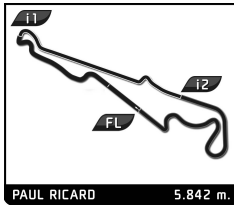


HERITAGE TOURING CUP
DIX MILLE TOURS
PRIVATE PRACTICE

Sector Analysis

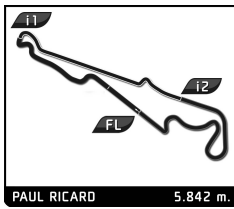
Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed	
<p>— Invalidated Lap ■ Personal Best ■ Session Best B Crossing the finish line in the pit lane</p>																
3	1.Daniel REINHARDT 2.Dominique REINHARDT							BMW 3.0 CSL 1975 TC2								
1	1	3:36.859	1:19.107	59.027	1:18.725		3:36.859	1	1	6:16.067	3:59.849	58.583	1:17.635		6:16.067	
2	1	2:59.372	51.772	54.189	1:13.411	154.7	6:36.231	2	1	2:54.962	48.666	53.415	1:12.881	177.3	6:54.187	
3	1	2:54.559	47.897	51.268	1:15.394	184.0	9:30.790	3	1	3:08.986B	54.692	53.047	1:21.247	162.2	10:03.173	
4	1	2:58.182	48.834	54.062	1:15.286	169.5	12:28.972	4	1	4:01.175	1:50.340	52.416	1:18.419		14:04.348	
5	1	2:54.080	48.300	52.257	1:13.523	192.5	15:23.052	5	1	2:57.299	51.117	53.008	1:13.174	180.3	17:01.647	
6	1	2:50.894	47.555	50.877	1:12.462	203.8	18:13.946	6	1	2:57.990	50.526	53.452	1:14.012	163.1	19:59.637	
7	1	3:06.874B	48.241	51.969	1:26.664	191.5	21:20.820	7	1	3:03.492B	46.519	50.742	1:26.231	191.2	23:03.129	
8	1	4:41.309	2:36.027	51.582	1:13.700		26:02.129	16 1.Damien KOHLER FORD Escort 1600 RS 1975 TC2								
9	1	2:45.028	45.503	49.242	1:10.283	191.8	28:47.157	1	1	3:23.413	1:12.944	54.594	1:15.875		3:23.413	
10	1	3:05.824B	45.036	49.040	1:31.748	199.6	31:52.981	2	1	2:52.375	47.314	51.620	1:13.441	191.2	6:15.788	
4	1.Sherman GAY							JAGUAR XJS HE 1982 Group A								
1	1	3:48.465	1:29.631	58.065	1:20.769	99.4	3:48.465	3	1	2:51.508	47.251	52.209	1:12.048	185.2	9:07.296	
2	1	3:03.751	49.267	55.271	1:19.213	162.4	6:52.216	4	1	3:06.283B	47.004	51.980	1:27.299	193.5	12:13.579	
5	1.Alain VÖGELE							FORD Capri 2600 RS 1973 TC2								
1	1	6:27.698	4:16.360	55.533	1:15.805		6:27.698	5	1	5:19.122	2:48.266	1:08.486	1:22.370		5:19.122	
2	1	3:01.053	50.441	54.012	1:16.600	169.0	9:28.751	6	1	3:14.049	52.978	58.256	1:22.815	162.4	8:33.171	
3	1	8:44.977B	49.473	53.643	7:01.861	162.7	18:13.728	7	1	3:20.799	55.573	1:00.638	1:24.588	149.0	11:53.970	
4	1	3:24.152	1:15.330	53.714	1:15.108		21:37.880	8	1	3:37.001B	58.813	56.260	1:41.928	133.0	15:30.971	
5	1	2:57.734	49.229	53.571	1:14.934	168.2	24:35.614	9	1	4:58.180	2:20.454	1:13.656	1:24.070		20:29.151	
6	1	2:54.382	47.528	52.473	1:14.381	188.5	27:29.996	10	1	3:31.602	56.599	1:11.850	1:23.153	155.6	24:00.753	
7	1	2:53.739	48.190	52.135	1:13.414	178.8	30:23.735	11	1	3:24.914B	49.770	55.153	1:39.991	183.4	27:25.667	
