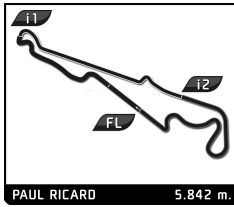


**HERITAGE TOURING CUP**  
**DIX MILLE TOURS**  
**QUALIFYING**

**Sector Analysis**

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

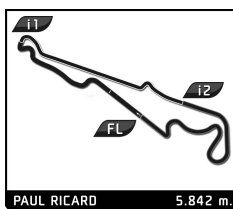
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	
<b>3</b>		Ford Capri RS 3100 Cologne 1974 1. Maurizio BIANCO						TC2	9	1	2:36.075	42.263	48.030	1:05.782	200.0	27:36.856
1	1	3:31.414	1:29.260	51.439	1:10.715	108.1	3:31.414	10	1	<b>2:34.813</b>	<b>42.141</b>	47.037	1:05.635	193.2	30:11.669	
2	1	2:39.726	41.888	45.338	1:12.500	200.4	6:11.140	11	1	2:35.730	42.394	47.430	1:05.906	197.4	32:47.399	
3	1	4:40.309	1:12.047	1:36.168	1:52.094	79.2	10:51.449	12	1	3:08.237 <b>B</b>	47.665	53.967	1:26.605	165.9	35:55.636	
4	1	2:30.205	41.951	44.329	1:03.925	197.4	13:21.654									
5	1	2:26.671	40.258	43.471	1:02.942	215.6	15:48.325									
6	1	4:43.847 <b>B</b>	<b>39.872</b>	43.594	3:20.381	210.9	20:32.172									
7	1	2:54.504	1:04.447	45.366	1:04.691	115.6	23:26.676									
8	1	<b>2:26.144</b>	40.152	<b>43.371</b>	<b>1:02.621</b>	217.7	25:52.820									
9	1	5:23.791 <b>B</b>	40.323	43.664	3:59.804	225.9	31:16.611									
<b>5</b>		Ford Capri RS 2600 1973 1. Alain VÖGELE						TC2								
1	1	4:36.657	2:26.138	56.855	1:13.664	111.8	4:36.657									
2	1	3:18.784	45.848	1:00.965	1:31.971	173.9	7:55.441									
3	1	3:50.560	1:09.370	1:23.044	1:18.146	90.0	11:46.001									
4	1	2:40.711	42.916	47.122	1:10.673	194.9	14:26.712									
5	1	2:35.820	43.024	46.432	1:06.364	195.3	17:02.532									
6	1	2:50.455 <b>B</b>	42.834	46.732	1:20.889	192.9	19:52.987									
7	1	4:04.999	2:11.513	46.675	1:06.811	101.9	23:57.986									
8	1	2:37.828	43.037	48.435	1:06.356	201.5	26:35.814									
9	1	2:39.292	46.320	46.866	1:06.106	177.9	29:15.106									
10	1	2:36.423	42.955	47.350	1:06.118	193.9	31:51.529									
11	1	2:34.110	<b>42.004</b>	46.157	1:05.949	201.5	34:25.639									
12	1	2:33.363	42.006	45.860	1:05.497	200.0	36:59.002									
13	1	<b>2:33.150</b>	42.403	<b>45.778</b>	<b>1:04.969</b>	204.5	39:32.152									
14	1	2:55.554 <b>B</b>	43.215	47.128	1:25.211	199.6	42:27.706									
<b>6</b>		BMW 635 Csi 1983 1. Jean-Lou RIHON 2. Nick PADMORE						Group A								
1	1	3:00.182	56.795	52.150	1:11.237	99.9	3:00.182									
2	1	2:39.041	42.986	47.862	1:08.193	193.9	5:39.223									
3	1	4:36.035	1:14.134	1:27.603	1:54.298	73.1	10:15.258									
4	1	2:53.384	59.713	47.503	1:06.168	82.2	13:08.642									
5	1	2:36.091	42.729	47.306	1:06.056	194.9	15:44.733									
6	1	2:34.529	42.431	46.514	1:05.584	196.0	18:19.262									
7	1	2:36.963	44.218	48.033	1:04.712	198.9	20:56.225									
8	1	2:34.842	42.284	46.513	1:06.045	197.4	23:31.067									
9	1	2:47.984 <b>B</b>	43.527	47.204	1:17.253	196.0	26:19.051									
10	2	4:04.650	2:12.345	48.783	1:03.522	122.2	30:23.701									
11	2	2:30.140	41.046	45.773	<b>1:03.321</b>	198.5	32:53.841									
12	2	2:34.474	42.681	46.690	1:05.103	191.2	35:28.315									
13	2	2:34.038	42.170	46.799	1:05.069	200.0	38:02.353									
14	2	<b>2:29.999</b>	<b>40.882</b>	<b>45.326</b>	1:03.791	198.9	40:32.352									
<b>7</b>		Ford Capri RS 2600 1975 1. Carlo VÖGELE						TC2								
1	1	3:58.118	1:57.882	51.248	1:08.988	106.9	3:58.118									
