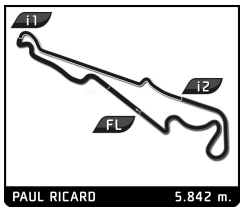
DIX MILLE TOURS by Peter Auto

HERITAGE TOURING CUP

PETER auto



HERITAGE TOURING CUP
DIX MILLE TOURS
RACE

Amended

Sector Analysis

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

2 — AMC Javelin 1972
1.Marc DEVIS
2.Mathias DEVIS
TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	2	2:36.847	46.196	44.945	1:05.706		2:36.847
2	2	2:32.300	41.821	44.455	1:06.024	205.3	5:09.147
3	2	2:31.178	41.367	44.673	1:05.138	217.7	7:40.325
4	2	2:30.620	41.174	44.679	1:04.767	209.3	10:10.945
5	2	2:29.639	40.747	44.257	1:04.635	207.7	12:40.584
6	2	2:29.772	41.003	44.266	1:04.503	215.1	15:10.356
7	2	2:30.797	41.032	45.139	1:04.626	213.0	17:41.153
8	2	2:30.272	40.588	44.686	1:04.998	208.1	20:11.425

5 — Ford Capri RS 2600 1973
1.Alain VÖGELE
TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:47.950 B	51.723	49.384	2:06.843		3:47.950

6 — BMW 635 CSi 1983
1.Jean-Lou RIHON
2.Nick PADMORE
Group A

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:45.435	49.244	48.257	1:07.934		2:45.435
2	1	2:39.362	43.813	47.820	1:07.729	193.9	5:24.797
3	1	2:38.180	43.408	48.034	1:06.738	194.9	8:02.977
4	1	2:38.278	43.687	48.365	1:06.226	195.7	10:41.255
5	1	2:38.748	43.369	47.978	1:07.401	195.7	13:20.003
6	1	2:38.610	42.874	48.785	1:06.951	195.7	15:58.613
7	1	2:37.602	42.993	47.652	1:06.957	195.3	18:36.215
8	1	2:41.155	44.996	49.085	1:07.074	196.7	21:17.370
9	1	2:38.463	43.792	47.824	1:06.847	194.6	23:55.833
10	1	2:38.930	43.087	48.708	1:07.135	194.9	26:34.763
11	1	2:36.806	42.971	47.562	1:06.273	194.2	29:11.569
12	1	2:46.494 B	43.410	48.029	1:15.055	193.5	31:58.063
13	2	5:14.866	3:23.165	47.020	1:04.681	118.8	37:12.929
14	2	2:32.573	41.938	46.440	1:04.195	200.7	39:45.502
15	2	2:32.923	42.050	46.361	1:04.512	200.0	42:18.425
16	2	2:33.129	41.323	47.731	1:04.075	198.5	44:51.554
17	2	2:32.205	41.590	46.077	1:04.538	196.7	47:23.759
18	2	2:32.136	41.596	46.217	1:04.323	197.4	49:55.895
19	2	2:32.551	41.670	46.086	1:04.795	197.8	52:28.446
20	2	2:32.910	42.528	46.231	1:04.151	199.3	55:01.356
21	2	2:32.230	41.607	46.343	1:04.280	198.2	57:33.586
22	2	2:33.509	41.573	46.717	1:05.219	198.2	1:00:07.095
23	2	2:32.863	41.794	46.590	1:04.479	197.1	1:02:39.958

7 — Ford Capri RS 2600 1975
1.Carlo VÖGELE
TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:55.373	54.626	48.761	1:11.986		2:55.373
2	1	2:38.448	43.025	47.346	1:08.077	188.8	5:33.821
3	1	2:37.459	43.496	47.046	1:06.917	193.9	8:11.280
4	1	2:39.199	43.775	47.648	1:07.776	191.8	10:50.479
5	1	2:39.191	44.489	47.582	1:07.120	192.9	13:29.670
6	1	2:40.459	43.479	47.904	1:09.076	197.1	16:10.129
7	1	2:37.605	42.879	47.670	1:07.056	200.0	18:47.734
8	1	2:38.922	43.284	47.198	1:08.440	197.4	21:26.656
9	1	2:38.306	43.014	47.501	1:07.791	201.5	24:04.962
10	1	2:50.384 B	44.418	47.398	1:18.568	197.8	26:55.346
11	1	4:50.097	2:55.390	47.471	1:07.236	111.2	31:45.443
12	1	2:37.542	42.391	47.715	1:07.436	201.1	34:22.985
13	1	2:37.393	42.778	47.272	1:07.343	203.8	37:00.378
14	1	2:37.868	42.836	47.390	1:07.642	202.6	39:38.246
15	1	2:37.307	43.331	47.026	1:06.950	197.8	42:15.553
16	1	2:41.504	43.024	50.574	1:07.906	200.4	44:57.057
17	1	2:37.954	42.678	47.655	1:07.621	203.4	47:35.011
18	1	2:39.248	43.368	47.787	1:08.093	199.3	50:14.259
19	1	2:37.738	43.467	46.962	1:07.309	199.6	52:51.997
20	1	2:39.158	43.135	47.365	1:08.658	199.6	55:31.155
21	1	2:37.775	42.764	47.483	1:07.528	203.8	58:08.930
22	1	2:37.539	42.722	46.889	1:07.928	205.3	1:00:46.469
23	1	2:36.618	42.339	47.123	1:07.156	201.9	1:03:23.087

9 — Ford Capri RS 2600 1973
1.Thomas STUDER
TC2

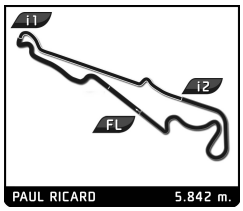
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:45.572	50.946	47.718	1:06.908		2:45.572
2	1	2:35.302	42.512	46.566	1:06.224	205.7	5:20.874
3	1	2:36.263	42.377	47.108	1:06.778	204.9	7:57.137
4	1	2:36.943	42.457	47.320	1:07.166	206.1	10:34.080
5	1	2:35.450	42.029	46.500	1:06.921	206.9	13:09.530
6	1	2:35.044	42.487	46.464	1:06.093	206.9	15:44.574
7	1	2:35.193	42.334	46.461	1:06.398	205.3	18:19.767
8	1	2:35.669	42.452	46.841	1:06.376	204.5	20:55.436
9	1	2:37.588	42.692	47.774	1:07.122	203.4	23:33.024
10	1	2:41.839 B	42.240	46.415	1:13.184	205.7	26:14.863
11	1	4:54.427	2:59.546	47.521	1:07.360	106.1	31:09.290
12	1	2:37.977	42.112	46.289	1:09.576	204.2	33:47.267
13	1	2:36.622	43.380	46.155	1:07.087	203.8	36:23.889
14	1	2:33.766	42.022	46.263	1:05.481	205.7	38:57.655
15	1	2:34.686	42.371	46.275	1:06.040	204.9	41:32.341
16	1	2:34.170	42.041	46.470	1:05.659	207.7	44:06.511
17	1	2:34.042	42.293	46.474	1:05.275	206.9	46:40.553
18	1	2:35.457	43.594	46.083	1:05.780	203.0	49:16.010
19	1	2:34.810	42.686	46.554	1:05.570	207.7	51:50.820
20	1	2:34.011	41.978	46.459	1:05.574	204.2	54:24.831
21	1	2:34.498	41.828	46.798	1:05.872	206.1	56:59.329
22	1	2:34.538	42.062	46.814	1:05.662	204.5	59:33.867
23	1	2:34.540	41.828	46.686	1:06.026	205.3	1:02:08.407