7	1.Carlo VÖGELE							FORD Capri 2600 RS 1975 TC2								
1	1	5:20.140	2:53.997	1:04.402	1:21.741	90.4	5:20.140	12	1	3:23.119	1:03.312	1:00.742	1:19.065		3:23.119	
2	1	8:28.546B	49.739	53.316	6:45.491	166.7	13:48.686	13	1	3:03.980	51.376	55.312	1:17.292	155.4	6:27.099	
3	1	3:35.548	1:18.813	55.586	1:21.149	90.6	17:24.234	14	1	3:01.114	49.706	54.549	1:16.859	177.6	9:28.213	
4	1	3:04.983	51.219	54.730	1:19.034	157.4	20:29.217	15	1	2:57.324	48.595	53.608	1:15.121	170.1	12:25.537	
5	1	2:57.384	48.341	54.992	1:14.051	163.4	23:26.601	16	1	2:54.382	47.396	52.056	1:14.930	184.0	15:19.919	
6	1	2:52.255	47.186	53.262	1:11.807	179.4	26:18.856	17	1	2:52.102	47.639	50.730	1:13.733	177.0	18:12.021	
7	1	2:45.870	44.752	50.087	1:11.031	187.5	29:04.726	18	1	2:49.775	46.608	51.014	1:12.153	172.2	21:01.796	
8	1.Xavier GALANT 2.Vincent NEURRISSE							FORD Escort 1600 RS 1974 TC2								
1	1	4:45.063	2:21.387	1:01.932	1:21.744		4:45.063	19	1	2:46.533	46.260	49.110	1:11.163	186.5	23:48.329	
2	1	3:05.104	51.407	55.467	1:18.230	168.7	7:50.167	20	1	2:45.642	46.227	49.129	1:10.286	177.6	26:33.971	
3	1	3:32.922	55.710	1:15.753	1:21.459	126.5	11:23.089	21	1	2:44.009	45.387	48.835	1:09.787	190.8	29:17.980	
4	1	3:20.121B	52.988	55.793	1:31.340	161.9	14:43.210	22	1	3:16.258B	44.473	49.950	1:41.835	184.3	32:34.238	
5	1	4:49.619	2:35.961	54.017	1:19.641		19:32.829	20 1.Christophe VAN RIET 2.Matthieu de ROBIANO BMW 3.0 CSL 1975 TC2								
6	1	3:01.676	50.655	53.955	1:17.066	174.5	22:34.505	1	1	3:23.119	1:03.312	1:00.742	1:19.065		3:23.119	
7	1	3:10.827B	50.281	53.518	1:27.028	176.8	25:45.332	2	1	3:03.980	51.376	55.312	1:17.292	155.4	6:27.099	
9	1.Thomas STUDER							FORD Capri 2600 RS 1973 TC2								
1	1	5:23.352	2:55.432	1:04.468	1:23.452		5:23.352	3	1	3:01.114	49.706	54.549	1:16.859	177.6	9:28.213	
2	1	3:07.560	51.343	56.218	1:19.999	154.7	8:30.912	4	1	2:57.324	48.595	53.608	1:15.121	170.1	12:25.537	
11	1.Charles FIRMENICH 2.Henri MOSER							BMW 3.0 CSL 1975 TC2								
1	1	3:37.272	1:23.762	56.773	1:16.737		3:37.272	5	1	2:54.382	47.396	52.056	1:14.930	184.0	15:19.919	
2	1	2:52.286	50.416	51.714	1:10.156	149.6	6:29.558	6	1	2:52.102	47.639	50.730	1:13.733	177.0	18:12.021	
3	1	2:47.544	47.632	49.343	1:10.569	184.9	9:17.102	7	1	2:49.775	46.608	51.014	1:12.153	172.2	21:01.796	
4	1	2:47.790	45.558	50.293	1:11.939	196.7	12:04.892	8	1	2:46.533	46.260	49.110	1:11.163	186.5	23:48.329	
5	1	2:43.252	45.016	48.410	1:09.826	201.1	14:48.144	9	1	2:45.642	46.227	49.129	1:10.286	177.6	26:33.971	