2	1	3:08.969 <b>B</b>	43.411	48.277	1:37.281	185.6	7:07.087									
3	1	4:49.357	2:18.989	1:16.488	1:13.880	87.1	11:56.444									
4	1	2:37.761	44.373	47.226	1:06.162	173.4	14:34.205									
5	1	2:35.695	42.690	47.544	1:05.461	200.0	17:09.900									
6	1	2:37.136	42.544	47.098	1:07.494	194.6	19:47.036									
7	1	2:38.194	44.813	47.798	1:05.583	179.1	22:25.230									
8	1	2:35.551	43.556	<b>46.825</b>	<b>1:05.170</b>	187.8	25:00.781									
<b>9</b>		Ford Capri RS 2600 1973 1. Thomas STUDER						TC2								
1	1	4:35.771	2:25.309	56.888	1:13.574	99.7	4:35.771									
2	1	3:18.295	45.840	1:00.251	1:32.204	181.8	7:54.066									
3	1	3:50.958	1:09.145	1:22.932	1:18.881	92.1	11:45.024									
4	1	2:38.606	43.068	47.422	1:08.116	201.1	14:23.630									
5	1	2:51.725 <b>B</b>	43.505	47.126	1:21.094	201.9	17:15.355									
6	1	3:43.823	1:48.552	48.509	1:06.762	98.0	20:59.178									
7	1	2:36.560	<b>42.530</b>	46.906	1:07.124	205.7	23:35.738									
8	1	2:43.885	45.840	50.222	1:07.823	184.3	26:19.623									
9	1	2:38.452	43.694	47.820	1:06.938	201.5	28:58.075									
10	1	2:37.065	43.008	47.222	1:06.835	202.6	31:35.140									
11	1	2:42.042	43.788	49.247	1:09.007	200.7	34:17.182									
12	1	2:37.052	43.136	47.020	1:06.896	199.6	36:54.234									
13	1	<b>2:35.427</b>	42.908	<b>46.553</b>	<b>1:05.966</b>	201.1	39:29.661									
<b>10</b>		Ford Escort RS 1600 1974 1. Peter VÖGELE						TC2								
1	1	3:00.687	59.533	49.935	1:11.219	104.9	3:00.687									
2	1	2:40.860	43.461	<b>47.575</b>	1:09.824	189.1	5:41.547									
3	1	4:34.547 <b>B</b>	1:13.288	1:27.552	1:53.707	80.2	10:16.094									
4	1	4:02.169	2:02.875	49.669	1:09.625	106.6	14:18.263									
5	1	2:42.326	44.403	48.985	1:08.938	190.8	17:00.589									
6	1	2:39.314	43.319	47.866	1:08.129	191.5	19:39.903									
7	1	2:39.811	43.492	48.500	1:07.819	194.2	22:19.714									
8	1	2:39.162	43.370	48.249	1:07.543	193.9	24:58.876									
9	1	2:40.919	43.219	49.637	1:08.063	192.2	27:39.795									
10	1	<b>2:38.028</b>	<b>42.597</b>	48.469	<b>1:06.962</b>	194.6	30:17.823									
11	1	2:38.939	42.898	48.397	1:07.644	193.5	32:56.762									
12	1	2:42.078	44.211	49.778	1:08.089	191.2	35:38.840									
13	1	2:51.281 <b>B</b>	43.192	48.005	1:20.084	193.9	38:30.121									
<b>11</b>		BMW 3.0 CSL 1972 1. Charles FIRMENICH						TC2								
1	1	4:44.405	2:32.532	58.696	1:13.177	101.8	4:44.405									
2	1	3:19.970	44.340	1:01.863	1:33.767	193.9	8:04.375									
3	1	3:47.626	1:07.133	1:22.566	1:17.927	107.0	11:52.001									
4	1	2:40.176	<b>43.334</b>	49.082	1:07.760	198.5	14:32.177									
5	1	<b>2:37.643</b>	43.411	47.543	1:06.689	196.4	17:09.820									
6	1	2:37.898	43.369	<b>47.486</b>	1:07.043	189.5	19:47.718									
7	1	2:38.873	44.802	48.088	<b>1:05.983</b>	179.1	22:26.591									
8	1	3:14.506 <b>B</b>	47.486	54.295	1:32.725	161.4	25:41.097									
<b>14</b>		Ford Capri RS 2600 1972 1. Yves VÖGELE						TC2								
1	1	3:59.901	2:04.229	48.375	1:07.297	112.5	3:59.901									
2	1	3:04.550 <b>B</b>	42.903	47.083	1:34.564	173.6	7:04.451									
3	1	5:59.631	4:08.096	<b>46.763</b>	<b>1:04.772</b>	77.3	13:04.082									
4	1	2:54.799 <b>B</b>	<b>42.756</b>	49.053	1:22.990	208.5	15:58.881									
<b>16</b>		BMW 3.0 CSL 1975 1. Lukas HALUSA 2. Alexander AMES						TC2								