10 — Ford Escort I RS 1600 1975
1.Peter VÖGELE
TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:56.895	55.245	50.056	1:11.594		2:56.895
2	1	2:43.019	44.687	49.325	1:09.007	197.8	5:39.914
3	1	2:43.101	44.090	49.625	1:09.386	195.7	8:23.015
4	1	2:43.898	44.891	49.460	1:09.547	192.2	11:06.913
5	1	2:43.481	44.739	48.839	1:09.903	195.7	13:50.394
6	1	2:45.794	44.733	49.054	1:12.007	195.7	16:36.188
7	1	2:46.934	47.370	48.895	1:10.669	178.8	19:23.122
8	1	3:03.205 B	48.009	52.192	1:23.004	196.0	22:26.327
9	1	4:16.158	2:15.878	50.357	1:09.923	109.5	26:42.485
10	1	2:51.316 B	45.188	49.018	1:17.110	189.5	29:33.801
11	1	4:59.679	3:01.167	49.044	1:09.468	120.3	34:33.480
12	1	2:44.375	44.804	49.831	1:09.740	193.5	37:17.855
13	1	2:43.955	44.510	49.089	1:10.356	196.0	40:01.810
14	1	2:45.260	44.385	49.343	1:11.532	196.0	42:47.070
15	1	2:44.329	44.865	50.109	1:09.355	196.7	45:31.399
16	1	2:43.184	45.509	49.244	1:08.431	198.2	48:14.583
17	1	2:42.155	44.039	48.835	1:09.281	198.5	50:56.738
18	1	2:41.486	44.133	48.482	1:08.871	196.7	53:38.224

VICOMTE A. PARIS

HISTORIC RACING BY PETER AUTO



HERITAGE TOURING CUP
DIX MILLE TOURS
RACE

Amended

Sector Analysis

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

11 — BMW 3.0 CSL 1972
1.Charles FIRMENICH — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:17.974 B	52.853	48.738	1:36.383		3:17.974
2	1	5:54.449	3:58.732	47.819	1:07.898	113.7	9:12.423
3	1	2:41.674	44.597	48.364	1:08.713	193.2	11:54.097
4	1	2:42.102	44.716	48.657	1:08.729	193.5	14:36.199
5	1	2:41.889	43.578	48.036	1:10.275	191.2	17:18.088
6	1	2:40.630	44.104	48.171	1:08.355	189.5	19:58.718
7	1	2:41.525	44.927	48.658	1:07.940	188.8	22:40.243
8	1	2:41.169	44.315	49.194	1:07.660	191.5	25:21.412
9	1	2:46.854 B	44.619	48.370	1:13.865	186.5	28:08.266
10	1	5:03.300	3:06.574	48.480	1:08.246	96.8	33:11.566
11	1	2:41.568	43.951	48.392	1:09.225	193.5	35:53.134
12	1	2:39.431	43.309	47.980	1:08.142	194.6	38:32.565
13	1	2:40.016	43.368	48.517	1:08.131	193.5	41:12.581
14	1	2:40.164	43.857	48.077	1:08.230	195.7	43:52.745
15	1	2:44.205	44.379	50.631	1:09.195	193.5	46:36.950
16	1	2:41.492	44.001	48.388	1:09.103	192.9	49:18.442
17	1	2:42.638	44.759	49.099	1:08.780	191.8	52:01.080
18	1	2:42.491	44.665	48.263	1:09.563	192.9	54:43.571
19	1	2:44.533	45.121	49.394	1:10.018	192.5	57:28.104
20	1	2:42.714	44.913	48.693	1:09.108	187.8	1:00:10.818
21	1	2:43.319	44.160	48.887	1:10.272	191.5	1:02:54.137

12 — BMW 635 CSi 1984
1.Anthony SCHRAUWEN — Group A

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:51.469	53.432	48.762	1:09.275		2:51.469
2	1	2:37.505	42.922	47.106	1:07.477	199.6	5:28.974
3	1	2:35.889	43.033	46.905	1:05.951	198.9	8:04.863
4	1	2:35.466	42.549	46.900	1:06.017	200.0	10:40.329
5	1	2:35.684	42.626	46.771	1:06.287	199.6	13:16.013
6	1	2:35.611	42.408	46.954	1:06.249	200.0	15:51.624
7	1	2:36.298	42.766	46.968	1:06.564	200.0	18:27.922
8	1	2:37.484	44.009	46.918	1:06.557	194.9	21:05.406
9	1	2:35.898	42.725	47.133	1:06.040	199.6	23:41.304
10	1	2:36.167	42.956	46.943	1:06.268	198.5	26:17.471
11	1	2:42.560 B	42.613	46.732	1:13.215	198.5	29:00.031
12	1	3:50.627	1:56.828	47.055	1:06.744	114.9	32:50.658
13	1	2:36.500	42.981	46.834	1:06.685	195.7	35:27.158
14	1	2:36.861	42.785	47.318	1:06.758	194.9	38:04.019
15	1	2:37.915	43.655	47.219	1:07.041	199.6	40:41.934
16	1	2:36.461	43.026	46.957	1:06.478	199.6	43:18.395
17	1	2:38.335	43.508	48.106	1:06.721	200.4	45:56.730
18	1	2:36.975	43.215	47.083	1:06.677	197.4	48:33.705
19	1	2:36.566	43.013	46.988	1:06.565	200.0	51:10.271
20	1	2:36.609	42.906	47.086	1:06.617	200.7	53:46.880
21	1	2:37.218	42.731	47.469	1:07.018	201.5	56:24.098
22	1	2:36.685	43.145	47.009	1:06.531	201.9	59:00.783
23	1	2:37.583	43.343	47.074	1:07.166	198.9	1:01:38.366
24	1	2:38.742	43.534	47.501	1:07.707	198.2	1:04:17.108

13 — BMW 635 CSi Gr. 2 1980
1.Philippe TRUFFIER — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:38.949	47.146	47.157	1:04.646		2:38.949
2	1	2:31.642	41.808	45.413	1:04.421	203.0	5:10.591
3	1	2:32.112	41.689	46.101	1:04.322	203.4	7:42.703
4	1	2:31.421	41.744	45.800	1:03.877	204.9	10:14.124
5	1	2:31.222	41.408	45.656	1:04.158	204.2	12:45.346
6	1	2:32.851	42.142	46.292	1:04.417	203.0	15:18.197
7	1	2:30.735	41.001	45.743	1:03.991	203.8	17:48.932
8	1	2:32.978	41.690	46.390	1:04.898	203.4	20:21.910
9	1	2:33.503	42.529	46.308	1:04.666	203.4	22:55.413
10	1	2:32.340	41.729	46.294	1:04.317	202.6	25:27.753
11	1	2:33.922	42.107	47.142	1:04.673	200.7	28:01.675
12	1	2:37.218 B	42.008	46.288	1:08.922	200.7	30:38.893
13	1	5:48.173	3:55.965	47.915	1:04.293	131.5	36:27.066
14	1	2:32.037	41.601	45.925	1:04.511	203.4	38:59.103
15	1	2:32.340	42.034	45.660	1:04.646	196.7	41:31.443
16	1	2:33.134	41.769	46.530	1:04.835	203.4	44:04.577
17	1	2:34.350	41.887	46.786	1:05.677	203.8	46:38.927
18	1	2:32.964	42.535	46.245	1:04.184	205.3	49:11.891
19	1	2:32.467	41.633	46.197	1:04.637	202.2	51:44.358
20	1	2:34.031	41.998	46.163	1:05.870	203.4	54:18.389
21	1	2:33.018	41.540	46.462	1:05.016	201.1	56:51.407
22	1	2:33.661	42.214	46.536	1:04.911	201.5	59:25.068
23	1	2:34.361	42.089	46.587	1:05.685	200.0	1:01:59.429

14 — Ford Capri RS 2600 1972
1.Yves VÖGELE — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:39.865	48.478	46.423	1:04.964		2:39.865
2	1	2:31.933	41.740	45.741	1:04.452	203.0	5:11.798
3	1	2:32.353	41.828	46.004	1:04.521	204.2	7:44.151
4	1	2:32.943	41.694	46.223	1:05.026	204.9	10:17.094
5	1	2:31.916	41.608	45.835	1:04.473	205.3	12:49.010
6	1	2:31.476	41.345	45.743	1:04.388	204.9	15:20.486
7	1	2:31.926	41.216	46.005	1:04.705	206.1	17:52.412
8	1	2:32.602	41.254	46.540	1:04.808	201.5	20:25.014
9	1	2:32.580	42.395	45.977	1:04.208	203.8	22:57.594
10	1	2:44.175	41.957	57.126	1:05.092	201.5	25:41.769
11	1	2:43.051 B	42.014	46.729	1:14.308	196.4	28:24.820
12	1	5:22.975	3:27.340	46.232	1:09.403	119.2	33:47.795
13	1	2:32.518	41.983	45.488	1:05.047	202.2	36:20.313
14	1	2:33.168	41.920	46.376	1:04.872	207.3	38:53.481
15	1	2:31.498	41.425	45.703	1:04.370	204.9	41:24.979

