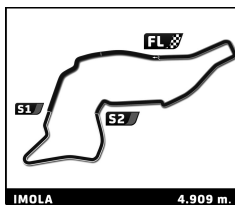


HERITAGE TOURING CUP IMOLA CLASSIC RACE

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
2 FORD Escort 1600 RS 1972 1. Geoffroy PETER 2. Philippe SCENAMA TC2								3	1	2:31.313	32.616	50.680	1:08.017	177.9	9:23.562
1	1	3:42.453	1:13.562	1:02.360	1:26.531		3:42.453	4	1	2:46.824 B	33.439	49.146	1:24.239	170.6	12:10.386
2	1	3:11.758	55.925	58.231	1:17.602	74.7	6:54.211	5	1	2:47.768	48.663	49.685	1:09.420	127.2	14:58.154
3	1	2:30.652	33.109	49.590	1:07.953	152.3	9:24.863	6	1	2:33.878	32.473	49.677	1:11.728	180.9	17:32.032
4	1	2:23.673	32.672	46.194	1:04.807	177.6	11:48.536	7	1	2:40.168	36.040	52.966	1:11.162	160.7	20:12.200
5	1	2:20.699	30.147	45.978	1:04.574	181.8	14:09.235	8	1	2:34.975	34.684	50.799	1:09.492	165.1	22:47.175
6	1	2:22.099	30.114	46.933	1:05.052	181.2	16:31.334	9	1	3:02.366	39.555	1:06.414	1:16.397	156.7	25:49.541
7	1	2:30.422	29.918	50.084	1:10.420	194.6	19:01.756	10	1	2:30.861	32.335	49.076	1:09.450	181.2	28:20.402
8	1	3:06.227	34.065	50.681	1:41.481	146.5	22:07.983	11	1	4:57.013 B	31.827	47.909	3:37.277	179.1	33:17.415
9	1	3:26.618	1:03.787	1:07.630	1:15.201	58.3	25:34.601	12	1	2:51.895	47.640	52.670	1:11.585	138.1	36:09.310
10	1	2:21.954	30.757	47.002	1:04.195	176.2	27:56.555	13	1	2:26.863	31.509	48.665	1:06.689	182.1	38:36.173
11	1	2:21.589	29.727	46.991	1:04.871	189.8	30:18.144	14	1	2:23.552	30.502	46.752	1:06.298	201.5	40:59.725
12	1	3:44.191 B	30.175	47.122	2:26.894	180.6	34:02.335	15	1	2:20.756	29.854	46.004	1:04.898	206.5	43:20.481
13	1	2:50.322	46.856	53.084	1:10.382	133.8	36:52.657	16	1	2:21.814	29.619	46.883	1:05.312	204.5	45:42.295
14	1	2:29.979	32.235	49.920	1:07.824	156.5	39:22.636	17	1	2:20.335	29.434	46.385	1:04.516	212.2	48:02.630
15	1	2:29.089	31.650	48.607	1:08.832	165.1	41:51.725	18	1	2:19.092	29.460	45.210	1:04.422	215.6	50:21.722
16	1	2:23.632	31.002	47.189	1:05.441	165.9	44:15.357	19	1	2:20.202	29.236	45.483	1:05.483	216.4	52:41.924
17	1	2:22.124	31.632	46.239	1:04.253	170.1	46:37.481	20	1	2:20.738	29.660	45.428	1:05.650	215.1	55:02.662
18	1	2:18.590	29.458	45.537	1:03.595	182.7	48:56.071	11 BMW 3.0 CSL 1973 1. Charles FIRMENICH 2. Henri MOSER TC2							
19	1	2:18.563	29.046	45.978	1:03.539	192.2	51:14.634	1	1	3:36.342	1:00.164	1:04.861	1:31.317		3:36.342
20	1	2:18.270	30.042	45.654	1:02.574	186.9	53:32.904	2	1	3:09.326	52.895	55.973	1:20.458	68.0	6:45.668
21	1	2:18.930	28.931	45.727	1:04.272	191.8	55:51.834	3	1	2:34.466	33.380	50.886	1:10.200	167.2	9:20.134
22	1	2:21.408	29.647	47.180	1:04.581	182.1	58:13.242	4	1	2:28.664	32.210	48.955	1:07.499	174.2	11:48.798
23	1	2:18.312	28.965	46.292	1:03.055	197.4	1:00:31.554	5	1	2:27.691	31.722	48.086	1:07.883	174.8	14:16.489
5 FORD Capri 2600 RS 1973 1. Alain VÖGELE TC2								6	1	2:27.424	31.722	48.228	1:07.474	180.0	16:43.913
1	1	3:42.336	1:12.571	1:02.524	1:27.241		3:42.336	7	1	2:28.676	31.184	49.223	1:08.269	206.5	19:12.589
2	1	3:11.325	55.863	57.559	1:17.903	70.9	6:53.661	8	1	2:57.750	31.807	49.533	1:36.410	183.7	22:10.339
3	1	2:33.922	33.295	50.513	1:10.114	155.2	9:27.583	9	1	4:56.053 B	1:03.507	1:07.644	2:44.902	57.9	27:06.392
4	1	2:36.263	37.985	49.305	1:08.973	193.9	12:03.846	10	1	2:51.295	53.071	49.672	1:08.552	118.4	29:57.687
5	1	2:27.155	31.385	48.419	1:07.351	175.0	14:31.001	11	1	2:27.301	31.385	49.589	1:06.327	181.5	32:24.988
6	1	2:28.002	30.760	48.423	1:08.819	189.1	16:59.003	12	1	2:21.650	30.392	46.444	1:04.814	192.9	34:46.638
7	1	2:28.862	32.551	49.161	1:07.150	159.8	19:27.865	13	1	2:21.610	29.922	46.661	1:05.027	199.3	37:08.248
8	1	2:50.826	31.573	48.758	1:30.495	185.9	22:18.691	14	1	2:21.006	29.489	46.057	1:05.460	199.3	39:29.254
9	1	3:25.944	1:02.500	1:05.118	1:18.326	57.5	25:44.635	15	1	2:18.950	29.075	45.578	1:04.297	205.7	41:48.204
10	1	3:54.800 B	32.926	49.509	2:32.365	180.9	29:39.435	16	1	2:17.602	28.912	44.603	1:04.087	208.5	44:05.806
11	1	2:42.819	48.632	48.285	1:05.902	138.8	32:22.254	17	1	2:18.955	29.064	45.889	1:04.002	210.1	46:24.761
12	1	2:22.377	30.530	47.156	1:04.691	189.5	34:44.631	18	1	2:14.145	28.730	43.627	1:01.788	210.1	48:38.906
13	1	2:22.006	30.469	47.799	1:03.738	195.3	37:06.637	19	1	2:13.012	28.494	43.210	1:01.308	208.1	50:51.918
14	1	2:21.394	30.134	46.618	1:04.642	192.5	39:28.031	20	1	2:12.413	28.066	43.200	1:01.147	223.6	53:04.331
15	1	2:21.937	30.070	46.957	1:04.910	195.3	41:49.968	21	1	2:12.064	28.021	42.737	1:01.306	211.4	55:16.395
16	1	2:22.544	29.567	46.890	1:06.087	200.0	44:12.512	22	1	2:12.101	27.706	43.236	1:01.159	213.9	57:28.496
17	1	2:19.367	29.423	46.065	1:03.879	204.2	46:31.879	23	1	2:12.000	27.979	42.764	1:01.257	210.1	59:40.496
18	1	2:17.587	29.268	45.659	1:02.660	205.7	48:49.466	24	1	2:18.309	29.753	45.270	1:03.286	207.3	1:01:58.805
19	1	2:18.370	30.132	45.611	1:02.627	187.5	51:07.836	13 BMW 530i US 1977 1. Philippe TRUFFIER TC1							
20	1	2:16.497	28.981	45.139	1:02.377	207.3	53:24.333	1	1	3:48.813	1:18.791	1:03.010	1:27.012		3:48.813
21	1	2:18.352	29.491	44.966	1:03.895	191.5	55:42.685	2	1	3:15.954	55.579	1:00.140	1:20.235	73.3	7:04.767
22	1	2:21.385	28.823	45.608	1:06.954	206.9	58:04.070	3	1	2:38.915	33.675	54.496	1:10.744	184.6	9:43.682
23	1	2:19.397	28.578	46.715	1:04.104	203.0	1:00:23.467	4	1	2:32.792	32.532	50.222	1:10.038	182.7	12:16.474
8 FORD Escort 1600 RS 1972 1. Xavier GALANT 2. Vincent NEURISSE TC2								5	1	2:34.057	33.257	51.064	1:09.736	178.5	14:50.531
1	1	3:41.018	1:09.358	1:04.008	1:27.652		3:41.018	6	1	2:33.376	32.907	50.343	1:10.126	177.0	17:23.907
2	1	3:11.231	55.044	57.965	1:18.222	73.1	6:52.249	7	1	2:39.651	35.912	52.735	1:11.004	158.1	20:03.558
								8	1	2:37.266	34.582	52.600	1:10.084	162.7	22:40.824
								9	1	3:08.194	44.602	1:06.352	1:17.240	123.6	25:49.018