**HERITAGE TOURING CUP**  
**DIX MILLE TOURS**  
**QUALIFYING**

**Sector Analysis**

								<span style="color: green;">■</span> Personal Best <span style="color: purple;">■</span> Session Best <span style="color: blue;">■</span> 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
<b>19</b> Ford Escort I RS 1600 1975 TC2 1. Jean-Luc BLANCHEMAIN															
1	1	3:32.448	1:31.391	50.750	1:10.307	112.5	3:32.448								
2	1	2:41.864	45.046	46.031	1:10.787	202.2	6:14.312								
3	1	4:38.636	1:10.407	1:36.121	1:52.108	83.1	10:52.948								
4	1	<b>2:33.241</b>	42.297	46.047	1:04.897	198.2	13:26.189								
5	1	2:33.340	42.072	46.108	1:05.160	201.9	15:59.529								
6	1	2:32.459	<b>41.790</b>	46.296	1:04.373	202.6	18:31.988								
7	1	2:34.386	42.040	47.109	1:05.237	202.2	21:06.374								
8	1	2:32.132	41.988	<b>45.772</b>	<b>1:04.372</b>	202.6	23:38.506								
9	1	2:50.984	<b>B</b>	44.482	50.023	1:16.479	203.4	26:29.490							
10	1	9:17.576	7:20.574	49.284	1:07.718	118.4	35:47.066								
11	1	2:35.627	43.343	46.708	1:05.576	196.4	38:22.693								
12	1	2:34.226	42.197	45.984	1:06.045	197.1	40:56.919								
<b>22</b> BMW 3.0 CSL 1975 TC2 1. Emile BREITTMAYER															
1	1	3:21.507	1:23.906	49.966	1:07.635	101.1	3:21.507								
2	1	2:39.431	41.727	45.876	1:11.828	211.4	6:00.938								
3	1	4:43.071	<b>B</b>	1:14.343	1:31.387	1:57.341	77.8	10:44.009							
4	1	4:24.944	2:38.276	44.373	1:02.295	120.5	15:08.953								
5	1	2:23.837	39.635	42.869	1:01.333	219.1	17:32.790								
6	1	2:29.339	42.493	44.656	1:02.190	200.4	20:02.129								
7	1	2:36.283	<b>B</b>	39.076	42.715	1:14.492	221.3	22:38.412							
8	1	4:50.871	3:05.700	44.081	1:01.090	129.8	27:29.283								
9	1	2:21.660	39.189	42.104	1:00.367	228.8	29:50.943								
10	1	2:32.693	40.456	49.932	1:02.305	229.3	32:23.636								
11	1	2:22.716	39.118	42.182	1:01.416	227.8	34:46.352								
12	1	<b>2:20.818</b>	<b>38.698</b>	<b>41.997</b>	<b>1:00.123</b>	229.3	37:07.170								
13	1	3:07.541	<b>B</b>	41.244	50.969	1:35.328	227.8	40:14.711							
<b>27</b> BMW 2800 CS 1969 TC2 1. Pierre BESSE 2. Guillaume GOUBLE															
1	1	3:48.508	1:19.809	1:02.842	1:25.857	80.8	3:48.508								
2	1	3:18.180	49.153	54.836	1:34.191	169.0	7:06.688								
3	1	4:14.382	1:10.180	1:27.332	1:36.870	99.4	11:21.070								
4	1	3:05.065	50.195	55.833	1:19.037	153.2	14:26.135								
5	1	3:03.577	50.100	56.262	1:17.215	164.4	17:29.712								
6	1	12:55.723	<b>B</b>	50.009	55.058	...	163.6	30:25.435							
7	2	3:57.383	1:38.552	1:03.959	1:14.872	90.4	34:22.818								
8	2	2:49.597	<b>46.218</b>	50.720	1:12.659	172.2	37:12.415								
9	2	<b>2:47.783</b>	46.244	<b>50.707</b>	<b>1:10.832</b>	170.3	40:00.198								
<b>30</b> BMW 3.0 CSL 1975 TC2 1. Dominique REINHARDT 2. Daniel REINHARDT															
1	1	3:16.703	1:07.208	56.990	1:12.505	95.4	3:16.703								
2	1	3:26.604	<b>B</b>	55.173	56.239	1:35.192	153.8	6:43.307							
3	1	5:56.708	3:30.153	1:10.945	1:15.610	68.3	12:40.015								
4	1	3:03.739	<b>B</b>	48.138	<b>51.219</b>	1:24.382	123.4	15:43.754							
5	1	5:57.500	3:55.841	52.261	<b>1:09.398</b>	92.5	21:41.254								
6	1	3:01.201	<b>B</b>	<b>48.077</b>	52.023	1:21.101	141.2	24:42.455							
<b>31</b> Ford Escort RS 1600 1972 TC2 1. Wolf ZWEIFLER															
1	1	3:29.137	1:16.017	57.294	1:15.826	88.3	3:29.137								
2	1	2:59.821	48.086	53.047	1:18.688	183.1	6:28.958								
3	1	5:48.883	<b>B</b>	1:02.885	1:33.435	3:12.563	107.1	12:17.841							
4	1	3:09.771	1:04.383			106.4	15:27.612								
5	1	2:49.367			1:12.134		18:16.979								
6	1	2:49.399	<b>46.124</b>	<b>51.206</b>	1:12.069		21:06.378								
7	1	2:48.690			180.6		23:55.068								
8	1	2:48.076					26:43.144								
9	1	2:46.163			1:11.542		29:29.307								
10	1	2:44.953			<b>1:10.388</b>		32:14.260								
11	1	<b>2:44.937</b>					34:59.197								
12	1	2:45.360					37:44.557								
13	1	2:47.355					40:31.912								
<b>34</b> BMW 3.0 CSL 1973 TC2 1. Olivier BREITTMAYER															
1	1	3:22.639	1:24.575	49.952	1:08.112	106.3	3:22.639								
2	1	2:39.222	43.280	44.628	1:11.314	218.6	6:01.861								
3	1	4:45.864	<b>B</b>	1:14.372	1:32.079	1:59.413	78.0	10:47.725							
4	1	4:22.420	2:35.272	44.885	1:02.263	104.8	15:10.145								
5	1	2:24.017	39.615	43.128	1:01.274	219.5	17:34.162								
6	1	2:30.788	41.915	44.716	1:04.157	208.5	20:04.950								
7	1	2:40.055	40.846	49.375	1:09.834	225.5	22:45.005								
8	1	<b>2:23.258</b>	<b>39.272</b>	<b>42.877</b>	<b>1:01.109</b>	224.1	25:08.263								
9	1	2:50.115	<b>B</b>	40.688	48.574	1:20.853	219.5	27:58.378							
<b>35</b> BMW 635 CSI 1985 Group A 1. Christian TRABER 2. Nicolas TRABER															
1	2	3:21.280	1:21.121	52.020	1:08.139	111.6	3:21.280								
2	2	2:49.043	46.714	48.512	1:13.817	180.0	6:10.323								
3	2	4:34.555	1:11.330	1:32.190	1:51.035	77.1	10:44.878								
4	2	2:36.775	44.437	47.141	1:05.197	182.1	13:21.653								
5	2	2:35.241	42.573	46.567	1:06.101	201.5	15:56.894								
6	2	<b>2:32.439</b>	41.836	<b>45.874</b>	1:04.729	201.1	18:29.333								
7	2	3:04.554	<b>B</b>	45.269	54.495	1:24.790	192.5	21:33.887							
8	1	3:56.824	2:02.461	47.635	1:06.728	99.0	25:30.711								
9	1	2:32.762	<b>41.825</b>	46.064	1:04.873	198.5	28:03.473								
10	1	2:34.062	41.977	47.543	<b>1:04.542</b>	199.6	30:37.535								
11	1	2:48.270	<b>B</b>	44.925	49.667	1:13.678	186.9	33:25.805							
12	1	5:15.507	3:15.058	51.853	1:08.596	96.9	38:41.312								
13	1	2:44.180	<b>B</b>	44.113	47.938	1:12.129	176.8	41:25.492							
<b>44</b> BMW 2002 TI 1970 TC2 1. Katrin BEHRENS															
1	1	3:05.562	58.546	53.920	1:13.096	99.0	3:05.562								