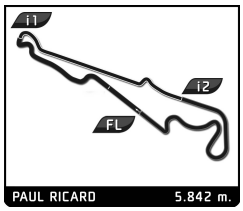
15 — BMW 635 CSi 1985
1.Gérard LASCAUX — Group A

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:04.641	57.911	51.654	1:15.076		3:04.641
2	1	2:45.879	46.179	50.175	1:09.525	183.4	5:50.520
3	1	2:44.822	45.512	50.244	1:09.066	185.2	8:35.342
4	1	2:45.328	45.253	50.637	1:09.438	185.9	11:20.670
5	1	2:45.993	46.084	50.190	1:09.719	177.3	14:06.663
6	1	2:48.082	45.742	50.759	1:11.581	185.6	16:54.745
7	1	2:44.562	45.233	49.889	1:09.440	188.2	19:39.307
8	1	2:47.374	45.970	51.009	1:10.395	184.6	22:26.681
9	1	2:52.307	46.290	52.246	1:13.771	170.1	25:18.988
10	1	2:59.705	52.196	54.621	1:12.888	169.8	28:18.693

DIX MILLE TOURS by Peter Auto

HERITAGE TOURING CUP

PETER auto



HERITAGE TOURING CUP
DIX MILLE TOURS
RACE

Amended

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
11	1	3:03.159 B	49.248	53.064	1:20.847	167.4	31:21.852
12	1	4:05.148	2:02.633	50.903	1:11.612	107.2	35:27.000
13	1	2:50.984	47.642	51.099	1:12.243	169.5	38:17.984
14	1	2:45.029	45.087	50.030	1:09.912	187.5	41:03.013
15	1	2:45.867	45.304	50.796	1:09.767	185.2	43:48.880
16	1	2:49.595	45.938	52.086	1:11.571	176.8	46:38.475
17	1	2:48.717	47.969	50.160	1:10.588	170.3	49:27.192
18	1	2:48.551	46.163	51.072	1:11.316	180.0	52:15.743
19	1	2:54.730	48.954	52.266	1:13.510	176.8	55:10.473
20	1	2:48.338	46.675	50.400	1:11.263	177.9	57:58.811
21	1	2:52.530	47.307	51.686	1:13.537	168.7	1:00:51.341
22	1	2:48.785	46.104	50.466	1:12.215	171.2	1:03:40.126

22 — BMW 3.0 CSL 1975 — TC2
1.Olivier BREITTMAYER
2.Olivier HART

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:01.893	1:09.774	44.696	1:07.423		3:01.893
2	1	2:29.945	41.199	44.565	1:04.181	222.2	5:31.838
3	1	2:28.165	40.586	44.410	1:03.169	226.9	8:00.003
4	1	2:27.862	40.374	44.479	1:03.009	226.9	10:27.865
5	1	2:28.274	39.995	44.156	1:04.123	224.5	12:56.139
6	1	2:27.676	40.018	43.937	1:03.721	225.5	15:23.815
7	1	2:26.972	40.716	43.734	1:02.522	223.1	17:50.787
8	1	2:27.628	40.574	43.911	1:03.143	223.1	20:18.415
9	1	2:28.617	40.435	44.950	1:03.232	224.1	22:47.032
10	1	2:28.320	40.886	43.911	1:03.523	220.4	25:15.352
11	1	2:38.271 B	40.273	44.353	1:13.645	222.2	27:53.623
12	2	4:38.292	2:54.630	43.107	1:00.555	131.9	32:31.915
13	2	2:21.311	38.675	42.434	1:00.202	223.6	34:53.226
14	2	2:20.179	38.342	42.150	59.687	226.9	37:13.405
15	2	2:22.074	37.925	42.063	1:02.086	227.4	39:35.479
16	2	2:21.370	38.717	42.663	59.990	225.5	41:56.849
17	2	2:21.141	38.086	42.279	1:00.776	228.3	44:17.990
18	2	2:22.143	38.809	42.750	1:00.584	224.1	46:40.133
19	2	2:23.677	41.109	42.864	59.704	220.4	49:03.810
20	2	2:19.531	38.088	41.875	59.568	228.3	51:23.341
21	2	2:19.799	37.941	41.768	1:00.090	229.8	53:43.140
22	2	2:20.233	38.440	42.070	59.723	229.3	56:03.373
23	2	2:20.814	38.423	42.499	59.892	228.8	58:24.187
24	2	2:21.748	38.369	42.522	1:00.857	226.9	1:00:45.935
25	2	2:21.221	39.324	42.306	59.591	225.9	1:03:07.156

24 — Ford Escort I RS 1600 1975 — TC2
1.Florian ZAVATTIN

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:41.127	49.230	46.741	1:05.156		2:41.127
2	1	2:33.051	42.203	45.951	1:04.897	199.6	5:14.178
3	1	2:34.055	42.294	46.461	1:05.300	201.1	7:48.233
4	1	2:33.858	41.667	46.734	1:05.457	202.2	10:22.091
5	1	2:33.636	42.001	46.436	1:05.199	202.2	12:55.727

27 — BMW 2800 CS 1969 — TC2
1.Pierre BESSE
2.Guillaume GOUBLE

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:16.443	1:02.431	55.515	1:18.497		3:16.443
2	1	3:00.611	48.977	54.772	1:16.862	163.6	6:17.054
3	1	3:01.681	48.952	55.513	1:17.216	168.0	9:18.735
4	1	3:03.056	48.939	57.676	1:16.441	165.9	12:21.791
5	1	3:03.282	48.789	55.892	1:18.601	160.5	15:25.073
6	1	3:00.970	49.363	54.589	1:17.018	171.4	18:26.043
7	1	3:02.565	48.942	55.870	1:17.753	172.2	21:28.608
8	1	4:48.952 B	48.558	57.898	3:02.496	164.1	26:17.560
9	2	3:17.989	1:08.557	53.767	1:15.665	93.3	29:35.549
10	2	2:56.381	47.344	53.682	1:15.355	174.8	32:31.930
11	2	2:54.123	46.832	53.291	1:14.000	170.1	35:26.053
12	2	2:52.321	47.414	51.279	1:13.628	174.5	38:18.374
13	2	2:51.911	46.192	52.199	1:13.520	184.3	41:10.285
14	2	2:53.846	47.375	53.355	1:13.116	172.2	44:04.131
15	2	2:55.725	47.326	54.720	1:13.679	179.1	46:59.856
16	2	2:53.419	46.835	53.299	1:13.285	180.9	49:53.275
17	2	2:52.789	47.445	51.502	1:13.842	175.6	52:46.064
18	2	2:51.742	46.731	52.138	1:12.873	185.6	55:37.806
19	2	2:53.067	46.304	52.468	1:14.295	172.8	58:30.873
20	2	2:50.581	45.673	51.517	1:13.391	179.7	1:01:21.454
21	2	2:52.863	46.923	52.423	1:13.517	182.4	1:04:14.317

29 — BMW 635 CSi 1985 — Group A
1.Frédéric DUCOURAU

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:35.984 B	1:14.680	52.999	1:28.305		3:35.984