HERITAGE TOURING CUP IMOLA CLASSIC RACE

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	1	2:31.717	32.143	49.133	1:10.441	183.7	28:20.735	14	1	2:24.997	30.881	47.202	1:06.914	178.8	39:16.697
11	1	2:50.548 B	32.887	49.205	1:28.456	180.6	31:11.283	15	1	2:23.112	30.469	47.330	1:05.313	184.6	41:39.809
12	1	3:41.959	1:46.891	48.136	1:06.932	139.5	34:53.242	16	1	2:22.766	29.700	47.897	1:05.169	206.1	44:02.575
13	1	2:25.786	31.477	47.784	1:06.525	184.0	37:19.028	17	1	2:23.863	29.978	47.801	1:06.084	208.9	46:26.438
14	1	2:24.798	30.968	47.446	1:06.384	192.5	39:43.826	18	1	2:22.262	30.317	47.240	1:04.705	192.9	48:48.700
15	1	2:25.622	31.848	47.702	1:06.072	184.3	42:09.448	19	1	2:24.470	30.885	48.162	1:05.423	184.0	51:13.170
16	1	2:23.550	30.595	47.436	1:05.519	197.1	44:32.998	20	1	2:34.441	31.374	53.018	1:10.049	178.5	53:47.611
17	1	2:23.819	30.344	47.084	1:06.391	192.5	46:56.817	21	1	2:33.542	31.319	49.440	1:12.783	176.2	56:21.153
18	1	2:27.522	32.529	47.821	1:07.172	187.2	49:24.339	22	1	2:29.472	32.984	48.615	1:07.873	152.8	58:50.625
19	1	2:22.740	30.992	46.265	1:05.483	180.9	51:47.079	23	1	2:35.442	31.349	51.028	1:13.065	177.6	1:01:26.067
20	1	2:22.167	30.034	46.848	1:05.285	192.9	54:09.246								
21	1	2:20.461	29.908	46.211	1:04.342	198.2	56:29.707								
22	1	2:22.054	29.983	45.892	1:06.179	194.6	58:51.761								
23	1	2:24.743	31.216	47.856	1:05.671	186.2	1:01:16.504								

14**FORD Capri 2600 RS 1972**
1. Carlo VÖGELE

TC2

1	1	3:39.191	1:03.720	1:04.528	1:30.943		3:39.191
2	1	3:09.166	53.268	55.941	1:19.957	72.1	6:48.357
3	1	2:26.912	32.019	50.001	1:04.892	175.0	9:15.269
4	1	2:21.376	29.327	48.367	1:03.682	201.9	11:36.645
5	1	2:18.711	29.082	45.809	1:03.820	208.1	13:55.356
6	1	2:18.236	29.924	45.245	1:03.067	200.4	16:13.592
7	1	2:26.150	29.095	47.732	1:09.323	205.3	18:39.742
8	1	3:23.868	33.633	59.712	1:50.523	166.2	22:03.610
9	1	4:38.302 B	1:04.945	1:08.133	2:25.224	58.5	26:41.912
10	1	2:36.020	47.985	45.352	1:02.683	145.0	29:17.932
11	1	2:15.121	28.506	44.710	1:01.905	215.6	31:33.053
12	1	2:14.848	28.549	44.597	1:01.702	206.9	33:47.901
13	1	2:21.014	28.518	44.857	1:07.639	209.7	36:08.915
14	1	2:14.902	29.337	44.451	1:01.114	192.2	38:23.817
15	1	2:13.198	28.331	43.762	1:01.105	201.1	40:37.015
16	1	2:14.957	28.213	44.431	1:02.313	214.3	42:51.972
17	1	2:14.290	28.465	44.827	1:00.998	220.0	45:06.262
18	1	2:13.612	28.443	43.746	1:01.423	220.4	47:19.874
19	1	2:16.937	30.020	45.062	1:01.855	220.4	49:36.811
20	1	2:13.984	28.052	44.202	1:01.730	220.0	51:50.795
21	1	2:14.818	28.131	44.384	1:02.303	220.9	54:05.613
22	1	2:15.021	28.483	44.581	1:01.957	212.2	56:20.634
23	1	2:16.233	28.768	44.290	1:03.175	203.8	58:36.867
24	1	2:19.089	28.840	45.217	1:05.032	199.6	1:00:55.956

20**BMW 3.0 CSL 1975**
1. Christian DUMOLIN
2. Pierre-Alain THIBAUT

TC2

1	1	3:36.929	1:00.119	1:04.848	1:31.962		3:36.929
2	1	3:09.095	52.945	56.037	1:20.113	65.9	6:46.024
3	1	2:21.787	30.523	46.771	1:04.493	192.9	9:07.811
4	1	2:19.148	29.076	46.713	1:03.359	208.9	11:26.959
5	1	2:18.998	29.190	45.966	1:03.842	206.9	13:45.957
6	1	2:19.954	29.578	45.857	1:04.519	206.1	16:05.911
7	1	2:26.707	29.731	48.410	1:08.566	188.2	18:32.618
8	1	3:29.670	33.299	1:05.149	1:51.222	154.3	22:02.288
9	1	3:27.655	1:04.353	1:08.195	1:15.107	56.4	25:29.943
10	1	2:19.501	30.128	45.998	1:03.375	196.7	27:49.444
11	1	3:50.724 B	29.757	45.948	2:35.019	184.3	31:40.168
12	1	2:46.024	49.315	49.658	1:07.051	129.7	34:26.192
13	1	2:25.508	31.038	47.911	1:06.559	172.2	36:51.700