**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
2	1	2:57.594	46.294	51.713	1:19.587	173.9	6:03.156	3	1	4:38.065	1:14.143	1:32.058	1:51.864	86.5	10:42.872
3	1	4:39.043	1:14.487	1:31.814	1:52.742	81.1	10:42.199	4	1	2:27.817	44.055	42.801	1:00.961	187.8	13:10.689
4	1	2:53.207	49.718	51.668	1:11.821	159.8	13:35.406	5	1	2:22.826	39.442	42.523	1:00.861	226.4	15:33.515
5	1	2:50.108	46.173	52.470	1:11.465	175.6	16:25.514	6	1	4:40.248 <b>B</b>	45.226	52.715	3:02.307	215.1	20:13.763
6	1	3:05.175 <b>B</b>	46.495	53.349	1:25.331	176.2	19:30.689	7	1	2:58.578	1:02.998	48.937	1:06.643	111.7	23:12.341
7	1	3:58.631	1:51.305	51.994	1:15.332	105.2	23:29.320	8	1	2:22.640	39.944	42.459	1:00.237	220.0	25:34.981
8	1	2:53.957	47.199	53.122	1:13.636	175.3	26:23.277	9	1	2:22.123	<b>38.551</b>	42.402	1:01.170	229.8	27:57.104
9	1	2:49.528	46.739	52.109	<b>1:10.680</b>	175.6	29:12.805	10	1	4:20.278 <b>B</b>	38.650	42.506	2:59.122	228.8	32:17.382
10	1	<b>2:49.300</b>	<b>44.728</b>	52.987	1:11.585	176.5	32:02.105	11	1	2:56.109	59.056	46.152	1:10.901	136.7	35:13.491
11	1	2:47.713	45.608	51.399	1:10.706	170.6	34:49.818	12	1	<b>2:21.220</b>	39.120	<b>41.934</b>	<b>1:00.166</b>	226.4	37:34.711
12	1	2:48.062	45.584	<b>51.330</b>	1:11.148	175.0	37:37.880	13	1	4:20.598 <b>B</b>	49.793	59.510	2:31.295	193.5	41:55.309
13	1	3:11.416 <b>B</b>	45.749	51.371	1:34.296	175.9	40:49.296								

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

1	1	3:39.834	1:39.920	49.792	1:10.122	105.8	3:39.834
2	1	2:46.134	43.184	47.214	1:15.736	196.7	6:25.968
3	1	4:30.065	1:03.793	1:33.954	1:52.318	105.9	10:56.033
4	1	2:41.968	45.452	48.123	1:08.393	182.1	13:38.001
5	1	2:41.362	44.005	49.349	1:08.008	198.5	16:19.363
6	1	2:38.611	43.949	48.928	1:05.734	196.7	18:57.974
7	1	2:46.908 <b>B</b>	42.704	46.912	1:17.292	203.0	21:44.882
8	2	8:22.834	6:24.851	51.241	1:06.742	99.4	30:07.716
9	2	<b>2:25.581</b>	<b>40.035</b>	<b>43.515</b>	<b>1:02.031</b>	209.7	32:33.297
10	2	2:26.227	40.106	43.952	1:02.169	208.1	34:59.524
11	2	2:52.372 <b>B</b>	45.931	50.649	1:15.792	176.5	37:51.896

**49** BMW 3.0 CSL 1975  
1. Dominique GUENAT TC2  
2. Guillaume MAHE

1	1	3:32.440	1:29.989	51.753	1:10.698	102.0	3:32.440
2	1	2:36.982	43.743	44.457	1:08.782	201.9	6:09.422
3	1	4:35.509	1:11.445	1:32.213	1:51.851	78.6	10:44.931
4	1	2:29.759	45.240	43.739	1:00.780	178.8	13:14.690
5	1	2:22.676	39.109	43.078	1:00.489	221.3	15:37.366
6	1	3:49.163 <b>B</b>	40.573	44.961	2:23.629	225.0	19:26.529
7	1	2:47.274	1:00.199	44.608	1:02.467	118.3	22:13.803
8	1	2:22.418	39.250	42.643	1:00.525	218.6	24:36.221
9	1	4:00.050 <b>B</b>	40.699	45.238	2:34.113	215.6	28:36.271
10	2	2:45.301	1:01.249	43.109	1:00.943	130.1	31:21.572
11	2	<b>2:19.985</b>	<b>38.559</b>	<b>41.758</b>	<b>59.668</b>	223.6	33:41.557