33 — BMW 635 CSi 1985 — Group A
1.Robert BOOS
2.François JAKUBOWSKI

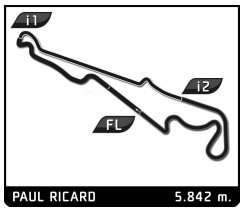
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:53.079	52.274	49.858	1:10.947		2:53.079
2	1	2:38.010	43.518	47.667	1:06.825	194.9	5:31.089
3	1	2:38.551	43.736	46.941	1:07.874	197.4	8:09.640
4	1	2:37.923	43.172	48.334	1:06.417	199.6	10:47.563
5	1	2:38.779	43.922	47.589	1:07.268	197.1	13:26.342
6	1	3:09.195	43.915	47.686	1:37.594	192.5	16:35.537
7	1	2:41.391	44.536	48.209	1:08.646	193.2	19:16.928
8	1	2:40.669	44.296	48.451	1:07.922	189.5	21:57.597
9	1	2:43.924	44.410	50.562	1:08.952	184.6	24:41.521
10	1	2:47.045 B	44.833	48.413	1:13.799	183.4	27:28.566
11	2	4:35.840	2:41.761	47.582	1:06.497	112.3	32:04.406
12	2	2:33.835	42.164	46.606	1:05.065	199.6	34:38.241
13	2	2:34.355	42.221	45.790	1:06.344	200.0	37:12.596
14	2	2:34.059	42.878	46.222	1:04.959	201.5	39:46.655
15	2	2:32.587	41.572	45.794	1:05.221	203.4	42:19.242
16	2	2:33.876	41.993	46.929	1:04.954	204.2	44:53.118
17	2	2:34.440	42.938	46.636	1:04.866	201.9	47:27.558
18	2	2:37.423	41.955	46.160	1:09.308	203.0	50:04.981
19	2	2:33.707	41.546	46.160	1:06.001	203.0	52:38.688
20	2	2:34.628	41.929	46.270	1:06.429	201.5	55:13.316
21	2	2:35.342	42.397	46.579	1:06.366	200.0	57:48.658
22	2	2:34.552	41.792	47.166	1:05.594	201.9	1:00:23.210
23	2	2:34.265	42.265	46.256	1:05.744	200.0	1:02:57.475

43 — BMW 323i 1981 — TC2
1.Eric WASSERMANN

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:53.796	54.221	49.744	1:09.831		2:53.796
2	1	2:38.167	43.505	47.693	1:06.969	196.4	5:31.963
3	1	2:38.062	43.701	47.838	1:06.523	196.0	8:10.025
4	1	2:41.124	44.416	49.045	1:07.663	197.1	10:51.149
5	1	2:43.774	45.506	49.505	1:08.763	181.5	13:34.923
6	1	2:42.362	43.707	48.957	1:09.698	194.2	16:17.285
7	1	2:46.114	45.722	49.893	1:10.499	189.5	19:03.399
8	1	2:42.648	45.148	50.303	1:07.197	192.2	21:46.047
9	1	2:44.446	45.148	49.645	1:09.653	190.8	24:30.493

VICOMTE A. PARIS

HISTORIC RACING BY PETER AUTO



HERITAGE TOURING CUP
DIX MILLE TOURS
RACE

Amended

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
10	1	2:44.583	45.647	49.672	1:09.264	189.5	27:15.076
11	1	2:51.723 B	45.280	49.849	1:16.594	185.6	30:06.799
12	1	4:56.021	3:00.581	48.525	1:06.915	117.5	35:02.820
13	1	2:37.405	43.260	47.832	1:06.313	191.8	37:40.225
14	1	2:44.176	45.561	50.144	1:08.471	179.4	40:24.401
15	1	2:42.570	45.158	49.085	1:08.327	190.8	43:06.971
16	1	2:42.576	45.150	49.996	1:07.430	190.1	45:49.547
17	1	2:41.682	44.473	49.942	1:07.267	189.8	48:31.229
18	1	2:39.974	43.906	48.506	1:07.562	190.8	51:11.203
19	1	2:36.464	43.248	47.740	1:05.476	192.2	53:47.667
20	1	2:37.884	43.219	47.923	1:06.742	195.3	56:25.551
21	1	2:40.300	43.822	48.596	1:07.882	194.2	59:05.851
22	1	2:41.158	45.045	48.358	1:07.755	178.2	1:01:47.009
23	1	2:40.288	43.844	48.135	1:08.309	191.8	1:04:27.297

44 — BMW 2002 TI 1970
1.Katrin BEHRENS — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:08.058	1:01.019	53.198	1:13.841		3:08.058
2	1	2:52.273	47.982	52.906	1:11.385	174.8	6:00.331
3	1	2:47.943	46.111	50.337	1:11.495	179.4	8:48.274
4	1	2:50.139	46.887	52.516	1:10.736	182.1	11:38.413
5	1	2:49.120	45.682	52.441	1:10.997	179.4	14:27.533
6	1	2:47.968	45.435	51.661	1:10.872	180.6	17:15.501
7	1	2:45.608	45.094	50.947	1:09.567	178.8	20:01.109
8	1	2:46.559	45.675	50.371	1:10.513	181.2	22:47.668
9	1	2:48.586	45.203	52.380	1:11.003	180.0	25:36.254
10	1	2:48.090	45.792	51.558	1:10.740	177.6	28:24.344
11	1	2:58.443 B	46.370	51.789	1:20.284	177.9	31:22.787
12	1	5:10.228	3:08.954	51.067	1:10.207	116.9	36:33.015
13	1	2:49.730	45.760	51.792	1:12.178	177.3	39:22.745
14	1	2:47.050	45.851	50.856	1:10.343	178.2	42:09.795
15	1	2:51.614	45.941	52.660	1:13.013	179.1	45:01.409
16	1	2:49.514	46.466	52.619	1:10.429	181.8	47:50.923
17	1	2:46.934	45.472	50.376	1:11.086	180.9	50:37.857
18	1	2:49.039	46.823	50.930	1:11.286	152.8	53:26.896
19	1	2:45.684	45.216	50.799	1:09.669	179.7	56:12.580
20	1	2:46.334	45.169	50.810	1:10.355	179.4	58:58.914
21	1	2:46.302	46.062	50.501	1:09.739	177.3	1:01:45.216
22	1	2:49.116	45.402	52.099	1:11.615	179.4	1:04:34.332

47 — Ford Escort RS 1600 1972
1.Guy Fabrice MESTROT
2.Eric SECHAUD — TC2

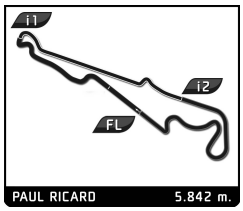
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	2	2:30.709	44.052	44.306	1:02.351		2:30.709
2	2	2:28.583	41.091	44.719	1:02.773	209.3	4:59.292
3	2	2:28.923	40.705	45.039	1:03.179	206.9	7:28.215
4	2	2:28.923	41.002	44.968	1:02.953	207.7	9:57.138
5	2	2:28.376	40.676	44.686	1:03.014	206.5	12:25.514
6	2	2:29.120	41.195	44.736	1:03.189	209.7	14:54.634
7	2	2:27.232	40.396	44.537	1:02.299	207.7	17:21.866
8	2	2:29.031	40.900	45.104	1:03.027	212.6	19:50.897
9	2	2:31.858	43.258	46.110	1:02.490	209.7	22:22.755
10	2	2:30.047	41.105	46.121	1:02.821	209.3	24:52.802
11	2	2:27.441	39.981	44.667	1:02.793	209.3	27:20.243
12	2	2:34.743 B	40.572	44.752	1:09.419	210.9	29:54.986
13	1	4:58.216	3:03.628	48.064	1:06.524	97.2	34:53.202
14	1	2:36.872	43.217	47.683	1:05.972	197.8	37:30.074
15	1	2:38.166	42.588	48.444	1:07.134	201.9	40:08.240
16	1	2:37.359	43.327	47.007	1:07.025	199.6	42:45.599
17	1	2:38.303	43.991	47.400	1:06.912	203.0	45:23.902
18	1	2:38.752	44.735	47.870	1:06.147	186.2	48:02.654
19	1	2:35.793	42.387	47.106	1:06.300	204.9	50:38.447
20	1	2:36.588	43.236	47.021	1:06.331	197.8	53:15.035
21	1	2:38.481	44.535	47.058	1:06.888	204.5	55:53.516
22	1	2:37.103	42.838	47.279	1:06.986	198.9	58:30.619
23	1	2:37.237	43.479	47.227	1:06.531	198.5	1:01:07.856
24	1	2:39.021	43.633	48.057	1:07.331	191.5	1:03:46.877