25**BMW 3.0 CSL 1975**
1. Christian TRABER

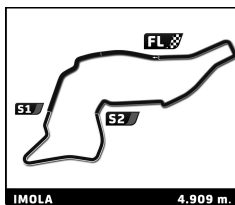
TC2

1	1	3:30.549	50.328	1:06.998	1:33.223		3:30.549
2	1	3:11.744	49.594	57.590	1:24.560	108.3	6:42.293
3	1	2:21.897	31.052	47.999	1:02.846	194.9	9:04.190
4	1	2:15.413	28.624	44.941	1:01.848	205.7	11:19.603
5	1	2:14.657	28.983	44.728	1:00.946	197.1	13:34.260
6	1	2:15.741	28.280	45.083	1:02.378	214.3	15:50.001
7	1	2:30.762	28.180	45.401	1:17.181	216.0	18:20.763
8	1	3:36.127	39.930	1:06.550	1:49.647	127.8	21:56.890
9	1	3:30.953	1:04.647	1:07.243	1:19.063	71.1	25:27.843
10	1	2:18.292	30.827	46.110	1:01.355	198.9	27:46.135
11	1	2:16.046	29.452	45.058	1:01.536	195.7	30:02.181
12	1	3:35.464 B	29.130	45.808	2:20.526	189.1	33:37.645
13	1	2:30.351	43.125	43.850	1:03.376	158.1	36:07.996
14	1	2:14.166	28.723	44.353	1:01.090	198.2	38:22.162
15	1	2:11.215	27.605	43.355	1:00.255	205.3	40:33.377
16	1	2:13.123	28.337	43.708	1:01.078	208.9	42:46.500
17	1	2:11.335	27.777	43.220	1:00.338	209.7	44:57.835
18	1	2:11.646	27.250	43.974	1:00.422	207.7	47:09.481
19	1	2:11.115	27.091	43.248	1:00.776	210.5	49:20.596
20	1	2:13.228	27.323	43.548	1:02.357	203.4	51:33.824
21	1	2:10.702	27.254	42.236	1:01.212	207.7	53:44.526
22	1	2:10.415	26.872	42.923	1:00.620	216.0	55:54.941
23	1	2:11.175	27.165	43.288	1:00.722	210.5	58:06.116
24	1	2:12.269	27.731	43.978	1:00.560	214.3	1:00:18.385

28**FORD Escort 1600 RS 1975**
1. Peter VÖGELE

TC2

1	1	3:44.274	1:16.262	1:01.376	1:26.636		3:44.274
2	1	3:12.767	56.433	59.033	1:17.301	72.3	6:57.041
3	1	2:33.746	32.373	51.020	1:10.353	170.3	9:30.787
4	1	2:28.713	31.903	49.012	1:07.798	185.9	11:59.500
5	1	2:26.177	30.502	48.842	1:06.833	201.5	14:25.677
6	1	2:27.270	30.520	48.528	1:08.222	198.9	16:52.947
7	1	2:33.801	32.045	52.546	1:09.210	200.4	19:26.748
8	1	2:50.876	30.880	48.296	1:31.700	198.2	22:17.624
9	1	4:45.151 B	1:01.904	1:05.754	2:37.493	54.6	27:02.775
10	1	2:45.849	48.859	48.427	1:08.563	135.2	29:48.624
11	1	2:25.128	33.385	47.051	1:04.692	204.2	32:13.752
12	1	2:22.909	29.786	47.203	1:05.920	208.5	34:36.661
13	1	2:21.213	29.513	46.867	1:04.833	214.3	36:57.874
14	1	2:25.736	29.436	48.097	1:08.203	215.6	39:23.610
15	1	2:21.053	29.903	46.200	1:04.950	202.2	41:44.663
16	1	2:22.862	29.241	47.127	1:06.494	218.2	44:07.525
17	1	2:19.361	29.252	46.397	1:03.712	219.1	46:26.886



HERITAGE TOURING CUP IMOLA CLASSIC RACE

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
18	1	2:22.110	30.318	47.272	1:04.520	203.8	48:48.996	15	1	2:25.241	31.270	47.344	1:06.627	185.6	41:58.428
19	1	2:17.907	28.846	45.237	1:03.824	212.2	51:06.903	16	1	2:26.452	31.075	48.745	1:06.632	193.5	44:24.880
20	1	2:17.132	29.076	44.893	1:03.163	213.0	53:24.035	17	1	2:25.364	31.132	48.123	1:06.109	189.5	46:50.244
21	1	2:17.082	29.249	44.877	1:02.956	202.6	55:41.117	18	1	2:23.167	31.012	46.863	1:05.292	184.3	49:13.411
22	1	2:22.665	29.277	46.260	1:07.128	212.2	58:03.782	19	1	2:24.221	30.784	46.258	1:07.179	192.9	51:37.632
23	1	2:21.166	29.944	47.958	1:03.264	201.9	1:00:24.948	20	1	2:22.513	29.857	46.432	1:06.224	193.5	54:00.145
29 AMC Javelin 1972 1.Marc DEVIS 2.Martin O'CONNELL TC2								21	1	2:26.263	30.980	47.974	1:07.309	188.2	56:26.408
								22	1	2:25.016	31.476	46.084	1:07.456	184.3	58:51.424
								23	1	2:23.608	30.906	47.520	1:05.182	183.1	1:01:15.032

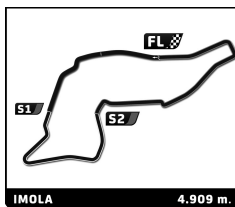
1	1	3:32.490	53.657	1:06.379	1:32.454		3:32.490
2	1	3:10.315	52.373	55.577	1:22.365	69.0	6:42.805
3	1	2:18.506	30.551	45.144	1:02.811	195.3	9:01.311
4	1	2:16.573	28.728	45.232	1:02.613	216.0	11:17.884
5	1	2:15.280	28.614	44.484	1:02.182	203.4	13:33.164
6	1	2:16.171	28.627	45.293	1:02.251	208.5	15:49.335

30 BMW 2002 Ti 1970 1.Nicolas TRABER TC2	1	1	3:48.205	1:18.176	1:02.825	1:27.204		3:48.205
	2	1	3:14.851	55.570	59.820	1:19.461	73.4	7:03.056
	3	1	2:44.674	35.050	55.752	1:13.872	162.7	9:47.730
	4	1	2:39.097	34.028	52.200	1:12.869	179.4	12:26.827
	5	1	2:38.040	34.184	51.936	1:11.920	175.6	15:04.867
	6	1	2:37.410	32.797	51.569	1:13.044	191.2	17:42.277
	7	1	2:48.005	37.159	54.890	1:15.956	138.8	20:30.282
	8	1	2:45.340	36.978	54.497	1:13.865	139.9	23:15.622
	9	1	2:42.983	35.339	53.568	1:14.076	163.4	25:58.605
	10	1	3:54.296	B 34.284	51.591	2:28.421	169.0	29:52.901
	11	1	2:57.154	52.406	52.860	1:11.888	125.4	32:50.055
	12	1	2:34.334	33.182	50.769	1:10.383	177.6	35:24.389
	13	1	2:31.560	32.179	49.572	1:09.809	183.4	37:55.949
	14	1	2:30.036	32.014	49.012	1:09.010	176.8	40:25.985
	15	1	2:31.364	31.968	50.034	1:09.362	182.4	42:57.349
	16	1	2:29.737	31.418	49.647	1:08.672	184.3	45:27.086
	17	1	2:26.877	31.162	48.470	1:07.245	190.5	47:53.963
	18	1	2:24.802	30.389	47.544	1:06.869	197.4	50:18.765
	19	1	2:24.191	30.515	46.556	1:07.120	195.3	52:42.956
	20	1	2:30.748	30.530	48.292	1:11.926	199.3	55:13.704
	21	1	3:02.286	40.231	57.235	1:24.820	149.2	58:15.990
	22	1	3:07.485	42.513	1:00.927	1:24.045	124.3	1:01:23.475

33 BMW 635 CSI 1985 1.Robert BOOS 2.Pascal GOURY Group A	1	1	3:43.469	1:14.930	1:01.802	1:26.737		3:43.469
	2	1	3:11.244	55.816	58.607	1:16.821	72.3	6:54.713
	3	1	2:34.710	34.067	49.692	1:10.951	155.8	9:29.423
	4	1	2:28.940	32.362	49.192	1:07.386	178.5	11:58.363
	5	1	2:25.820	30.916	48.491	1:06.413	191.5	14:24.183
	6	1	2:27.662	31.286	48.659	1:07.717	181.5	16:51.845
	7	1	2:28.187	31.492	50.159	1:06.536	181.8	19:20.032
	8	1	2:55.776	31.870	48.217	1:35.689	174.8	22:15.808
	9	1	3:26.204	1:01.624	1:06.716	1:17.864	58.4	25:42.012
	10	1	2:27.585	32.202	48.279	1:07.104	184.6	28:09.597
	11	1	3:52.346	B 31.856	48.136	2:32.354	177.9	32:01.943
	12	1	2:40.613	48.600	47.135	1:04.878	135.7	34:42.556
	13	1	2:26.655	30.524	49.351	1:06.780	195.7	37:09.211
	14	1	2:23.976	30.643	47.471	1:05.862	191.5	39:33.187