6	1	2:46.649	47.055	48.591	1:11.003	194.9	17:34.793	10	1	2:44.009	45.387	48.835	1:09.787	190.8	29:17.980	
7	1	2:48.142	46.915	49.845	1:11.382	196.0	20:22.935	11	1	3:16.258B	44.473	49.950	1:41.835	184.3	32:34.238	
8	1	2:40.886	44.153	47.676	1:09.057	197.1	23:03.821	12	1	2:47.790	45.558	50.293	1:11.939	196.7	12:04.892	
9	1	2:39.977	43.731	47.431	1:08.815	206.5	25:43.798	13	1	2:47.900	45.558	50.293	1:11.939	196.7	12:04.892	
10	1	3:04.707B	48.006	55.945	1:20.756	208.5	28:48.505	14	1	2:43.252	45.016	48.410	1:09.826	201.1	14:48.144	



HERITAGE TOURING CUP
DIX MILLE TOURS
PRIVATE PRACTICE

Sector Analysis

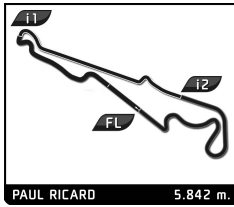
Lap D Time Sector 1 Sector 2 Sector 3 T.Sp'd Elapsed								Lap D Time Sector 1 Sector 2 Sector 3 T.Sp'd Elapsed							
24 BMW 2002 TI 1968 1.Lorna Marie ABEND 2.Katrin BEHRENS TC2								6 1 2:52.884 46.874 52.806 1:13.204 182.4 20:36.172							
1	1	4:42.648	2:04.933	1:07.197	1:30.518		4:42.648	7	1	2:51.835	46.708	51.380	1:13.747	179.4	23:28.007
2	1	3:18.925	55.997	1:00.650	1:22.278	148.1	8:01.573	8	1	2:49.263	46.115	51.775	1:11.373	192.9	26:17.270
3	1	3:23.946	54.232	1:04.827	1:24.887	158.4	11:25.519	9	1	2:41.914	44.059	48.838	1:09.017	198.9	28:59.184
4	1	3:14.418	53.883	59.201	1:21.334	145.9	14:39.937	36 BMW 635 CSi 1984 1.Franz WUNDERLICH 2.Peter PRALLER Group A							
5	1	3:19.948	B 52.082	57.652	1:30.214	166.9	17:59.885	1	1	4:37.261	2:22.433	56.644	1:18.184		4:37.261
6	1	4:43.737	2:22.931	59.632	1:21.174		22:43.622	2	1	3:03.756	51.677	54.963	1:17.116	156.5	7:41.017
7	1	3:12.433	53.300	57.867	1:21.266	153.0	25:56.055	3	1	3:02.383	49.903	55.431	1:17.049	177.3	10:43.400
8	1	3:08.351	51.386	57.956	1:19.009	155.6	29:04.406	4	1	3:11.010	B 49.255	53.640	1:28.115	180.3	13:54.410
9	1	3:36.783	B 50.484	57.480	1:48.819	171.7	32:41.189	5	1	8:07.705	5:50.667	54.947	1:22.091		22:02.115
25 BMW 3.0 CSL 1975 1.Christian TRABER TC2								6	1	3:07.772	B 51.264	52.227	1:24.281	169.0	25:09.887
1	1	3:36.021	1:16.353	1:00.944	1:18.724		3:36.021	7	1	4:06.262	2:05.986	50.827	1:09.449		29:16.149
27 FORD Capri 2600 RS 1975 1.Laurent POLAN 2.Clément POLAN TC2								8	1	3:22.254	B 46.074	51.092	1:45.088	186.5	32:38.403
1	1	3:33.466	1:10.198	1:00.640	1:22.628		3:33.466	38 FORD Mustang 289 1965 1.Pierre MODAS 2.Frédéric BERCHON TC1							
2	1	3:14.881	53.456	59.321	1:22.104	153.8	6:48.347	1	1	4:12.456	1:38.436	1:04.848	1:29.172		4:12.456
3	1	3:06.173	50.613	55.892	1:19.668	176.8	9:54.520	2	1	3:19.242	55.206	58.294	1:25.742	157.9	7:31.698