49 — BMW 3.0 CSL 1975
1.Dominique GUENAT — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:43.564 B	47.730	45.223	1:10.611		2:43.564
2	1	3:25.741	1:36.411	44.952	1:04.378	118.8	6:09.305
3	1	2:30.921	41.210	45.443	1:04.268	204.5	8:40.226
4	1	2:29.599	40.634	46.273	1:02.692	212.6	11:09.825
5	1	2:29.408	41.245	45.339	1:02.824	204.9	13:39.233
6	1	2:29.019	40.302	45.439	1:03.278	213.9	16:08.252
7	1	2:27.230	40.430	44.114	1:02.686	213.9	18:35.482
8	1	2:26.967	39.946	44.449	1:02.572	213.9	21:02.449
9	1	2:29.396	40.094	45.496	1:03.806	216.0	23:31.845
10	1	2:26.335	39.956	44.421	1:01.958	213.9	25:58.180
11	1	2:32.346 B	40.196	44.265	1:07.885	212.6	28:30.526
12	1	4:50.890	3:01.386	44.818	1:04.686	126.2	33:21.416
13	1	2:26.314	39.864	44.041	1:02.409	211.8	35:47.730
14	1	2:28.177	41.695	43.733	1:02.749	203.0	38:15.907
15	1	2:26.509	39.251	43.452	1:03.806	222.7	40:42.416
16	1	2:25.293	40.252	43.732	1:01.309	211.4	43:07.709
17	1	2:25.380	39.631	44.104	1:01.645	218.2	45:33.089
18	1	2:33.376	41.272	49.228	1:02.876	213.4	48:06.465
19	1	2:27.802	39.787	44.041	1:03.974	213.0	50:34.267
20	1	2:25.426	40.162	43.478	1:01.786	214.7	52:59.693
21	1	2:27.178	40.037	44.166	1:02.975	212.2	55:26.871
22	1	2:25.998	40.130	43.868	1:02.000	218.6	57:52.869
23	1	2:24.623	39.724	43.662	1:01.237	220.9	1:00:17.492
24	1	2:25.391	39.720	43.534	1:02.137	219.1	1:02:42.883

50 — Ford Capri RS 3100 1975
1.Maxime GUENAT — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:25.409	42.619	42.764	1:00.026		2:25.409
2	1	2:20.940	38.980	42.055	59.905	226.4	4:46.349
3	1	2:21.940	38.996	42.727	1:00.217	229.3	7:08.289
4	1	2:22.194	38.905	43.057	1:00.232	228.8	9:30.483
5	1	2:21.372	38.853	42.350	1:00.169	225.9	11:51.855
6	1	2:21.861	38.680	43.050	1:00.131	227.8	14:13.716
7	1	2:21.838	39.065	42.516	1:00.257	226.9	16:35.554
8	1	2:22.678	38.988	42.615	1:01.075	227.8	18:58.232
9	1	2:22.356	38.994	42.323	1:01.039	228.3	21:20.588
10	1	2:21.955	38.977	42.292	1:00.686	227.8	23:42.543
11	1	2:22.174	39.051	42.492	1:00.631	229.3	26:04.717
12	1	2:22.214	39.627	42.259	1:00.328	227.8	28:26.931
13	1	2:22.596	39.558	42.480	1:00.558	228.8	30:49.527
14	1	2:29.577 B	39.153	43.446	1:06.978	227.8	33:19.104
15	1	4:36.776	2:53.505	42.745	1:00.526	132.2	37:55.880
16	1	2:23.801	38.944	42.437	1:02.420	226.4	40:19.681
17	1	2:22.808	39.191	42.541	1:01.076	226.9	42:42.489
18	1	2:23.929	39.716	43.494	1:00.719	227.8	45:06.418



HERITAGE TOURING CUP
DIX MILLE TOURS
RACE

Amended

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
19	1	2:28.905	40.942	47.445	1:00.518	227.4	47:35.323
20	1	2:21.494	38.672	42.294	1:00.528	227.8	49:56.817
21	1	2:23.034	39.211	42.861	1:00.962	229.8	52:19.851
22	1	2:21.979	39.123	42.254	1:00.602	229.8	54:41.830
23	1	2:22.881	38.926	42.418	1:01.537	227.4	57:04.711
24	1	2:21.343	38.894	42.319	1:00.130	228.8	59:26.054
25	1	2:22.480	39.009	42.766	1:00.705	229.8	1:01:48.534

52 Ford Capri RS 3100 Cologne 1973
1.Yves SCEMAMA — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:26.663	42.193	43.637	1:00.833		2:26.663
2	1	2:22.567	39.078	42.610	1:00.879	229.8	4:49.230
3	1	2:21.931	38.748	42.336	1:00.847	231.3	7:11.161
4	1	2:22.025	38.917	42.455	1:00.653	229.8	9:33.186
5	1	2:23.976	38.925	44.008	1:01.043	232.8	11:57.162
6	1	2:23.424	39.284	42.341	1:01.799	230.3	14:20.586
7	1	2:23.131	39.243	43.316	1:00.572	229.8	16:43.717
8	1	2:22.112	39.081	42.551	1:00.480	230.8	19:05.829
9	1	2:23.056	39.743	42.536	1:00.777	228.3	21:28.885
10	1	2:24.434	39.608	43.126	1:01.700	229.8	23:53.319
11	1	2:23.722	39.081	42.937	1:01.704	230.3	26:17.041
12	1	2:23.811	39.158	43.415	1:01.238	228.3	28:40.852
13	1	2:23.378	39.034	42.632	1:01.712	229.3	31:04.230
14	1	2:33.334 B	40.393	43.041	1:09.900	221.3	33:37.564
15	1	4:37.327	2:52.822	42.926	1:01.579	133.2	38:14.891
16	1	2:23.289	39.003	42.874	1:01.412	230.8	40:38.180
17	1	2:23.116	39.230	42.662	1:01.224	229.3	43:01.296
18	1	2:23.986	39.626	42.922	1:01.438	229.3	45:25.282
19	1	2:26.418	42.154	43.091	1:01.173	195.3	47:51.700
20	1	2:23.980	39.588	43.057	1:01.335	229.3	50:15.680
21	1	2:24.477	40.161	42.816	1:01.500	213.4	52:40.157
22	1	2:24.658	39.802	43.254	1:01.602	213.4	55:04.815
23	1	2:24.233	39.810	42.768	1:01.655	220.9	57:29.048
24	1	2:24.358	39.949	43.088	1:01.321	223.1	59:53.406
25	1	2:26.658	40.670	43.162	1:02.826	223.6	1:02:20.064

54 Ford Capri RS 2600 1973
1.Miles GRIFFITHS — TC2

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:36.604	46.659	45.475	1:04.470		2:36.604
2	1	2:31.851	42.508	45.034	1:04.309	202.2	5:08.455
3	1	2:33.487	43.277	45.707	1:04.503	204.2	7:41.942
4	1	9:48.340 B	42.862	45.749	8:19.729	194.6	17:30.282