36 BMW 635 CSI 1984 1.Franz WUNDERLICH 2.Micheal GNANI Group A	1	1	3:40.962	1:08.862	1:03.864	1:28.236		3:40.962
	2	1	3:11.419	54.789	57.072	1:19.558	77.6	6:52.381
	3	1	2:35.404	33.610	50.477	1:11.317	147.1	9:27.785
	4	1	2:29.024	33.225	48.825	1:06.974	168.0	11:56.809
	5	1	2:26.187	31.380	48.700	1:06.107	182.7	14:22.996
	6	1	2:27.990	31.506	48.522	1:07.962	183.4	16:50.986
	7	1	2:28.288	31.708	49.839	1:06.741	179.4	19:19.274
	8	1	2:55.351	30.727	48.234	1:36.390	194.9	22:14.625
	9	1	3:27.024	1:02.356	1:06.600	1:18.068	57.4	25:41.649
	10	1	2:33.830	34.944	48.351	1:10.535	198.9	28:15.479
	11	1	3:58.973	B 30.681	47.797	2:40.495	194.6	32:14.452
	12	1	2:44.114	48.344	47.379	1:08.391	138.1	34:58.566
	13	1	2:22.302	30.318	47.066	1:04.918	187.2	37:20.868
	14	1	2:22.825	30.209	47.049	1:05.567	189.5	39:43.693
	15	1	2:23.823	30.714	47.116	1:05.993	188.2	42:07.516
	16	1	2:21.020	30.241	46.493	1:04.286	184.0	44:28.536
	17	1	2:22.648	29.994	47.680	1:04.974	193.5	46:51.184
	18	1	2:22.757	30.553	46.980	1:05.224	179.4	49:13.941
	19	1	2:22.153	30.655	46.447	1:05.051	184.3	51:36.094
	20	1	2:18.327	29.027	46.006	1:03.294	198.5	53:54.421
	21	1	2:18.504	29.238	45.256	1:04.010	201.9	56:12.925
	22	1	2:21.100	30.776	45.536	1:04.788	180.9	58:34.025
	23	1	2:19.968	29.845	46.132	1:03.991	181.8	1:00:53.993

43 FORD Escort 1600 RS 1975 1.Patrick HAUTOT TC2	1	1	3:41.418	1:10.442	1:03.453	1:27.523		3:41.418
	2	1	3:11.488	55.231	57.799	1:18.458	75.1	6:52.906
	3	1	2:26.445	31.996	46.644	1:07.805	171.4	9:19.351
	4	1	2:21.017	30.569	46.401	1:04.047	193.5	11:40.368
	5	1	2:21.568	30.056	46.157	1:05.355	193.9	14:01.936
	6	1	2:22.266	30.186	46.947	1:05.133	196.4	16:24.202
	7	1	2:26.858	30.548	48.676	1:07.634	183.7	18:51.060
	8	1	3:16.119	32.696	52.539	1:50.884	164.4	22:07.179
	9	1	3:26.411	1:03.773	1:07.524	1:15.114	61.5	25:33.590
	10	1	2:22.208	30.923	47.054	1:04.231	184.0	27:55.798
	11	1	2:22.102	29.991	47.204	1:04.907	199.3	30:17.900
	12	1	2:22.918	30.325	46.835	1:05.758	181.2	32:40.818
	13	1	3:41.196	B 30.463	46.320	2:24.413	183.1	36:22.014
	14	1	2:35.751	43.183	48.068	1:04.500	150.8	38:57.765
	15	1	2:21.363	30.678	46.234	1:04.451	195.3	41:19.128
	16	1	2:22.350	30.243	46.839	1:05.268	183.4	43:41.478
	17	1	2:21.889	30.399	47.030	1:04.460	181.8	46:03.367
	18	1	2:22.094	30.323	46.919	1:04.852	183.7	48:25.461
	19	1	2:21.010	30.355	46.460	1:04.195	184.9	50:46.471