4	1	3:19.159	B 51.829	57.724	1:29.606	172.8	13:13.679	3	1	3:19.351	53.953	59.502	1:25.896	163.9	10:51.049
5	1	4:55.237	2:35.918	56.497	1:22.822		18:08.916	4	1	3:11.719	52.617	56.851	1:22.251	162.2	14:02.768
6	1	3:06.352	51.694	55.964	1:18.694	164.6	21:15.268	5	1	4:42.609	B 52.182	55.991	2:54.436	169.5	18:45.377
7	1	3:04.901	49.048	57.245	1:18.608	181.8	24:20.169	6	1	3:40.198	1:23.292	56.950	1:19.956		22:25.575
8	1	3:01.077	48.374	55.163	1:17.540	176.8	27:21.246	7	1	3:08.154	51.498	56.599	1:20.057	179.4	25:33.729
9	1	3:02.386	50.172	54.568	1:17.646	187.2	30:23.632	8	1	3:05.660	50.976	55.533	1:19.151	173.4	28:39.389
28 FORD Escort 1600 RS 1975 1.Peter VÖGELE TC2								9	1	4:14.167	B 49.491	56.667	2:28.009	180.6	32:53.556
1	1	4:51.484	2:29.696	58.333	1:23.455		4:51.484	40 BMW 3.0 CSL 1975 1.Michael ERLICH TC2							
2	1	3:00.276	49.614	53.931	1:16.731	177.9	7:51.760	1	1	3:51.791	1:41.191	56.750	1:13.850		3:51.791
3	1	6:14.982	B 54.672	57.743	4:22.567	135.7	14:06.742	2	1	2:51.399	47.541	50.993	1:12.865	189.5	6:43.190
4	1	3:19.525	1:09.682	53.013	1:16.830		17:26.267	3	1	2:52.684	48.097	51.727	1:12.860	203.4	9:35.874
5	1	3:05.415	51.319	54.647	1:19.449	161.9	20:31.682	4	1	2:54.151	46.736	52.317	1:15.098	203.8	12:30.025
6	1	3:00.877	50.009	53.158	1:17.710	160.5	23:32.559	5	1	2:50.899	48.832	50.751	1:11.316	174.5	15:20.924
7	1	2:53.895	48.314	51.801	1:13.780	173.9	26:26.454	6	1	2:45.205	45.671	48.746	1:10.788	204.9	18:06.129
8	1	2:54.832	48.760	52.754	1:13.318	179.1	29:21.286	7	1	2:44.237	45.747	48.454	1:10.036	204.9	20:50.366
30 BMW 2002 TI 1970 1.Nicolas TRABER TC2								8	1	2:46.619	46.164	49.577	1:10.878	193.2	23:36.985
1	1	7:47.454	5:05.985	1:10.230	1:31.239		7:47.454	9	1	5:03.091	B 47.135	50.804	3:25.152	197.1	28:40.076
2	1	3:24.353	56.773	1:03.632	1:23.948	131.7	11:11.807	41 BMW 635 CSi 1983 1.Jean-Lou RIHON 2.Nick PADMORE Group A							
3	1	5:42.846	B 1:02.313	1:17.342	3:23.191	142.9	16:54.653	1	1	5:37.634	2:51.208	1:21.617	1:24.809		5:37.634
4	1	3:31.149	1:16.964	55.335	1:18.850		20:25.802	2	1	3:14.095	53.623	59.709	1:20.763	154.3	8:51.729
5	1	3:05.934	50.570	56.461	1:18.903	176.2	23:31.736	3	1	3:14.197	55.219	58.274	1:20.704	143.2	12:05.926
6	1	2:57.321	47.366	53.453	1:16.502	170.1	26:29.057	4	1	3:04.502	51.135	55.067	1:18.300	168.0	15:10.428
7	1	2:53.396	48.442	53.061	1:11.893	172.0	29:22.453	5	1	3:15.830	B 50.940	57.208	1:27.682	162.7	18:26.258
33 BMW 635 CSi 1985 1.Robert BOOS 2.François JAKUBOWSKY Group A								6	1	5:14.188	3:02.291	57.282	1:14.615		23:40.446