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

1	1	3:00.303	1:14.772	43.596	1:01.935	104.0	3:00.303
2	1	<b>2:19.991</b>	38.628	<b>41.652</b>	<b>59.711</b>	226.9	5:20.294
3	1	3:57.508	52.608	1:20.760	1:44.140	227.4	9:17.802
4	1	2:59.212	1:05.785	52.663	1:00.764	89.6	12:17.014
5	1	4:49.997 <b>B</b>	<b>38.276</b>	41.933	3:29.788	226.4	17:07.011
6	1	2:57.031	1:10.313	44.372	1:02.346	132.4	20:04.042
7	1	2:22.034	38.649	41.826	1:01.559	228.3	22:26.076
8	1	2:21.566	39.092	42.181	1:00.293	226.4	24:47.642
9	1	2:36.753	42.122	49.311	1:05.320	190.5	27:24.395

**51** BMW 3.5 CSL 1975  
1. Yvan MAHE TC2

1	1	3:30.124	1:37.869	47.513	1:04.742		3:30.124
2	1	2:34.683	40.642	45.062	1:08.979	225.0	6:04.807

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

1	1	3:33.389	1:43.822	44.140	1:05.427	100.7	3:33.389
2	1	2:34.994	43.612	42.364	1:09.018	210.1	6:08.383
3	1	4:35.770	1:11.826	1:32.265	1:51.679	78.1	10:44.153
4	1	2:29.353	45.631	43.547	<b>1:00.175</b>	184.0	13:13.506
5	1	2:22.311	38.758	43.247	1:00.306	228.8	15:35.817
6	1	<b>2:21.492</b>	38.866	42.444	1:00.182	230.3	17:57.309
7	1	2:22.110	39.342	<b>42.345</b>	1:00.423	228.8	20:19.419
8	1	4:32.617 <b>B</b>	42.352	50.772	2:59.493	204.5	24:52.036
9	1	2:45.412	1:00.188	43.450	1:01.774	117.5	27:37.448
10	1	2:22.000	<b>38.746</b>	43.013	1:00.241	227.8	29:59.448
11	1	2:28.920	40.067	45.771	1:03.082	230.3	32:28.368
12	1	2:24.605	39.700	43.321	1:01.584	225.0	34:52.973
13	1	2:22.559	39.399	42.545	1:00.615	227.4	37:15.532
14	1	2:24.208	40.422	43.235	1:00.551	224.5	39:39.740

**54** Ford Capri RS 3100 Cologne 1975  
1. Dennis BUSCH TC2  
2. Marc BUSCH

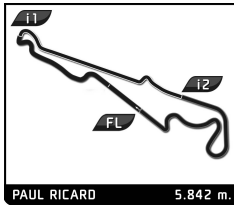
1	1	5:07.080	3:03.063	1:01.388	1:02.629	107.5	5:07.080
2	1	17:34.330	43.030	1:23.099	...	220.9	22:41.410
3	1	<b>2:23.633</b>	<b>39.232</b>	43.560	<b>1:00.841</b>	222.2	25:05.043
4	1	2:38.133 <b>B</b>	39.697	46.978	1:11.458	220.0	27:43.176
5	2	5:45.288	3:55.366	44.700	1:05.222	102.9	33:28.464
6	2	2:26.282	40.180	44.220	1:01.882	220.9	35:54.746
7	2	2:26.809	40.404	44.412	1:01.993	217.7	38:21.555
8	2	2:25.410	39.940	<b>43.250</b>	1:02.220	220.4	40:46.965

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

1	1	2:59.033	1:12.129	44.352	1:02.552	112.1	2:59.033
2	1	2:22.719	39.301	42.816	1:00.602	220.0	5:21.752
3	1	4:09.755	53.019	1:23.081	1:53.655	223.6	9:31.507
4	1	2:59.050	1:13.851	43.321	1:01.878	78.9	12:30.557
5	1	2:22.089	39.157	42.610	1:00.322	221.8	14:52.646
6	1	3:46.084 <b>B</b>	39.431	43.733	2:22.920	222.7	18:38.730
7	1	2:40.778	56.802	42.791	1:01.185	132.4	21:19.508
8	1	2:22.050	39.096	42.712	<b>1:00.242</b>	221.3	23:41.558
9	1	2:31.982	41.554	49.079	1:01.349	225.9	26:13.540
10	1	2:22.136	<b>38.850</b>	42.830	1:00.456	225.0	28:35.676
11	1	<b>2:21.963</b>	39.169	<b>42.431</b>	1:00.363	225.5	30:57.639

**63** Ford Escort RS 1600 1975  
1. Erik MARIS TC2

1	1	14:47.719	...	50.670	1:07.509	111.0	14:47.719
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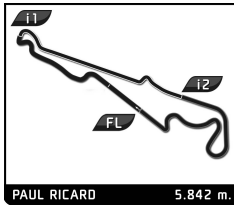