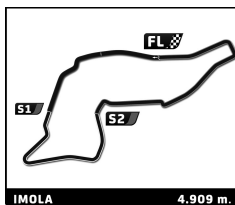


HERITAGE TOURING CUP IMOLA CLASSIC RACE

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
20	1	2:21.467	30.076	45.949	1:05.442	186.2	53:07.938	19	1	2:15.244	28.826	43.862	1:02.556	214.3	50:01.072
21	1	2:20.773	29.988	46.127	1:04.658	193.5	55:28.711	20	1	2:14.772	28.953	43.614	1:02.205	201.9	52:15.844
22	1	2:24.253	30.673	47.227	1:06.353	181.8	57:52.964	21	1	2:14.997	28.154	44.042	1:02.801	216.0	54:30.841
23	1	2:22.263	30.779	46.449	1:05.035	175.3	1:00:15.227	22	1	2:15.665	28.575	43.960	1:03.130	216.0	56:46.506
45 BMW 2002 1971 1. Bart BLOMMAERT 2. Rikkert LEEMAN TC2								55 FORD Capri 2600 RS 1975 1. Grahame BRYANT 2. Oliver BRYANT TC2							
1	1	3:51.993	1:21.979	1:02.909	1:27.105		3:51.993	1	1	3:34.039	54.501	1:06.648	1:32.890		3:34.039
2	1	3:16.498	55.210	1:00.836	1:20.452	68.0	7:08.491	2	1	3:09.432	51.873	55.705	1:21.854	74.5	6:43.471
3	1	2:48.081	37.404	55.468	1:15.209	141.2	9:56.572	3	1	2:19.110	30.546	45.751	1:02.813	193.2	9:02.581
4	1	2:44.134	35.778	54.206	1:14.150	148.4	12:40.706	4	1	2:16.140	28.971	45.458	1:01.711	197.1	11:18.721
5	1	2:42.072	35.260	53.230	1:13.582	151.9	15:22.778	5	1	2:15.448	28.851	45.017	1:01.580	200.7	13:34.169
6	1	2:45.658	34.728	53.210	1:17.720	158.6	18:08.436	6	1	2:16.858	28.844	45.012	1:03.002	193.2	15:51.027
7	1	3:46.095	42.402	1:13.929	1:49.764	130.8	21:54.531	7	1	2:31.896	28.966	44.837	1:18.093	200.7	18:22.923
8	1	3:28.498	1:04.400	1:05.479	1:18.619	70.6	25:23.029	8	1	3:35.554	38.811	1:06.202	1:50.541	144.6	21:58.477
9	1	4:26.337	35.801	58.507	2:52.029	155.8	29:49.366	9	1	4:46.467	1:04.113	1:07.921	2:34.433	67.1	26:44.944
10	1	3:28.836	57.272	1:03.897	1:27.667	104.1	33:18.202	10	1	2:35.747	46.648	47.261	1:01.838	150.8	29:20.691
11	1	3:08.876	42.364	1:01.923	1:24.589	127.7	36:27.078	11	1	2:13.811	28.473	44.264	1:01.074	206.9	31:34.502
12	1	3:03.319	40.528	58.097	1:24.694	143.8	39:30.397	12	1	2:14.058	28.691	44.165	1:01.202	204.9	33:48.560
13	1	2:58.641	38.530	58.569	1:21.542	142.1	42:29.038	13	1	2:18.581	28.580	44.527	1:05.474	200.7	36:07.141
14	1	3:01.197	39.348	1:00.317	1:21.532	146.9	45:30.235	14	1	2:13.542	28.615	44.066	1:00.861	200.4	38:20.683
15	1	2:56.243	38.033	58.055	1:20.155	152.5	48:26.478	15	1	2:13.975	28.451	43.521	1:02.003	204.9	40:34.658
16	1	2:54.686	37.730	56.727	1:20.229	148.6	51:21.164	16	1	2:13.087	28.496	44.073	1:00.518	203.0	42:47.745
17	1	2:47.988	36.097	55.290	1:16.601	165.6	54:09.152	17	1	2:11.597	27.893	43.383	1:00.321	207.7	44:59.342
18	1	2:44.704	35.162	54.201	1:15.341	168.0	56:53.856	18	1	2:10.810	28.001	42.531	1:00.278	203.8	47:10.152
19	1	2:43.577	35.181	53.618	1:14.778	168.0	59:37.433	19	1	2:11.111	28.048	42.194	1:00.869	205.7	49:21.263
20	1	2:45.873	35.845	54.244	1:15.784	165.6	1:02:23.306	20	1	2:12.399	27.830	42.533	1:02.036	209.3	51:33.662
50 FORD Capri 3100 RS 1975 1. Maxime GUENAT TC2								57 FORD Mustang GT Pinepoc 1984 1. Benjamin PORON Group A							
1	1	3:31.590	52.341	1:06.600	1:32.649		3:31.590	1	1	3:35.543	59.349	1:04.782	1:31.412		3:35.543
2	1	3:10.992	51.109	56.438	1:23.445	72.0	6:42.582	2	1	3:09.217	52.978	55.740	1:20.499	67.9	6:44.760
3	1	2:17.838	29.592	45.578	1:02.668	205.7	9:00.420	3	1	2:21.374	30.925	46.901	1:03.548	184.9	9:06.134
4	1	2:16.532	28.608	45.476	1:02.448	213.0	11:16.952	4	1	2:15.729	28.209	45.506	1:02.014	209.3	11:21.863
5	1	2:15.973	27.997	45.550	1:02.426	234.3	13:32.925	5	1	2:17.405	28.537	44.871	1:03.997	208.9	13:39.268
6	1	2:15.983	28.417	45.390	1:02.176	227.4	15:48.908	6	1	2:15.165	28.672	44.509	1:01.984	207.7	15:54.433
52 FORD Capri 2600 RS 1972 1. Yves SCEMAMA TC2								57 FORD Mustang GT Pinepoc 1984 1. Benjamin PORON Group A							
1	1	3:34.337	56.672	1:05.659	1:32.006		3:34.337	7	1	2:30.957	28.432	45.649	1:16.876	206.9	18:25.390
2	1	3:09.426	52.385	55.558	1:21.483	69.5	6:43.763	8	1	3:34.737	37.486	1:06.053	1:51.198	167.4	22:00.127
3	1	2:22.824	31.563	47.093	1:04.168	183.4	9:06.587	9	1	3:29.055	1:03.801	1:07.689	1:17.565	68.5	25:29.182
4	1	2:19.852	29.681	46.434	1:03.737	198.5	11:26.439	10	1	2:16.261	29.531	45.313	1:01.417	206.9	27:45.443
5	1	2:22.976	29.309	45.958	1:07.709	210.1	13:49.415	11	1	2:40.213	29.295	45.243	1:25.675	193.2	30:25.656
6	1	2:20.980	30.092	46.167	1:04.721	193.2	16:10.395	12	1	3:58.173	2:11.287	44.170	1:02.716	147.5	34:23.829
7	1	2:27.300	29.425	47.953	1:09.922	210.9	18:37.695	13	1	2:14.784	28.220	44.716	1:01.848	218.2	36:38.613
8	1	3:25.563	34.366	1:00.252	1:50.945	156.3	22:03.258	14	1	2:15.742	28.353	45.525	1:01.864	211.4	38:54.355
9	1	3:26.755	1:04.105	1:08.301	1:14.349	59.6	25:30.013	15	1	2:14.593	28.247	44.609	1:01.737	208.5	41:08.948
10	1	2:22.666	31.217	47.583	1:03.866	181.8	27:52.679	16	1	2:14.331	28.086	44.324	1:01.921	218.2	43:23.279
11	1	3:32.859	29.470	46.082	2:17.307	200.7	31:25.538	17	1	2:15.310	28.035	45.258	1:02.017	225.0	45:38.589
12	1	2:40.559	49.695	46.756	1:04.108	145.6	34:06.097	18	1	2:14.883	28.197	44.189	1:02.497	210.9	47:53.472
13	1	2:18.215	29.603	45.811	1:02.801	194.6	36:24.312	19	1	2:14.422	28.068	44.529	1:01.825	217.7	50:07.894
14	1	2:18.260	29.073	46.212	1:02.975	210.1	38:42.572	20	1	2:14.654	27.832	43.269	1:03.553	227.8	52:22.548
15	1	2:17.070	28.598	44.570	1:03.902	217.7	40:59.642	21	1	2:13.779	28.068	43.858	1:01.853	213.9	54:36.327
16	1	2:15.347	28.232	44.442	1:02.673	220.0	43:14.989								
17	1	2:15.383	28.496	44.058	1:02.829	219.1	45:30.372								
18	1	2:15.456	28.069	44.436	1:02.951	224.1	47:45.828								