60 Ford Capri RS 3100 Cologne 1974
1.Armand MILLE — TC2

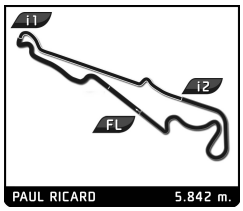
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:24.379	41.610	42.335	1:00.434		2:24.379
2	1	2:21.555	38.882	42.140	1:00.533	225.9	4:45.934
3	1	2:22.243	39.927	42.052	1:00.264	225.0	7:08.177
4	1	2:23.165	39.510	42.902	1:00.753	229.8	9:31.342
5	1	2:21.619	38.750	42.271	1:00.598	228.8	11:52.961
6	1	2:22.216	39.080	42.733	1:00.403	225.5	14:15.177
7	1	2:22.811	39.271	42.916	1:00.624	232.3	16:37.988
8	1	2:22.316	39.607	42.204	1:00.505	226.9	19:00.304
9	1	2:22.506	38.798	42.284	1:01.424	223.1	21:22.810
10	1	2:23.696	39.040	43.677	1:00.979	227.8	23:46.506
11	1	2:24.848	39.251	45.194	1:00.403	226.9	26:11.354
12	1	2:22.680	39.137	42.556	1:00.987	223.6	28:34.034
13	1	2:32.519 B	39.753	43.629	1:09.137	225.9	31:06.553
14	1	4:36.226	2:52.646	42.293	1:01.287	130.0	35:42.779
15	1	2:22.994	39.573	42.549	1:00.872	222.7	38:05.773
16	1	2:22.739	39.514	42.657	1:00.568	228.8	40:28.512
17	1	2:22.027	39.494	42.255	1:00.278	226.9	42:50.539
18	1	2:25.283	39.692	44.439	1:01.152	224.1	45:15.822
19	1	2:22.170	39.134	42.821	1:00.215	226.4	47:37.992
20	1	2:22.702	39.268	42.340	1:01.094	228.3	50:00.694
21	1	2:21.977	39.055	42.401	1:00.521	225.5	52:22.671
22	1	2:22.965	39.485	42.416	1:01.064	223.6	54:45.636
23	1	2:21.292	39.116	42.092	1:00.084	231.8	57:06.928
24	1	2:22.695	39.841	42.122	1:00.732	225.9	59:29.623
25	1	2:22.505	39.493	41.962	1:01.050	227.4	1:01:52.128

65 Ford Mustang 289 1965
1.Max HUBER — TC1

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:49.540	51.827	48.877	1:08.836		2:49.540
2	1	2:39.997	43.349	47.498	1:09.150	203.0	5:29.537
3	1	2:39.530	44.225	46.792	1:08.513	189.8	8:09.067
4	1	2:39.511	43.161	47.449	1:08.901	203.0	10:48.578
5	1	2:45.357	46.152	50.679	1:08.526	198.9	13:33.935
6	1	2:40.086	43.312	47.736	1:09.038	198.5	16:14.021
7	1	2:40.983	42.660	47.893	1:10.430	200.0	18:55.004
8	1	2:41.422	44.690	47.959	1:08.773	191.2	21:36.426
9	1	2:41.940	43.693	48.766	1:09.481	189.1	24:18.366
10	1	2:41.805	43.463	49.289	1:09.053	193.9	27:00.171
11	1	2:43.000	43.499	49.049	1:10.452	191.8	29:43.171
12	1	2:38.192	43.209	46.999	1:07.984	203.4	32:21.363
13	1	2:49.073 B	43.500	47.054	1:18.519	199.6	35:10.436
14	1	4:59.076	3:03.707	47.649	1:07.720	124.9	40:09.512
15	1	2:38.264	43.059	47.019	1:08.186	197.4	42:47.776
16	1	2:41.307	44.818	47.510	1:08.979	197.8	45:29.083
17	1	2:44.263	44.942	49.869	1:09.452	192.5	48:13.346
18	1	2:47.201	44.202	50.724	1:12.275	190.1	51:00.547
19	1	2:46.657	45.365	49.859	1:11.433	187.8	53:47.204
20	1	2:46.910	45.942	49.713	1:11.255	181.2	56:34.114
21	1	2:45.962	45.024	49.657	1:11.281	188.5	59:20.076
22	1	2:47.116	46.021	50.557	1:10.538	190.5	1:02:07.192

66 Ford Mustang 289 1965
1.Guillaume HUBER — TC1

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:09.586	58.552	51.396	1:19.638		3:09.586
2	1	2:47.423	47.227	50.106	1:10.090	173.4	5:57.009
3	1	2:46.271	45.173	50.835	1:10.263	194.6	8:43.280
4	1	2:42.519	44.741	47.886	1:09.892	195.3	11:25.799
5	1	2:41.915	44.175	48.240	1:09.500	193.5	14:07.714
6	1	2:46.031	45.895	49.757	1:10.379	189.1	16:53.745
7	1	2:41.330	44.272	47.062	1:09.996	200.4	19:35.075
8	1	2:43.237	44.968	48.113	1:10.156	199.3	22:18.312
9	1	2:45.454	44.711	50.797	1:09.946	199.3	25:03.766
10	1	2:51.077 B	43.940	48.089	1:19.048	200.4	27:54.843
11	1	5:08.196	3:08.274	49.297	1:10.625	118.6	33:03.039
12	1	2:43.713	44.544	48.236	1:10.933	197.4	35:46.752
13	1	4:07.696	45.260	45.843	2:36.593	200.7	39:54.448
14	1	2:44.351	45.541	48.505	1:10.305	184.0	42:38.799
15	1	3:28.983	1:26.854	49.484	1:12.645	201.5	46:07.782
16	1	2:43.518	44.634	48.464	1:10.420	198.9	48:51.300



HERITAGE TOURING CUP
DIX MILLE TOURS
RACE

Amended

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
17	1	2:44.018	44.598	48.282	1:11.138	201.5	51:35.318
18	1	2:45.590	45.267	49.357	1:10.966	193.2	54:20.908
19	1	2:45.106	44.728	49.199	1:11.179	203.8	57:06.014
20	1	2:44.033	44.491	48.920	1:10.622	203.8	59:50.047
21	1	2:44.240	45.011	48.802	1:10.427	199.3	1:02:34.287

74 BMW 3.0 CSL 1975 — TC2
1.Sebastian GLASER
2.Michael KAMMERMANN

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:26.987	42.925	43.335	1:00.727		2:26.987
2	1	2:20.913	39.056	41.974	59.883	215.6	4:47.900
3	1	2:20.794	38.414	42.101	1:00.279	226.4	7:08.694
4	1	2:23.061	39.280	42.784	1:00.997	227.8	9:31.755
5	1	2:21.630	38.696	42.527	1:00.407	227.4	11:53.385
6	1	2:22.124	39.167	42.464	1:00.493	223.6	14:15.509
7	1	2:23.737	39.362	43.369	1:01.006	225.9	16:39.246
8	1	2:21.709	38.752	42.205	1:00.752	224.1	19:00.955
9	1	2:22.167	38.847	42.212	1:01.108	226.9	21:23.122
10	1	2:23.604	39.192	43.690	1:00.722	227.4	23:46.726
11	1	2:25.350	39.433	45.238	1:00.679	225.9	26:12.076
12	1	2:22.433	38.807	42.994	1:00.632	226.4	28:34.509
13	1	2:34.333 B	39.572	44.816	1:09.945	223.1	31:08.842
14	2	4:39.804	2:55.539	43.081	1:01.184	136.0	35:48.646
15	2	2:23.708	40.193	42.312	1:01.203	216.0	38:12.354
16	2	2:22.846	38.908	42.964	1:00.974	228.8	40:35.200
17	2	2:22.222	38.602	42.867	1:00.753	229.8	42:57.422
18	2	2:23.978	39.057	43.218	1:01.703	227.8	45:21.400
19	2	2:24.211	39.166	43.210	1:01.835	228.3	47:45.611
20	2	2:22.805	38.853	42.385	1:01.567	228.3	50:08.416
21	2	2:23.009	38.807	43.295	1:00.907	229.8	52:31.425
22	2	2:22.610	39.017	42.423	1:01.170	228.8	54:54.035
23	2	2:22.299	39.039	42.228	1:01.032	228.3	57:16.334
24	2	2:24.537	39.196	43.197	1:02.144	225.5	59:40.871
25	2	2:27.072	39.637	44.212	1:03.223	204.9	1:02:07.943