**HERITAGE TOURING CUP**  
**DIX MILLE TOURS**  
**QUALIFYING**

**Sector Analysis**

Sector Analysis							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					
2	1	2:32.258	41.948	46.039	1:04.271	206.9	17:19.977	3	2	3:40.056	1:13.886	1:10.741	1:15.429	71.5	12:38.467					
3	1	2:33.519	42.325	46.250	1:04.944	207.3	19:53.496	4	2	2:52.118	48.171	50.953	1:12.994	153.2	15:30.585					
4	1	3:18.739	53.328	1:07.796	1:17.615	126.3	23:12.235	5	2	2:52.052	46.648	52.559	1:12.845	175.0	18:22.637					
5	1	2:32.026	<b>41.394</b>	46.258	1:04.374	204.9	25:44.261	6	2	3:06.826 <b>B</b>	50.211	51.276	1:25.339	160.7	21:29.463					
6	1	6:20.094 <b>B</b>	53.039	59.901	4:27.154	132.7	32:04.355	7	1	4:55.875	2:52.658	54.168	1:09.049	102.8	26:25.338					
7	1	3:12.821	1:09.781	54.078	1:08.962	100.2	35:17.176	8	1	2:41.852	44.954	49.444	1:07.454	194.2	29:07.190					
8	1	<b>2:30.793</b>	41.408	<b>45.893</b>	<b>1:03.492</b>	205.3	37:47.969	9	1	2:38.138	43.903	47.938	1:06.297	196.0	31:45.328					
<b>64</b> Ford Escort I RS 1600 1975 1.Hervé ORDIONI TC2							<b>81</b> Jaguar XJS Serie 1 1981 1.Tony FOUAN Group A													
1	1	3:41.594	1:39.587	51.481	1:10.526	96.3	3:41.594	1	1	3:30.976	1:20.758	55.825	1:14.393	87.6	3:30.976					
2	1	7:46.138	<b>43.832</b>	5:36.030	1:26.276	198.2	11:27.732	2	1	2:53.287	47.797	50.372	1:15.118	187.5	6:24.263					
3	1	2:47.929	46.160	49.934	1:11.835	192.2	14:15.661	3	1	4:33.820	1:04.816	1:34.046	1:54.958	105.3	10:58.083					
4	1	2:44.672	46.518	49.096	1:09.058	193.9	17:00.333	4	1	<b>2:43.852</b>	45.661	49.501	<b>1:08.690</b>	189.1	13:41.935					
5	1	2:46.358	47.152	49.088	1:10.118	166.7	19:46.691	5	1	3:23.241 <b>B</b>	<b>45.503</b>	<b>49.369</b>	1:48.369	184.3	17:05.176					
6	1	2:44.758	44.774	50.281	1:09.703	193.9	22:31.449	<b>89</b> Ford Escort RS 1600 1975 1.Franco MEINERS TC2												
7	1	<b>2:42.878</b>	44.823	<b>48.251</b>	1:09.804	194.9	25:14.327	1	1	3:33.587	1:31.011	53.323	1:09.253	110.7	3:33.587					
8	1	2:43.419	44.247	49.415	1:09.757	194.2	27:57.746	2	1	2:59.222 <b>B</b>	50.433	48.190	1:20.599	203.8	6:32.809					
9	1	4:56.007 <b>B</b>	47.034	56.590	3:12.383	173.1	32:53.753	3	1	7:18.608	5:27.680	45.734	1:05.194	119.3	13:51.417					
10	1	3:07.813	1:05.693	51.484	1:10.636	93.5	36:01.566	4	1	2:31.635	41.866	45.948	1:03.821	210.5	16:23.052					
11	1	2:43.414	45.072	49.409	<b>1:08.933</b>	193.5	38:44.980	5	1	2:31.192	41.784	45.693	<b>1:03.715</b>	204.2	18:54.244					
<b>71</b> Ford Capri RS 2600 1971 1.Norbert SCHMITZ-KOEP TC2 2.Juergen WESTPHAL							6							1	2:31.084	41.899	<b>45.381</b>	1:03.804	204.5	21:25.328
1	2	4:18.514	2:09.163	55.296	1:14.055	99.3	4:18.514	7	1	<b>2:30.671</b>	<b>40.911</b>	45.503	1:04.257	207.3	23:55.999					
2	2	3:26.256	47.283	55.400	1:43.573	187.8	7:44.770	8	1	2:45.353 <b>B</b>	41.920	47.075	1:16.358	203.8	26:41.352					
3	2	4:06.809	1:11.733	1:25.538	1:29.538	81.8	11:51.579	9	1	6:53.891 <b>B</b>	4:43.014	54.995	1:15.882	103.9	33:35.243					
4	2	<b>2:52.022</b>	<b>46.503</b>	<b>52.379</b>	<b>1:13.140</b>	182.7	14:43.601	10	1	3:25.484 <b>B</b>	1:21.181	49.236	1:15.067	110.1	37:00.727					
5	2	3:06.214 <b>B</b>	48.289	52.820	1:25.105	182.4	17:49.815	<b>90</b> Ford Escort RS 1600 1970 1.Carlos F. CRUZ TC2 2.Filipe NOGUEIRA												
6	1	5:41.648	3:26.776	55.981	1:18.891	102.0	23:31.463	1	1	3:20.786	1:16.756	52.894	1:11.136	93.7	3:20.786					
7	1	3:02.986	48.894	56.073	1:18.019	179.7	26:34.449	2	1	2:51.159	45.868	48.820	1:16.471	186.9	6:11.945					
8	1	3:07.249	51.135	56.646	1:19.468	177.0	29:41.698	3	1	4:40.629	1:11.714	1:36.105	1:52.810	83.5	10:52.574					
9	1	3:09.875	52.040	57.691	1:20.144	174.8	32:51.573	4	1	2:44.971	45.021	50.479	1:09.471	187.5	13:37.545					
10	1	3:09.474	52.069	56.662	1:20.743	176.5	36:01.047	5	1	2:44.578	44.893	50.001	1:09.684	185.6	16:22.123					
11	1	3:10.723	51.903	56.535	1:22.285	166.4	39:11.770	6	1	2:43.388	44.832	<b>48.659</b>	1:09.897	188.8	19:05.511					
<b>74</b> BMW 3.0 CSL 1975 1.Michael KAMMERMANN TC2 2.Sebastian GLASER							7							1	3:00.374 <b>B</b>	46.625	50.752	1:22.997	185.9	22:05.885
1	1	2:49.726	57.217	48.404	1:04.105	111.7	2:49.726	8	2	5:04.453	3:01.096	52.725	1:10.632	85.3	27:10.338					
2	1	2:21.907	38.974	41.920	1:01.013	227.4	5:11.633	9	2	2:44.500	46.466	49.160	1:08.874	187.2	29:54.838					
3	1	3:55.402	42.026	1:23.977	1:49.399	230.3	9:07.035	10	2	<b>2:42.164</b>	<b>44.327</b>	49.041	<b>1:08.796</b>	196.4	32:37.002					
4	1	3:21.042	1:12.697	57.852	1:10.493	89.0	12:28.077	11	2	2:44.284	44.418	50.673	1:09.193	191.5	35:21.286					
5	1	2:19.926	38.869	41.958	<b>59.099</b>	232.3	14:48.003	12	2	2:55.737 <b>B</b>	45.845	50.197	1:19.695	178.2	38:17.023					
6	1	2:21.777	38.630	42.459	1:00.688	232.8	17:09.780	<b>91</b> Ford Capri RS 3100 1975 1.Marcus ANDERSON TC2 2.Mark BLAIR												
7	1	2:22.922	38.266	43.806	1:00.850	229.8	19:32.702	1	1	3:35.479	1:34.684	50.623	1:10.172	112.3	3:35.479					
8	1	2:20.172	38.140	41.751	1:00.281	229.3	21:52.874	2	1	2:47.482	43.735	47.857	1:15.890	180.6	6:22.961					
9	1	2:28.830	40.034	44.637	1:04.159	231.3	24:21.704	3	1	4:31.629	1:03.854	1:35.568	1:52.207	111.3	10:54.590					
10	1	2:37.710 <b>B</b>	38.514	42.067	1:17.129	227.4	26:59.414	4	1	2:35.421	43.369	47.472	1:04.580	189.1	13:30.011					
11	2	4:46.168	3:02.027	43.596	1:00.545	115.4	31:45.582	5	1	2:30.494	41.252	45.359	1:03.883	195.3	16:00.505					
12	2	2:21.316	39.121	42.386	59.809	212.2	34:06.898	6	1	2:29.630	41.320	44.863	1:03.447	199.6	18:30.135					
13	2	<b>2:19.049</b>	<b>37.899</b>	<b>41.589</b>	59.561	222.7	36:25.947	7	1	2:35.843	43.133	46.886	1:05.824	201.9	21:05.978					
14	2	2:36.298 <b>B</b>	41.058	42.309	1:12.931	168.0	39:02.245	<b>77</b> Ford Capri RS 2600 1973 1.Conrad C. ULRICH TC2 2.Conrad M. ULRICH												
1	2	4:53.124	2:28.371	1:03.106	1:21.647	98.5	4:53.124	1	2	4:05.287	56.111	1:19.826	1:49.350	135.7	8:58.411					
2	2	4:05.287	56.111	1:19.826	1:49.350	135.7	8:58.411													