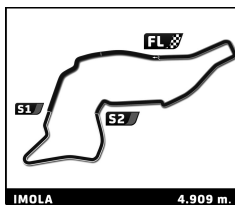


HERITAGE TOURING CUP IMOLA CLASSIC RACE

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							
22	1	2:16.786	29.035	43.900	1:03.851	203.8	56:53.113	1	1	3:31.427	51.729	1:06.672	1:33.026		3:31.427							
23	1	2:16.924	29.908	44.446	1:02.570	194.2	59:10.037	2	1	3:11.101	50.688	56.440	1:23.973	77.8	6:42.528							
24	1	2:29.777	28.416	56.068	1:05.293	210.1	1:01:39.814	3	1	2:22.812	32.446	46.998	1:03.368	180.6	9:05.340							
58ALFA ROMEO 1750 GTAM 1971 1.Patrick WILWERT 2.Tom MAILLET TC2								4								1	2:15.898	28.791	45.369	1:01.738	203.8	11:21.238
5								1	2:23.010	28.797	44.898	1:09.315	204.2	13:44.248	64ALFA ROMEO Alfesud Sprint Veloce 1979 1.Geoff GORDON 2.Richard MEADEN TC2							
1	1	3:46.168	1:16.994	1:01.899	1:27.275		3:46.168	1	1	3:56.078	1:23.862	1:03.017	1:29.199		3:56.078							
2	1	3:12.373	55.567	59.243	1:17.563	76.7	6:58.541	2	1	3:15.153	54.659	1:00.956	1:19.538	64.9	7:11.231							
3	1	2:49.967	35.047	1:01.478	1:13.442	160.5	9:48.508	3	1	2:30.636	32.313	50.709	1:07.614	170.6	9:41.867							
4	1	2:38.513	34.471	51.634	1:12.408	166.7	12:27.021	4	1	2:38.706	30.665	47.293	1:20.748	196.4	12:20.573							
5	1	2:38.340	34.363	52.306	1:11.671	166.4	15:05.361	5	1	2:36.478	42.154	48.042	1:06.282	147.1	14:57.051							
6	1	2:38.240	33.569	51.499	1:13.172	179.4	17:43.601	6	1	2:25.238	30.636	48.061	1:06.541	197.8	17:22.289							
7	1	2:47.525	36.674	54.697	1:16.154	150.6	20:31.126	7	1	2:39.314	35.762	52.305	1:11.247	149.0	20:01.603							
8	1	2:45.289	36.809	54.968	1:13.512	145.0	23:16.415	8	1	2:36.398	34.591	52.262	1:09.545	153.8	22:38.001							
9	1	4:13.604	35.097	54.166	2:44.341	162.9	27:30.019	9	1	3:10.144	46.759	1:05.990	1:17.395	112.4	25:48.145							
10	1	2:57.493	49.691	54.701	1:13.101	128.7	30:27.512	10	1	11:23.728	31.029	48.510	...	192.5	37:11.873							
11	1	2:57.973	35.710	53.031	1:29.232	147.1	33:25.485	66BMW 635 CSi 1983 1.Armand MILLE Group A														
12	1	2:48.194	37.030	55.931	1:15.233	151.3	36:13.679	1	1	3:43.018	1:14.388	1:02.203	1:26.427		3:43.018							
13	1	2:40.138	35.161	52.129	1:12.848	159.8	38:53.817	2	1	3:11.628	56.075	58.279	1:17.274	71.4	6:54.646							
14	1	2:40.238	35.037	52.413	1:12.788	168.2	41:34.055	3	1	2:33.501	33.438	49.377	1:10.686	151.5	9:28.147							
15	1	2:38.490	34.199	52.319	1:11.972	168.2	44:12.545	4	1	2:25.223	31.023	47.267	1:06.933	184.3	11:53.370							
16	1	2:38.924	34.707	51.606	1:12.611	177.9	46:51.469	5	1	2:20.938	29.776	45.955	1:05.207	188.5	14:14.308							
17	1	2:37.182	34.468	51.205	1:11.509	170.9	49:28.651	6	1	2:21.109	30.152	46.107	1:04.850	191.5	16:35.417							
18	1	2:32.741	33.393	50.000	1:09.348	175.6	52:01.392	7	1	2:28.816	30.298	49.373	1:09.145	191.5	19:04.233							
19	1	2:32.223	32.505	49.062	1:10.656	190.1	54:33.615	8	1	3:05.111	33.477	50.462	1:41.172	163.4	22:09.344							
20	1	2:30.876	32.231	49.189	1:09.456	188.8	57:04.491	9	1	3:26.021	1:03.401	1:07.258	1:15.362	56.0	25:35.365							
21	1	2:31.271	32.712	49.162	1:09.397	186.2	59:35.762	10	1	3:52.836	30.425	47.643	2:34.768	186.2	29:28.201							
22	1	2:34.759	32.561	50.649	1:11.549	186.5	1:02:10.521	11	1	2:32.902	43.152	45.513	1:04.237	142.7	32:01.103							
60VOLKSWAGEN Scirocco 1981 1.Jean-Marc BUSSOLINI TC2								12	1	2:22.487	30.264	45.722	1:06.501	190.5	34:23.590							
1	1	3:46.826	1:17.626	1:01.929	1:27.271		3:46.826	13	1	2:20.559	30.149	45.762	1:04.648	188.2	36:44.149							
2	1	3:12.501	55.535	59.040	1:17.926	73.0	6:59.327	14	1	2:20.106	29.964	45.319	1:04.823	191.5	39:04.255							
3	1	2:37.108	32.499	57.628	1:06.981	176.5	9:36.435	15	1	2:20.886	30.260	45.714	1:04.912	189.5	41:25.141							
4	1	2:26.371	31.500	47.751	1:07.120	191.8	12:02.806	16	1	2:19.983	30.055	45.316	1:04.612	187.5	43:45.124							
5	1	2:24.467	30.778	47.001	1:06.688	196.0	14:27.273	17	1	2:19.810	29.486	45.686	1:04.638	193.2	46:04.934							
6	1	2:26.699	30.479	47.772	1:08.448	192.2	16:53.972	18	1	2:19.439	29.751	45.675	1:04.013	191.2	48:24.373							
7	1	2:29.701	30.859	51.301	1:07.541	193.5	19:23.673	19	1	2:18.770	29.529	45.085	1:04.156	192.2	50:43.143							
8	1	2:52.942	30.943	48.289	1:33.710	195.3	22:16.615	20	1	2:18.645	29.543	44.840	1:04.262	190.5	53:01.788							
9	1	3:26.788	1:01.594	1:06.393	1:18.801	53.1	25:43.403	21	1	2:20.037	29.787	45.624	1:04.626	191.8	55:21.825							
10	1	2:46.546	32.236	47.495	1:26.815	185.9	28:29.949	22	1	2:21.595	30.193	45.483	1:05.919	190.8	57:43.420							
11	1	3:48.056	1:54.451	47.203	1:06.402	134.0	32:18.005	23	1	2:21.562	30.352	46.015	1:05.195	190.5	1:00:04.982							
12	1	2:23.231	31.291	46.372	1:05.568	186.2	34:41.236	24	1	2:24.021	30.384	47.113	1:06.524	191.2	1:02:29.003							
13	1	2:22.217	30.459	46.739	1:05.019	193.5	37:03.453	68FORD Escort 1800 RS Zakapred 1975 1.David TOMLIN TC2														
14	1	2:22.011	30.152	46.214	1:05.645	198.5	39:25.464	1	1	3:35.469	58.423	1:04.799	1:32.247		3:35.469							
15	1	2:24.257	29.873	47.806	1:06.578	202.6	41:49.721	2	1	3:08.890	52.291	55.670	1:20.929	72.0	6:44.359							
16	1	2:24.835	30.501	47.160	1:07.174	198.5	44:14.556	3	1	2:25.013	31.186	47.400	1:06.427	190.5	9:09.372							
17	1	2:22.996	31.564	46.112	1:05.320	194.2	46:37.552	4	1	2:18.254	29.606	45.241	1:03.407	208.9	11:27.626							
18	1	2:24.318	32.211	45.988	1:06.119	166.7	49:01.870	5	1	2:19.679	29.234	45.846	1:04.599	201.1	13:47.305							
19	1	2:22.771	31.839	45.655	1:05.277	167.2	51:24.641	6	1	2:18.153	30.611	45.108	1:02.434	174.5	16:05.458							
20	1	2:24.344	31.912	45.269	1:07.163	168.0	53:48.985	7	1	2:26.366	29.002	48.211	1:09.153	204.2	18:31.824							
21	1	2:22.945	31.669	46.261	1:05.015	166.4	56:11.930	8	1	3:29.817	33.531	1:04.989	1:51.297	160.7	22:01.641							
22	1	2:23.722	32.383	45.993	1:05.346	165.9	58:35.652	9	1	3:48.794	1:04.167	1:08.106	1:36.521	60.9	25:50.435							
23	1	2:23.604	32.086	46.231	1:05.287	167.7	1:00:59.256	63FORD Capri 3100 RS 1975 1.Gerard LOPEZ 2.Richard MEADEN TC2														
63																						