81 Jaguar XJS 1981 — Group A
1.Tony FOUAN

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:07.889	1:00.533	52.308	1:15.048		3:07.889
2	1	2:51.834	47.691	52.416	1:11.727	176.5	5:59.723
3	1	2:48.076	45.855	50.355	1:11.866	186.2	8:47.799
4	1	3:03.849	46.933	1:02.843	1:14.073	180.6	11:51.648
5	1	2:50.038	46.681	51.461	1:11.896	185.6	14:41.686
6	1	2:50.441	46.990	51.382	1:12.069	182.7	17:32.127
7	1	3:03.824	46.240	52.305	1:25.279	184.0	20:35.951
8	1	2:59.087 B	47.939	51.554	1:19.594	182.7	23:35.038
9	1	4:14.853	2:11.482	51.697	1:11.674	107.4	27:49.891
10	1	2:50.495	46.738	50.145	1:13.612	188.8	30:40.386
11	1	2:50.742	46.230	51.305	1:13.207	183.4	33:31.128
12	1	2:56.563	47.387	51.447	1:17.729	181.2	36:27.691
13	1	2:51.633	46.614	51.354	1:13.665	180.3	39:19.324
14	1	2:51.914	47.137	51.069	1:13.708	186.9	42:11.238
15	1	2:49.170	46.186	51.446	1:11.538	192.5	45:00.408
16	1	2:52.642	45.817	55.230	1:11.595	192.9	47:53.050
17	1	3:01.213 B	47.320	50.707	1:23.186	196.0	50:54.263
18	1	3:55.089	1:47.761	54.090	1:13.238	91.1	54:49.352
19	1	2:51.888	46.845	50.889	1:14.154	189.1	57:41.240
20	1	3:11.199	47.592	51.197	1:32.410	196.7	1:00:52.439
21	1	2:51.153	46.903	50.776	1:13.474	174.8	1:03:43.592

90 Ford Escort RS 1600 1970 — TC2
1.Carlos F. CRUZ

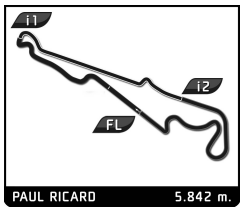
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:58.019	55.389	50.858	1:11.772		2:58.019
2	1	2:46.555	46.379	50.103	1:10.073	178.2	5:44.574
3	1	2:47.934	46.257	50.388	1:11.289	175.6	8:32.508
4	1	2:50.911	47.141	51.473	1:12.297	175.6	11:23.419
5	1	2:48.838	47.199	50.525	1:11.114	175.6	14:12.257
6	1	2:47.804	46.312	50.198	1:11.294	176.2	17:00.061
7	1	2:47.420	46.174	50.079	1:11.167	175.9	19:47.481
8	1	2:47.201	46.337	50.497	1:10.367	175.9	22:34.682
9	1	2:45.707	45.112	50.656	1:09.939	175.9	25:20.389
10	1	2:53.927 B	46.363	50.186	1:17.378	178.5	28:14.316
11	1	5:54.668	3:01.606	49.505	2:03.557	97.4	34:08.984
12	1	2:48.216	46.120	50.827	1:11.269	176.5	36:57.200
13	1	2:46.350	45.345	50.369	1:10.636	174.5	39:43.550
14	1	2:47.226	45.831	50.866	1:10.529	173.6	42:30.776
15	1	2:51.222	45.521	53.910	1:11.791	174.5	45:21.998
16	1	2:48.306	46.968	51.353	1:09.985	175.3	48:10.304
17	1	2:46.093	45.117	50.213	1:10.763	175.6	50:56.397
18	1	2:46.865	45.487	50.996	1:10.382	175.6	53:43.262
19	1	2:45.952	45.279	50.567	1:10.106	177.3	56:29.214
20	1	2:46.055	45.282	50.465	1:10.308	177.3	59:15.269
21	1	2:46.398	45.317	50.317	1:10.764	177.0	1:02:01.667

100 Ford Escort I RS 1600 1975 — TC2
1.Didier GRUAU

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:37.873	48.167	46.086	1:03.620		2:37.873
2	1	2:32.629	41.790	45.103	1:05.736	208.1	5:10.502
3	1	2:32.665	42.484	45.804	1:04.377	198.5	7:43.167
4	1	2:31.518	41.993	45.658	1:03.867	204.9	10:14.685

101 BMW 2002 TI 1971 — TC2
1.Bart BLOMMAERT
2.Rikkert LEEMAN

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:22.960	56.005	1:14.066	1:12.889		3:22.960
2	1	2:48.998	45.298	52.165	1:11.535	178.5	6:11.958
3	1	2:46.155	44.823	50.659	1:10.673	180.6	8:58.113
4	1	2:45.270	44.701	50.705	1:09.864	181.2	11:43.383
5	1	2:44.989	44.875	50.071	1:10.043	182.1	14:28.372
6	1	2:46.831	45.333	50.616	1:10.882	180.6	17:15.203
7	1	2:45.233	44.548	50.680	1:10.005	181.5	20:00.436
8	1	2:44.532	44.914	49.786	1:09.832	183.7	22:44.968
9	1	3:05.768 B	1:01.351	50.111	1:14.306	182.4	25:50.736
10	1	5:10.814	3:05.747	52.194	1:12.873	112.3	31:01.550
11	1	2:49.752	46.385	50.432	1:12.935	179.4	33:51.302
12	1	2:46.967	45.327	50.367	1:11.273	181.2	36:38.269
13	1	2:46.890	45.187	50.395	1:11.308	181.5	39:25.159
14	1	2:47.056	45.104	51.103	1:10.849	182.4	42:12.215
15	1	2:48.922	45.712	51.297	1:11.913	183.4	45:01.137
16	1	2:48.330	45.744	52.134	1:10.452	184.9	47:49.467
17	1	2:47.610	45.392	51.089	1:11.129	182.1	50:37.077
18	1	2:47.802	45.469	50.847	1:11.486	182.4	53:24.879
19	1	2:48.924	45.409	50.925	1:12.590	180.3	56:13.803
20	1	2:47.698	45.102	50.743	1:11.853	179.7	59:01.501
21	1	2:46.554	45.049	50.168	1:11.337	184.0	1:01:48.055
22	1	2:53.708	46.559	53.609	1:13.540	178.2	1:04:41.763



HERITAGE TOURING CUP
DIX MILLE TOURS
RACE

Amended

Sector Analysis

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

117 — Ford Escort RS 1600 1975 — TC2
1.Alain PAGES
2.José DA ROCHA

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:42.352	49.672	47.840	1:04.840		2:42.352
2	1	2:33.708	42.208	46.626	1:04.874	200.4	5:16.060
3	1	2:33.355	42.222	46.525	1:04.608	193.9	7:49.415
4	1	2:33.167	42.059	46.551	1:04.557	200.7	10:22.582
5	1	2:33.718	42.158	46.249	1:05.311	194.6	12:56.300
6	1	2:33.384	41.936	46.212	1:05.236	193.9	15:29.684
7	1	2:35.020	42.819	47.160	1:05.041	198.5	18:04.704
8	1	2:35.163	42.606	46.760	1:05.797	195.7	20:39.867
9	1	2:39.463	44.561	49.165	1:05.737	197.4	23:19.330
10	1	2:34.986	42.943	46.673	1:05.370	193.9	25:54.316
11	1	2:35.496	42.461	47.163	1:05.872	197.1	28:29.812
12	1	2:48.294 B	43.181	49.438	1:15.675	188.8	31:18.106
13	2	4:52.637	2:58.011	47.799	1:06.827	119.1	36:10.743
14	2	2:35.833	42.730	46.723	1:06.380	196.4	38:46.576
15	2	2:35.940	42.554	46.067	1:07.319	196.7	41:22.516
16	2	2:33.878	42.524	46.569	1:04.785	195.3	43:56.394
17	2	2:36.680	42.272	48.868	1:05.540	202.6	46:33.074
18	2	2:33.009	42.115	45.875	1:05.019	199.3	49:06.083
19	2	2:31.984	41.634	45.917	1:04.433	198.9	51:38.067
20	2	2:33.648	42.877	46.227	1:04.544	201.9	54:11.715
21	2	2:32.868	41.945	45.821	1:05.102	202.2	56:44.583
22	2	2:33.012	41.670	46.257	1:05.085	200.7	59:17.595
23	2	2:34.097	41.869	46.334	1:05.894	201.1	1:01:51.692

