.378	2:28.586	50.585	53.207	97.0	4:12.378	
3								1	2:26.659	48.838	45.219	52.602	190.8	7:57.344	2								1	4:16.551	48.839	45.162	2:42.550	226.9	8:28.929	
4								1	2:20.705	48.435	44.057	48.213	196.7	10:18.049	3								1	2:28.300	58.538	41.808	47.954	136.0	10:57.229	
5								1	2:18.595	46.311	42.874	49.410	203.8	12:36.644	4								1	2:12.947	45.351	41.760	45.836	233.8	13:10.176	
6								1	2:17.730	46.376	43.012	48.342	212.6	14:54.374	5								1	2:10.480	43.967	40.824	45.689	244.9	15:20.656	
7								1	2:18.407	46.212	43.616	48.579	211.4	17:12.781	6								1	7:14.023	45.132	45.192	5:43.699	241.6	22:34.679	
8								1	2:18.531	46.870	42.740	48.921	199.6	19:31.312	7								1	2:23.049	55.316	41.606	46.127	151.0	24:57.728	
101 BMW 2002 TI 1971 1.Bart BLOMMAERT TC2 2.Rikkert LEEMAN								9								1	2:09.926	43.543	41.247	45.136	242.2	27:07.654								
1								1	3:01.876	1:13.585	54.538	53.753	90.8	3:01.876	8								1	2:12.530	43.834	42.894	45.802	243.2	29:20.184	
2								1	2:27.431	51.417	45.703	50.311	187.5	5:29.307	246 Ford Falcon Sprint 1964 1.Peter JOOS TC1															
3								1	2:28.543	49.919	46.527	52.097	198.9	7:57.850	1								1	6:20.062	4:18.917	59.227	1:01.918	95.7	6:20.062	
4								1	2:22.802	48.401	44.269	50.132	188.5	10:20.652	2								1	2:50.652	57.519	54.320	58.813	169.0	9:10.714	
																3								1	2:46.592	56.051	53.965	56.576	184.3	11:57.306
																4								1	2:43.376	55.723	52.552	55.101	191.8	14:40.682
																5								1	4:40.265	54.162	51.480	2:54.623	186.9	19:20.947
																6								1	2:50.153	1:05.310	50.895	53.948	110.0	22:11.100



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	4:35.941	B 54.004	51.567	2:50.370	178.2	26:47.041								