HERITAGE TOURING CUP IMOLA CLASSIC RACE

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	1	3:33.016	1:40.599	49.617	1:02.800	149.2	29:23.451	3	1	2:35.674	34.350	51.625	1:09.699	154.5	9:48.816
11	1	2:15.846	29.009	44.756	1:02.081	203.8	31:39.297	4	1	2:30.238	32.676	49.787	1:07.775	183.1	12:19.054
12	1	2:16.727	29.044	45.215	1:02.468	205.7	33:56.024	5	1	2:31.523	30.703	49.494	1:11.326	181.2	14:50.577
13	1	2:16.432	29.024	44.821	1:02.587	210.9	36:12.456	6	1	2:30.799	31.496	49.202	1:10.101	183.1	17:21.376
14	1	2:18.037	28.804	45.509	1:03.724	204.9	38:30.493	7	1	2:39.218	35.815	52.359	1:11.044	151.0	20:00.594
15	1	2:14.656	28.657	44.176	1:01.823	209.7	40:45.149	8	1	2:36.461	34.566	52.494	1:09.401	155.2	22:37.055
16	1	2:15.404	29.099	44.112	1:02.193	207.7	43:00.553	9	1	3:37.056 B	46.571	1:06.016	1:44.469	134.3	26:14.111
17	1	2:15.156	28.387	44.246	1:02.523	215.6	45:15.709	10	1	4:58.735	3:03.764	48.736	1:06.235	140.6	31:12.846
18	1	2:15.337	28.623	44.387	1:02.327	209.3	47:31.046	11	1	2:26.030	31.450	48.627	1:05.953	171.2	33:38.876
19	1	2:14.740	28.750	44.198	1:01.792	208.5	49:45.786	12	1	2:28.120	30.801	49.212	1:08.107	189.5	36:06.996
20	1	2:15.211	29.477	43.960	1:01.774	200.0	52:00.997	13	1	2:25.326	31.143	48.099	1:06.084	181.8	38:32.322
21	1	2:15.751	28.733	43.767	1:03.251	210.1	54:16.748	14	1	2:22.601	29.831	47.318	1:05.452	204.2	40:54.923
22	1	2:16.995	28.764	45.626	1:02.605	206.9	56:33.743	15	1	2:24.817	30.402	48.783	1:05.632	193.5	43:19.740
23	1	2:23.730	29.973	47.185	1:06.572	201.9	58:57.473	16	1	2:21.510	29.767	46.673	1:05.070	195.7	45:41.250
24	1	2:21.352	30.400	46.176	1:04.776	189.1	1:01:18.825	17	1	2:19.397	29.083	46.546	1:03.768	205.3	48:00.647

71

FORD Mustang 289 1965

1.Stéphane GUYOT-SIONN

2.Baptiste GUYOT-SIONNE

TC1

1	1	3:55.554	1:25.183	1:03.628	1:26.743		3:55.554
2	1	3:15.321	52.882	1:02.493	1:19.946	69.0	7:10.875
3	1	2:51.629	36.557	57.150	1:17.922	154.1	10:02.504
4	1	2:45.806	34.785	55.595	1:15.426	163.4	12:48.310
5	1	2:43.298	34.380	54.740	1:14.178	166.9	15:31.608
6	1	2:48.269	34.365	55.017	1:18.887	167.7	18:19.877
7	1	3:36.610	39.048	1:07.658	1:49.904	124.6	21:56.487
8	1	3:31.211	1:04.133	1:05.960	1:21.118	74.0	25:27.698
9	1	2:56.311	38.943	56.788	1:20.580	159.8	28:24.009
10	1	4:26.066 B	35.092	55.782	2:55.192	158.4	32:50.075
11	1	3:03.550	52.339	55.565	1:15.646	114.9	35:53.625
12	1	2:48.026	34.150	57.214	1:16.662	166.7	38:41.651
13	1	2:47.704	36.004	54.415	1:17.285	161.9	41:29.355
14	1	2:46.522	33.670	54.868	1:17.984	168.2	44:15.877
15	1	2:45.123	34.573	56.311	1:14.239	155.6	47:01.000
16	1	2:42.661	33.892	53.747	1:15.022	167.4	49:43.661
17	1	2:41.085	34.332	52.879	1:13.874	165.4	52:24.746
18	1	2:39.064	33.018	52.905	1:13.141	167.7	55:03.810
19	1	2:38.278	32.548	53.056	1:12.674	177.6	57:42.088
20	1	2:41.348	34.064	52.075	1:15.209	155.8	1:00:23.436

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FORD Capri 2600 RS 1973

1.Greg CATON

TC2

1	1	3:40.097	1:07.986	1:03.778	1:28.333		3:40.097
2	1	3:08.952	54.714	56.587	1:17.651	76.1	6:49.049
3	1	2:29.782	33.086	48.845	1:07.851	164.1	9:18.831
4	1	2:23.472	32.159	47.220	1:04.093	182.1	11:42.303
5	1	2:20.542	30.328	46.213	1:04.001	184.9	14:02.845
6	1	2:20.596	29.900	46.560	1:04.136	190.8	16:23.441
7	1	2:25.825	30.026	48.024	1:07.775	192.2	18:49.266
8	1	3:16.489	33.882	52.264	1:50.843	168.0	22:05.755
9	1	4:46.034 B	1:04.228	1:07.899	2:33.907	62.5	26:51.789
10	1	2:34.097	44.971	45.678	1:03.448	143.0	29:25.886
11	1	2:18.964	29.920	45.595	1:03.449	190.5	31:44.850

82

FORD Escort RS Zakspeed 1981

1.Martin KUENDIG

Invitation

1	1	3:57.212	1:27.568	1:03.497	1:26.147		3:57.212
2	1	3:15.930	54.370	1:02.615	1:18.945	64.6	7:13.142

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BMW 323i 1981

1.Charles VEILLARD

2.Erik WASSERMAN

TC2

1	1	3:41.787	1:11.711	1:02.377	1:27.699		3:41.787
2	1	3:11.221	55.347	57.807	1:18.067	71.6	6:53.008
3	1	2:31.380	33.495	49.711	1:08.174	145.7	9:24.388
4	1	2:29.762	33.240	49.717	1:06.805	177.9	11:54.150
5	1	2:26.514	31.540	48.302	1:06.672	183.7	14:20.664
6	1	2:26.447	31.730	48.396	1:06.321	190.1	16:47.111
7	1	2:26.880	31.513	48.629	1:06.738	191.5	19:13.991
8	1	2:57.803	31.797	49.200	1:36.806	177.9	22:11.794
9	1	3:26.554	1:03.223	1:07.307	1:16.024	57.3	25:38.348
10	1	3:58.773 B	31.055	49.309	2:38.409	206.9	29:37.121
11	1	2:50.483	49.600	51.523	1:09.360	119.5	32:27.604
12	1	2:47.130	31.988	49.266	1:25.876	184.6	35:14.734
13	1	2:32.532	32.424	50.890	1:09.218	179.7	37:47.266
14	1	2:28.291	32.261	48.598	1:07.432	174.5	40:15.557
15	1	2:25.994	30.928	48.845	1:06.221	196.4	42:41.551
16	1	2:25.066	30.383	48.498	1:06.185	197.4	45:06.617
17	1	2:21.167	30.324	46.328	1:04.515	186.2	47:27.784
18	1	2:23.110	30.001	47.280	1:05.829	194.6	49:50.894
19	1	2:20.799	30.405	46.432	1:03.962	194.9	52:11.693
20	1	2:21.933	29.662	46.112	1:06.159	200.4	54:33.626
21	1	2:19.398	29.468	44.870	1:05.060	204.5	56:53.024
22	1	2:22.111	29.593	46.194	1:06.324	199.3	59:15.135
23	1	2:25.493	30.039	48.299	1:07.155	187.2	1:01:40.628

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FORD Escort 1600 RS 1972

1.Wolfgang KAUFMANN

TC2

1	1	3:39.699	1:05.622	1:04.083	1:29.994		3:39.699
2	1	3:08.980	54.082	55.638	1:19.260	75.6	6:48.679
3	1	2:25.303	31.872	48.189	1:05.242	175.3	9:13.982

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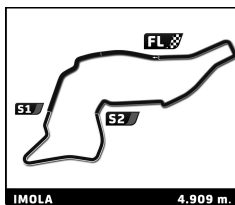
ALFA ROMEO GTV6 1984

1.Franco MEINERS

2.Michel MHITARIAN

Group A

1	1	3:49.116	1:19.247	1:03.231	1:26.638		3:49.116
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HERITAGE TOURING CUP IMOLA CLASSIC RACE