1	1	2:55.163	50.671	52.001	1:12.491		2:55.163	7	1	2:46.655	46.261	48.853	1:11.541	178.8	26:27.101
2	1	2:47.933	45.578	50.814	1:11.541	196.0	5:43.096	8	1	2:45.748	47.435	48.410	1:09.903	174.2	29:12.849
3	1	2:52.790	46.210	53.680	1:12.900	198.5	8:35.886	9	1	3:11.052	B 44.467	48.978	1:37.607	187.2	32:23.901
4	1	5:50.225	B 49.496	51.310	4:09.419	182.7	14:26.111	44 BMW 2002 TI 1970 1.Frank JACOB 2.Katrin BEHRENS TC2							
5	1	3:17.177	1:10.588	52.392	1:14.197		17:43.288	1	1	3:44.475	1:23.864	1:01.227	1:19.384		3:44.475
								2	1	3:04.771	50.089	55.356	1:19.326	181.2	6:49.246
								3	1	3:06.522	50.914	56.329	1:19.279	183.4	9:55.768



HERITAGE TOURING CUP
DIX MILLE TOURS
PRIVATE PRACTICE

Sector Analysis

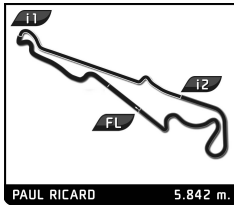
Lap D Time Sector 1 Sector 2 Sector 3 T.Sp'd Elapsed								Lap D Time Sector 1 Sector 2 Sector 3 T.Sp'd Elapsed							
4	1	3:07.462	52.312	56.944	1:18.206	169.8	13:03.230	9	1	2:45.513	46.584	50.103	1:08.826	182.1	26:53.810
5	1	3:24.786 B	53.603	59.126	1:32.057	169.8	16:28.016	10	1	2:40.208	43.703	48.111	1:08.394	197.4	29:34.018
6	1	3:58.208	1:44.170	55.856	1:18.182		20:26.224	11	1	3:16.971 B	43.255	48.399	1:45.317	203.0	32:50.989
7	1	2:59.798	50.671	55.259	1:13.868	177.0	23:26.022	FORD Escort 1600 RS 1972 TC2							
8	1	2:57.157	49.307	54.038	1:13.812	180.0	26:23.179	55	1.Caroline GRIFNEE						
9	1	2:51.928	47.012	52.474	1:12.442	182.4	29:15.107	1	1	3:11.871	1:04.920	53.819	1:13.132		3:11.871
10	1	3:30.186 B	46.691	56.524	1:46.971	186.2	32:45.293	2	1	2:50.658	46.321	50.909	1:13.428	175.9	6:02.529
BMW 2002 1971 TC2								3	1	2:48.742	45.506	50.373	1:12.863	178.8	8:51.271
45	1.Bart BLOMMAERT 2.Rikkert LEEMAN							4	1	2:55.906	48.411	52.120	1:15.375	175.0	11:47.177
1	1	3:51.437	1:26.267	1:01.119	1:24.051		3:51.437	5	1	2:50.589	46.504	50.767	1:13.318	185.6	14:37.766
2	1	3:11.299	52.593	57.301	1:21.405	157.9	7:02.736	6	1	2:57.595 B	47.952	51.046	1:18.597	179.4	17:35.361
3	1	4:08.316 B	51.818	57.711	2:18.787	171.7	11:11.052	7	1	5:37.045	3:35.415	50.337	1:11.293		23:12.406
4	1	3:24.865	1:08.825	56.777	1:19.263		14:35.917	8	1	2:44.046	44.741	47.899	1:11.406	194.9	25:56.452
5	1	3:07.114	51.050	55.893	1:20.171	167.7	17:43.031	9	1	2:39.869	43.757	47.162	1:08.950	201.5	28:36.321
6	1	3:02.859	49.963	54.809	1:18.087	172.0	20:45.890	10	1	3:13.025 B	43.052	46.997	1:42.976	201.9	31:49.346
7	1	3:00.977	49.278	54.089	1:17.610	177.3	23:46.867	ALFA ROMEO 1750 GTAM 1971 TC2							
8	1	2:57.202	48.816	52.959	1:15.427	174.5	26:44.069	58	1.Patrick WILWERT 2.Tom MAILLIET						