138 — BMW 3.0 CSL 1975 — TC2
1.Franz WUNDERLICH

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:28.075	43.479	43.207	1:01.389		2:28.075
2	1	2:23.471	39.651	42.321	1:01.499	221.3	4:51.546
3	1	2:23.092	39.257	42.872	1:00.963	225.0	7:14.638
4	1	2:22.860	38.998	42.821	1:01.041	226.4	9:37.498
5	1	2:23.081	39.056	42.918	1:01.107	225.5	12:00.579
6	1	2:26.109	39.358	44.894	1:01.857	227.4	14:26.688
7	1	2:24.937	39.501	42.879	1:02.557	229.3	16:51.625
8	1	2:24.653	39.331	43.593	1:01.729	229.3	19:16.278
9	1	2:24.583	39.407	43.697	1:01.479	229.8	21:40.861
10	1	2:25.912	39.600	45.326	1:00.986	230.3	24:06.773
11	1	2:38.804 B	39.442	46.214	1:13.148	220.9	26:45.577
12	1	4:41.435	2:56.794	43.519	1:01.122	127.1	31:27.012
13	1	2:25.650	39.710	42.952	1:02.988	226.9	33:52.662
14	1	2:27.412	40.200	44.592	1:02.620	224.5	36:20.074
15	1	2:26.821	40.115	42.840	1:03.866	215.1	38:46.895
16	1	2:25.042	40.599	43.361	1:01.082	201.1	41:11.937
17	1	2:24.469	39.678	43.306	1:01.485	228.3	43:36.406
18	1	2:25.269	39.665	43.875	1:01.729	221.3	46:01.675
19	1	2:23.843	39.243	42.909	1:01.691	227.4	48:25.518
20	1	2:24.003	39.433	42.881	1:01.689	225.9	50:49.521
21	1	2:25.208	40.130	43.819	1:01.259	210.9	53:14.729
22	1	2:25.206	39.476	43.624	1:02.106	227.8	55:39.935
23	1	2:24.337	39.652	43.145	1:01.540	228.3	58:04.272
24	1	2:26.160	40.222	43.441	1:02.497	228.3	1:00:30.432
25	1	2:26.428	39.948	43.078	1:03.402	228.3	1:02:56.860

152 — Ford Capri RS 2600 1972 — TC2
1.Michel SCEMAMA

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	2:43.849	50.293	47.551	1:06.005		2:43.849
2	1	2:35.991	42.619	47.548	1:05.824	207.3	5:19.840
3	1	2:36.497	42.726	47.371	1:06.400	210.1	7:56.337
4	1	2:36.443	42.700	47.439	1:06.304	203.4	10:32.780
5	1	2:35.213	42.259	46.992	1:05.962	207.3	13:07.993
6	1	2:38.021	44.813	47.212	1:05.996	208.5	15:46.014
7	1	2:35.996	42.926	46.773	1:06.297	208.5	18:22.010
8	1	2:35.126	42.324	47.064	1:05.738	208.1	20:57.136
9	1	2:36.866	43.073	47.506	1:06.287	208.5	23:34.002
10	1	2:35.171	42.694	46.646	1:05.831	208.5	26:09.173
11	1	2:37.890	43.300	48.449	1:06.141	206.9	28:47.063
12	1	2:45.132 B	42.582	47.919	1:14.631	208.1	31:32.195
13	1	4:46.808	2:53.744	46.979	1:06.085	114.5	36:19.003
14	1	2:35.468	42.651	47.522	1:05.295	206.1	38:54.471
15	1	2:33.806	42.120	46.268	1:05.418	208.5	41:28.277
16	1	2:34.841	42.400	46.464	1:05.977	207.3	44:03.118
17	1	2:35.866	42.154	47.078	1:06.634	207.7	46:38.984
18	1	2:36.670	43.435	46.809	1:06.426	205.3	49:15.654
19	1	2:35.726	42.493	47.587	1:05.646	202.2	51:51.380
20	1	2:35.272	43.164	46.410	1:05.698	196.7	54:26.652
21	1	2:35.802	42.259	46.987	1:06.556	211.4	57:02.454
22	1	2:34.498	42.421	46.513	1:05.564	208.1	59:36.952
23	1	2:35.869	42.412	47.470	1:05.987	210.9	1:02:12.821

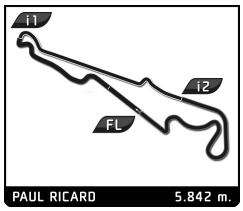
175 — Ford Capri RS 2600 1972 — TC2
1.Simon EVANS
2.James LITTLEJOHN

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	2	2:37.896	46.861	46.902	1:04.133		2:37.896
2	2	2:31.142	42.139	45.017	1:03.986	204.2	5:09.038
3	2	2:30.420	41.796	45.188	1:03.436	203.8	7:39.458
4	2	2:29.494	40.763	45.395	1:03.336	201.1	10:08.952
5	2	2:29.498	40.728	45.314	1:03.456	200.7	12:38.450
6	2	2:30.010	40.656	46.124	1:03.230	201.1	15:08.460
7	2	2:29.601	40.526	45.436	1:03.639	201.5	17:38.061
8	2	2:31.607	40.757	47.458	1:03.392	201.5	20:09.668
9	2	2:30.429	40.647	45.895	1:03.887	202.2	22:40.097
10	2	2:30.648	40.458	46.235	1:03.955	202.6	25:10.745
11	2	2:35.840 B	40.815	45.984	1:09.041	201.1	27:46.585
12	1	5:52.792	4:00.017	46.515	1:06.260	110.5	33:39.377
13	1	2:33.484	42.079	46.204	1:05.201	198.2	36:12.861
14	1	2:35.303	42.159	45.812	1:07.332	198.9	38:48.164
15	1	2:33.865	42.223	45.794	1:05.848	201.5	41:22.029
16	1	2:33.107	41.779	46.548	1:04.780	199.6	43:55.136
17	1	2:36.117	42.506	48.831	1:04.780	201.9	46:31.253
18	1	2:32.101	41.373	46.023	1:04.705	200.0	49:03.354
19	1	2:32.644	42.018	46.131	1:04.495	198.9	51:35.998
20	1	2:32.975	42.504	45.954	1:04.517	196.4	54:08.973
21	1	2:31.932	41.485	45.991	1:04.456	199.6	56:40.905
22	1	2:32.940	41.535	45.908	1:05.497	200.0	59:13.845
23	1	2:33.764	41.638	45.931	1:06.195	198.9	1:01:47.609
24	1	2:35.207	43.744	46.550	1:04.913	189.1	1:04:22.816

246 — Ford Falcon Sprint 1964 — TC1
1.André WIGET

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
1	1	3:04.520	57.236	51.859	1:15.425		3:04.520
2	1	2:51.623	45.735	52.865	1:13.023	199.6	5:56.143
3	1	2:51.033	45.385	51.986	1:13.662	202.2	8:47.176
4	1	2:50.201	45.870	50.758	1:13.573	188.8	11:37.377

VICOMTE A.
PARIS
HISTORIC RACING BY PETER AUTO



HERITAGE TOURING CUP

DIX MILLE TOURS

RACE

Amended

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
5	1	2:53.835	46.315	52.021	1:15.499	197.8	14:31.212
6	1	2:48.641	45.411	50.393	1:12.837	200.4	17:19.853
7	1	2:49.779	45.981	50.079	1:13.719	201.1	20:09.632
8	1	2:53.944	48.155	51.626	1:14.163	185.6	23:03.576
9	1	2:54.503	46.391	52.166	1:15.946	196.7	25:58.079
10	1	4:42.662 **B**	47.059	51.557	3:04.046	183.7	30:40.741
11	1	3:12.737	1:02.569	52.725	1:17.443	111.6	33:53.478
12	1	2:51.126	46.406	50.862	1:13.858	185.6	36:44.604
13	1	2:51.410	46.162	50.514	1:14.734	197.4	39:36.014
14	1	2:51.976	47.140	51.107	1:13.729	197.4	42:27.990
15	1	2:54.417	46.187	54.173	1:14.057	183.7	45:22.407
16	1	4:01.618 **B**	51.086	54.631	2:15.901	197.4	49:24.025
17	1	3:15.247	1:02.818	55.635	1:16.794	110.1	52:39.272
18	1	3:03.384	48.478	53.195	1:21.711	181.5	55:42.656
19	1	3:03.558	50.330	55.601	1:17.627	163.4	58:46.214
20	1	3:07.596	50.234	55.125	1:22.237	168.0	1:01:53.810