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
2	1	3:16.178	55.827	1:00.253	1:20.098	73.9	7:05.294	13	1	2:18.980	30.411	46.023	1:02.546	193.5	35:51.723
3	1	2:43.420	33.457	56.662	1:13.301	175.9	9:48.714	14	1	2:14.612	28.851	44.796	1:00.965	196.4	38:06.335
4	1	2:38.933	34.479	51.819	1:12.635	161.4	12:27.647	15	1	2:15.044	28.408	44.659	1:01.977	210.1	40:21.379
5	1	2:38.216	34.185	52.167	1:11.864	163.6	15:05.863	16	1	2:13.806	28.500	44.452	1:00.854	211.4	42:35.185
94 FORD Escort 1600 RS 1972 1. Piero CORAZZARI TC2								17	1	2:13.364	28.815	43.785	1:00.764	208.9	44:48.549
1	1	3:37.922	1:01.220	1:05.403	1:31.299		3:37.922	18	1	2:12.006	27.664	43.602	1:00.740	220.4	47:00.555
2	1	3:09.805	52.796	56.208	1:20.801	73.0	6:47.727	19	1	2:12.544	28.285	43.581	1:00.678	216.9	49:13.099
3	1	2:24.263	31.724	47.715	1:04.824	186.2	9:11.990	20	1	2:12.698	28.246	43.759	1:00.693	207.3	51:25.797
4	1	2:30.032	29.588	56.268	1:04.176	212.2	11:42.022	21	1	2:12.179	27.852	44.186	1:00.141	206.9	53:37.976
5	1	2:21.902	30.164	46.358	1:05.380	208.9	14:03.924	22	1	2:11.455	27.506	43.991	59.958	216.4	55:49.431
6	1	3:16.571 B	30.292	46.769	1:59.510	196.4	17:20.495	23	1	2:12.396	27.284	43.831	1:01.281	217.3	58:01.827
7	1	8:52.053 B	6:01.884	1:05.933	1:44.236	82.3	26:12.548	24	1	2:12.745	27.709	44.211	1:00.825	215.6	1:00:14.572
8	1	3:29.325	1:36.309	46.499	1:06.517	137.4	29:41.873	164 FORD Escort 1600 RS 1975 1. Jean-Marc MERLIN TC2							
9	1	2:26.931	30.288	46.677	1:09.966	197.1	32:08.804	1	1	3:38.497	1:02.045	1:05.242	1:31.210		3:38.497
109 BMW 635 CSI 1984 1. Dominique GUENAT Group A								2	1	3:09.215	52.833	56.412	1:19.970	75.4	6:47.712
1	1	3:39.833	1:06.813	1:04.005	1:29.015		3:39.833	3	1	2:24.592	32.178	48.045	1:04.369	180.3	9:12.304
2	1	3:09.214	54.331	56.128	1:18.755	77.8	6:49.047	4	1	2:21.458	29.965	47.428	1:04.065	196.4	11:33.762
3	1	2:44.679	32.192	49.342	1:23.145	159.3	9:33.726	5	1	2:21.337	29.713	47.231	1:04.393	210.9	13:55.099
4	1	2:26.151	31.683	47.186	1:07.282	186.2	11:59.877	6	1	2:21.634	30.055	47.011	1:04.568	199.6	16:16.733
5	1	2:26.214	30.956	48.269	1:06.989	184.9	14:26.091	7	1	2:25.164	29.883	47.993	1:07.288	210.1	18:41.897
6	1	2:24.974	30.716	48.249	1:06.009	197.1	16:51.065	8	1	3:22.906	32.989	59.263	1:50.654	172.5	22:04.803
7	1	2:23.646	30.005	47.279	1:06.362	204.5	19:14.711	9	1	7:54.039 B	1:04.676	1:07.732	5:41.631	62.0	29:58.842
8	1	2:58.836	31.424	49.830	1:37.582	177.6	22:13.547	10	1	2:42.534	51.079	47.116	1:04.339	143.0	32:41.376
9	1	5:03.950 B	1:02.241	1:07.090	2:54.619	56.4	27:17.497	11	1	2:21.393	30.473	46.269	1:04.651	179.1	35:02.769
10	1	2:39.000	43.657	48.384	1:06.959	138.5	29:56.497	178 BMW 2002 TI 1971 1. Philipp BRUNN TC2							
11	1	2:24.539	30.564	47.500	1:06.475	191.5	32:21.036	1	1	3:50.328	1:20.316	1:02.923	1:27.089		3:50.328
12	1	2:22.027	30.588	47.164	1:04.275	193.5	34:43.063	2	1	3:15.937	55.676	1:00.045	1:20.216	72.5	7:06.265
13	1	2:22.782	30.158	47.689	1:04.935	187.8	37:05.845	3	1	2:59.756	35.066	55.666	1:29.024	162.7	10:06.021
14	1	2:21.866	30.051	46.672	1:05.143	198.9	39:27.711	4	1	2:45.340	34.619	53.187	1:17.534	163.1	12:51.361
15	1	2:21.775	29.674	46.847	1:05.254	207.7	41:49.486	5	1	2:41.366	34.687	53.028	1:13.651	170.3	15:32.727
16	1	2:23.764	29.315	49.319	1:05.130	210.1	44:13.250	6	1	2:46.404	34.191	52.838	1:19.375	164.6	18:19.131
17	1	2:19.426	29.587	45.735	1:04.104	209.7	46:32.676	7	1	3:36.329	38.826	1:07.694	1:49.809	125.1	21:55.460
18	1	2:21.496	29.445	47.414	1:04.637	211.8	48:54.172	8	1	3:29.805	1:04.206	1:05.648	1:19.951	70.9	25:25.265
19	1	2:20.740	29.442	45.836	1:05.462	194.9	51:14.912	9	1	4:19.372 B	34.306	56.397	2:48.669	171.7	29:44.637
20	1	2:20.177	30.111	46.739	1:03.327	188.5	53:35.089	10	1	2:56.882	50.309	53.131	1:13.442	125.9	32:41.519
21	1	2:21.884	29.727	47.806	1:04.351	211.8	55:56.973	11	1	2:38.896	33.727	51.268	1:13.901	168.7	35:20.415
22	1	2:19.546	29.808	45.515	1:04.223	194.2	58:16.519	12	1	2:35.801	33.039	50.356	1:12.406	170.9	37:56.216
23	1	2:21.933	29.683	46.689	1:05.561	193.5	1:00:38.452	13	1	2:33.630	33.344	49.582	1:10.704	172.0	40:29.846
116 FORD Capri 3100 RS 1975 1. Stephen DANCE TC2								14	1	2:34.650	32.545	49.343	1:12.762	185.2	43:04.496
1	1	3:29.620	49.261	1:07.172	1:33.187		3:29.620	15	1	2:32.523	32.154	49.967	1:10.402	176.5	45:37.019
2	1	3:11.701	48.872	58.065	1:24.764	100.9	6:41.321	16	1	2:32.487	32.195	50.731	1:09.561	179.7	48:09.506
3	1	2:15.087	29.556	44.414	1:01.117	195.3	8:56.408	17	1	2:28.622	31.509	48.361	1:08.752	196.0	50:38.128
4	1	2:14.161	28.656	44.653	1:00.852	207.3	11:10.569	18	1	2:26.394	31.442	46.887	1:08.065	187.2	53:04.522
5	1	2:14.140	28.315	44.565	1:01.260	204.2	13:24.709	19	1	2:23.579	30.193	47.102	1:06.284	189.8	55:28.101
6	1	2:14.631	28.844	44.675	1:01.112	197.4	15:39.340	20	1	2:27.617	32.097	47.932	1:07.588	166.2	57:55.718
7	1	2:25.538	28.680	45.109	1:11.749	208.1	18:04.878	21	1	2:27.738	30.850	47.610	1:09.278	191.5	1:00:23.456
8	1	3:48.283	43.359	1:15.376	1:49.548	138.1	21:53.161								
9	1	3:22.696	1:04.621	1:04.271	1:13.804	71.1	25:15.857								
10	1	3:25.762 B	28.157	44.035	2:13.570	210.1	28:41.619								
11	1	2:37.059	50.559	45.035	1:01.465	149.2	31:18.678								
12	1	2:14.065	28.163	44.466	1:01.436	203.8	33:32.743								