9	1	2:57.533	47.967	53.336	1:16.230	175.6	29:41.602	1	1	4:48.974	2:18.995	1:03.834	1:26.145	81.4	4:48.974
10	1	3:13.413 B	47.379	52.869	1:33.165	179.1	32:55.015	2	1	3:13.124	53.715	57.904	1:21.505	141.9	8:02.098
FORD Capri 3100 RS 1975 TC2								3	1	3:19.205	53.668	1:01.811	1:23.726	149.6	11:21.303
50	1.Maxime GUENAT							4	1	3:13.330	53.380	58.788	1:21.162	157.9	14:34.633
1	1	4:07.350 B	1:47.910	56.118	1:23.322		4:07.350	5	1	3:21.656 B	51.730	56.372	1:33.554	175.9	17:56.289
2	1	4:32.135	2:21.423	54.842	1:15.870		8:39.485	6	1	5:57.250	3:47.208	53.037	1:17.005		23:53.539
3	1	2:59.235	48.622	55.051	1:15.562	187.5	11:38.720	7	1	2:53.530	47.571	51.686	1:14.273	189.8	26:47.069
4	1	2:54.713	47.801	51.666	1:15.246	168.0	14:33.433	8	1	2:57.601	48.537	54.175	1:14.889	177.9	29:44.670
5	1	2:48.694	45.900	50.324	1:12.470	198.9	17:22.127	9	1	3:24.547 B	47.302	55.947	1:41.298	192.2	33:09.217
6	1	2:49.730	48.045	50.047	1:11.638	184.9	20:11.857	FORD Capri 3100 RS 1975 TC2							
7	1	2:52.742 B	44.380	49.878	1:18.484	212.2	23:04.599	60	1.Yvan MAHE 2.Guillaume MAHE						
8	1	5:14.339	3:17.848	47.332	1:09.159		28:18.938	1	1	3:56.038	1:42.117	56.895	1:17.026		3:56.038
9	1	3:13.320 B	43.290	46.471	1:43.559	208.9	31:32.258	2	1	2:52.727	46.378	51.453	1:14.896	194.6	6:48.765
FORD Escort 1600 RS 1975 TC2								3	1	2:50.818	46.563	50.945	1:13.310	185.9	9:39.583
51	1.Thierry de LATRE DU BOS							4	1	2:50.141	45.493	50.461	1:14.187	216.4	12:29.724
1	1	3:18.389	1:04.468	57.146	1:16.775		3:18.389	5	1	2:47.956	45.310	50.484	1:12.162	208.1	15:17.680
2	1	2:57.291	48.572	53.183	1:15.536	182.1	6:15.680	6	1	2:44.473	44.510	48.987	1:10.976	214.3	18:02.153
3	1	2:56.374	50.175	52.554	1:13.645	166.9	9:12.054	7	1	2:42.027	44.336	47.671	1:10.220	213.9	20:44.180
4	1	2:56.473	48.010	52.788	1:15.675	178.2	12:08.527	8	1	3:01.141 B	45.193	54.485	1:21.463	213.4	23:45.321
5	1	2:51.085	46.786	51.423	1:12.876	185.6	14:59.612	9	1	4:45.588	2:49.979	47.053	1:08.556		28:30.909
6	1	2:49.538	47.081	50.199	1:12.258	182.1	17:49.150	10	1	3:08.528 B	42.546	46.214	1:39.768	216.0	31:39.437
7	1	2:49.898	44.859	50.819	1:14.220	195.7	20:39.048	BMW 2002 1971 TC2							
8	1	2:53.210	47.578	51.420	1:14.212	190.8	23:32.258	62	1.Guenther SCHINDLER 2.Albert WEINZIERL						
9	1	2:48.868	45.168	51.574	1:12.126	204.5	26:21.126	1	1	5:15.501	2:46.693	1:07.652	1:21.156		5:15.501
10	1	2:44.402	44.814	49.399	1:10.189	197.1	29:05.528	2	1	3:02.414	51.421	55.130	1:15.863	150.8	8:17.915