**HERITAGE TOURING CUP**  
**DIX MILLE TOURS**  
**QUALIFYING**

**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
8	1	2:29.611	41.148	44.755	1:03.708	205.7	23:35.589	6	1	4:20.081 <b>B</b>	47.993	53.480	2:38.608	185.9	21:38.148
9	1	2:59.045 <b>B</b>	45.484	52.519	1:21.042	182.4	26:34.634	7	1	3:09.917	1:04.816	53.388	1:11.713	112.7	24:48.065
10	2	4:17.878	2:27.608	45.992	1:04.278	113.8	30:52.512	8	1	2:55.711	49.733	53.331	1:12.647	160.0	27:43.776
11	2	2:28.228	41.269	44.553	<b>1:02.406</b>	197.1	33:20.740	9	1	2:50.440	<b>46.645</b>	52.541	1:11.254	187.2	30:34.216
12	2	<b>2:25.933</b>	<b>39.727</b>	42.947	1:03.259	222.7	35:46.673	10	1	2:57.834	49.236	55.410	1:13.188	175.6	33:32.050
13	2	2:44.604	41.628	52.909	1:10.067	216.4	38:31.277	11	1	2:52.566	47.729	52.798	1:12.039	184.6	36:24.616
14	2	2:33.178	39.922	<b>42.650</b>	1:10.606	221.8	41:04.455	12	1	<b>2:48.374</b>	46.807	<b>51.479</b>	<b>1:10.088</b>	179.1	39:12.990