11	1	3:09.542 B	44.492	48.845	1:36.205	194.6	32:15.070	3	1	3:05.412	50.124	55.370	1:19.918	176.5	11:23.327
FORD Capri 2600 RS 1972 TC2								4	1	3:09.250 B	51.748	54.558	1:22.944	160.5	14:32.577
52	1.Yves SCEMAMA							5	1	6:01.738	3:52.318	54.494	1:14.926		20:34.315
1	1	4:12.087	1:53.693	58.492	1:19.902		4:12.087	6	1	2:55.841	47.817	52.759	1:15.265	184.3	23:30.156
2	1	2:58.129	48.948	53.560	1:15.621	167.2	7:10.216	7	1	2:51.994	46.426	51.782	1:13.786	182.1	26:22.150
3	1	2:56.022	48.826	52.663	1:14.533	166.9	10:06.238	8	1	2:50.764	47.136	51.556	1:12.072	182.4	29:12.914
4	1	2:57.049	46.201	57.409	1:13.439	190.1	13:03.287	9	1	3:16.885 B	46.736	51.754	1:38.395	184.3	32:29.799
5	1	2:49.150	46.854	50.207	1:12.089	179.1	15:52.437	VOLKSWAGEN Scirocco 1974 TC2							
6	1	2:49.795	47.844	51.487	1:10.464	170.3	18:42.232	63	1.Jean-Marc BUSSOLINI						
7	1	2:44.245	45.144	48.861	1:10.240	184.3	21:26.477	1	1	3:34.492	1:17.392	1:00.125	1:16.975		3:34.492
8	1	2:41.820	44.442	48.044	1:09.334	195.3	24:08.297								



HERITAGE TOURING CUP
DIX MILLE TOURS
PRIVATE PRACTICE

Sector Analysis

_ Invalidated Lap							■ Personal Best							■ Session Best							■ Crossing the finish line in the pit lane						
Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed				
65																											
1.Jean CLEMENT ALFA ROMEO 1750 GTAM 1970 TC2																											
1	1	4:42.130	2:15.832	1:03.186	1:23.112		4:42.130	1	1	4:49.732	2:27.873	58.015	1:23.844		4:49.732	2	1	3:04.110	50.870	53.804	1:19.436	166.2	7:53.842				
2	1	3:07.586	50.990	56.240	1:20.356	159.8	7:49.716	3	1	3:07.668	53.608	55.647	1:18.413	147.7	11:01.510	4	1	3:02.308	50.428	53.375	1:18.505	182.1	14:03.818				
3	1	3:12.843	55.412	57.498	1:19.933	131.7	11:02.559	5	1	2:56.482	48.486	52.518	1:15.478	173.4	17:00.300	6	1	3:00.920	52.234	52.234	1:21.541	178.8	20:01.220				
4	1	3:07.430	50.411	56.494	1:20.525	167.2	14:09.989	7	1	5:11.910	2:56.890	55.770	1:19.250		25:13.130	8	1	2:55.716	48.159	52.170	1:15.387	166.4	28:08.846				
								9	1	3:25.645	47.274	50.012	1:48.359	166.7	31:34.491												
66																											
1.Armand MILLE BMW 635 CSi 1983 Group A																											
1	1	5:00.747	2:37.069	1:02.819	1:20.859		5:00.747	1	1	6:00.797	3:19.000	1:11.673	1:30.124		6:00.797	2	1	3:39.868	59.318	1:06.210	1:34.340	144.8	9:40.665				
2	1	3:05.124	51.234	56.635	1:17.255	176.8	8:05.871	3	1	3:48.134	1:01.557	1:10.085	1:36.492	127.4	13:28.799	4	1	6:07.574	3:35.303	1:04.989	1:27.282		19:36.373				