**96** Ford Escort RS 1600 1974  
1. Théodore MARIS  
2. Achille MARIS TC2

1	1	3:42.496	1:41.516	50.722	1:10.258	109.3	3:42.496
2	1	2:51.879	43.572	49.441	1:18.866	201.9	6:34.375
3	1	4:37.812	1:06.678	1:43.683	1:47.451	133.8	11:12.187
4	1	2:39.746	43.977	47.679	1:08.090	199.3	13:51.933
5	1	2:37.591	43.879	<b>47.153</b>	1:06.559	203.0	16:29.524
6	1	2:38.386	<b>42.916</b>	48.760	1:06.710	200.4	19:07.910
7	1	2:39.639	44.139	47.282	1:08.218	200.0	21:47.549
8	1	4:11.434 <b>B</b>	42.941	47.334	2:41.159	200.4	25:58.983
9	2	3:02.378	1:05.200	50.036	1:07.142	107.7	29:01.361
10	2	2:39.722	43.087	48.649	1:07.986	200.0	31:41.083
11	2	2:39.233	44.368	48.757	1:06.108	195.3	34:20.316
12	2	<b>2:37.459</b>	43.253	47.776	1:06.430	197.8	36:57.775
13	2	2:39.398	45.371	48.029	<b>1:05.998</b>	196.7	39:37.173
14	2	2:38.406	42.980	47.881	1:07.545	200.0	42:15.579

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

1	1	3:23.670	1:25.547	49.721	1:08.402	113.0	3:23.670
2	1	2:40.322	43.796	45.881	1:10.645	189.1	6:03.992
3	1	7:42.328 <b>B</b>	1:14.360	1:31.829	4:56.139	85.9	13:46.320
4	1	2:55.290	1:01.921	46.905	1:06.464	113.4	16:41.610
5	1	10:43.255 <b>B</b>	41.717	50.965	9:10.573	200.4	27:24.865
6	1	3:01.212	1:06.153	49.723	1:05.336	101.1	30:26.077
7	1	<b>2:31.171</b>	41.661	<b>45.458</b>	<b>1:04.052</b>	201.9	32:57.248
8	1	2:31.182	<b>41.465</b>	45.565	1:04.152	204.5	35:28.430

**121** Chevrolet Camaro SS 1971  
1. John DOE  
2. Henri DEBRUS TC2

1	1	4:42.621	2:33.523	53.901	1:15.197	111.8	4:42.621
2	1	3:21.112 <b>B</b>	44.740	59.569	1:36.803	194.6	8:03.733
3	1	6:40.383	4:20.733	1:00.221	1:19.429	101.4	14:44.116
4	1	2:46.367	46.510	49.185	1:10.672	187.5	17:30.483
5	1	2:43.921	<b>43.723</b>	49.816	1:10.382	192.9	20:14.404
6	1	2:42.252	43.852	49.584	<b>1:08.816</b>	197.1	22:56.656
7	1	<b>2:41.417</b>	44.621	<b>47.971</b>	1:08.825	189.8	25:38.073
8	1	3:12.478 <b>B</b>	47.525	1:00.420	1:24.533	192.5	28:50.551
9	2	5:42.230	3:29.442	56.960	1:15.828	94.8	34:32.781
10	2	2:52.223	47.851	51.856	1:12.516	168.0	37:25.004
11	2	3:27.214 <b>B</b>	47.840	57.733	1:41.641	171.2	40:52.218

**150** BMW 635 CSI 1983  
1. Jeanne MILLE Group A

1	1	4:15.723	2:03.890	55.767	1:16.066	98.7	4:15.723
2	1	3:17.863	48.184	54.606	1:35.073	175.9	7:33.586
3	1	3:55.890	1:14.736	1:20.565	1:20.589	96.9	11:29.476
4	1	2:57.362	47.576	54.159	1:15.627	180.3	14:26.838
5	1	2:51.229	46.942	52.272	1:12.015	186.5	17:18.067

**177** Chevrolet Camaro II 1974  
1. Eric BROUTIN  
2. Benjamin de FORTIS TC2

1	2	4:10.626	2:11.456	50.320	1:08.850	104.5	4:10.626
2	2	2:59.546 <b>B</b>	40.652	45.626	1:33.268	214.3	7:10.172
3	2	6:18.401	4:29.807	45.895	1:02.699	131.4	13:28.573
4	2	<b>2:25.123</b>	40.520	42.945	<b>1:01.658</b>	206.5	15:53.696
5	2	2:25.373	<b>39.676</b>	<b>42.854</b>	1:02.843	220.4	18:19.069
6	2	3:12.757 <b>B</b>	40.889	58.019	1:33.849	204.9	21:31.826
7	1	9:13.774	7:21.478	45.998	1:06.298	117.8	30:45.600
8	1	2:29.532	41.468	45.315	1:02.749	214.7	33:15.132
9	1	2:46.027 <b>B</b>	40.881	45.769	1:19.377	214.7	36:01.159

**722** BMW 2002 TI 1971  
1. Cornelius DORNIER TC2

1	1	3:13.303	1:01.657	54.520	1:17.126	106.6	3:13.303
2	1	3:00.755	48.878	54.752	1:17.125	168.7	6:14.058
3	1	4:40.158	1:10.238	1:36.118	1:53.802	85.2	10:54.216
4	1	2:55.872	49.062	53.023	1:13.787	172.5	13:50.088
5	1	2:51.990	47.055	52.374	1:12.561	175.0	16:42.078
6	1	2:51.106	<b>45.910</b>	52.434	1:12.762	176.5	19:33.184
7	1	2:50.037	46.810	51.551	<b>1:11.676</b>	176.8	22:23.221
8	1	2:50.896	47.143	51.045	1:12.708	175.9	25:14.117
9	1	<b>2:49.145</b>	46.022	51.224	1:11.899	176.5	28:03.262
10	1	2:50.097	46.211	51.984	1:11.902	175.9	30:53.359
11	1	2:54.429 <b>B</b>	46.456	<b>50.708</b>	1:17.265	174.8	33:47.788
12	1	4:21.752	2:17.831	51.651	1:12.270	107.2	38:09.540
13	1	2:51.537	47.923	51.804	1:11.810	170.6	41:01.077