3	1	3:12.456	52.301	1:00.420	1:19.735	184.3	11:18.327	5	1	3:21.064	55.080	1:00.474	1:25.510	148.4	22:57.437	6	1	3:20.854	54.981	1:01.956	1:23.917	157.0	26:18.291				
4	1	3:04.596	53.478	55.767	1:15.351	149.8	14:22.923	7	1	3:33.941	1:03.498	1:01.208	1:29.235	117.9	29:52.232												
5	1	3:01.931	50.579	54.846	1:16.506	157.0	17:24.854																				
6	1	3:05.317	51.736	54.654	1:18.927	160.5	20:30.171																				
7	1	2:57.548	50.812	52.730	1:14.006	155.4	23:27.719																				
8	1	2:53.597	48.346	51.876	1:13.375	179.7	26:21.316																				
9	1	2:49.926	47.634	51.068	1:11.224	174.5	29:11.242																				
10	1	3:15.240	45.576	52.013	1:37.651	192.5	32:26.482																				
67																											
1.Paul LAMIC BMW M5 Superproduction 1985 INV																											
1	1	12:10.302	9:49.442	1:00.214	1:20.646		12:10.302	1	1	6:44.856	4:20.393	59.975	1:24.488		6:44.856	2	1	3:09.150	52.433	56.332	1:20.385	162.9	9:54.006				
2	1	3:11.942	48.285	58.824	1:24.833	182.1	15:22.244	3	1	3:17.322	54.807	1:03.458	1:19.057	156.5	13:11.328	4	1	3:14.252	49.776	55.201	1:29.275	188.2	16:25.580				
3	1	5:07.941	3:04.039	51.319	1:12.583		20:30.185	5	1	5:01.909	2:47.047	56.150	1:18.712		21:27.489	6	1	2:54.676	47.309	52.215	1:15.152	175.3	24:22.165				
4	1	2:50.635	47.737	52.175	1:10.723	153.2	23:20.820	7	1	2:52.618	47.830	51.667	1:13.121	196.4	27:14.783	8	1	2:51.564	47.235	52.237	1:12.092	199.6	30:06.347				
5	1	2:43.711	44.499	49.919	1:09.293	200.0	26:04.531																				
6	1	2:44.352	44.658	50.443	1:09.251	196.4	28:48.883																				
7	1	3:07.209	44.375	49.352	1:33.482	203.4	31:56.092																				
68																											
1.Francois LEVEQUE BMW 3.0 CSL 1974 TC2																											
1	1	5:23.852	2:45.396	1:07.317	1:31.139		5:23.852	1	1	4:37.354	2:23.803	56.414	1:17.137		4:37.354	2	1	2:55.491	49.232	51.650	1:14.609	158.4	7:32.845				
2	1	3:26.368	56.075	1:01.593	1:28.700	141.0	8:50.220																				
3	1	3:24.369	55.704	1:02.991	1:25.674	135.7	12:14.589																				
4	1	3:21.881	54.842	1:01.934	1:25.105	139.5	15:36.470																				
5	1	3:28.775	55.369	1:01.059	1:32.347	145.7	19:05.245																				
6	1	4:59.387	2:45.652	55.127	1:18.608		24:04.632																				
7	1	3:12.252	54.841	55.183	1:22.228	157.9	27:16.884																				
8	1	3:03.994	50.753	56.250	1:16.991	172.0	30:20.878																				
69																											
1.Cécilia DEGAND BMW 635 CSi 1983 Group A																											
1	1	4:35.374	2:06.715	1:04.236	1:24.423		4:35.374	1	1	4:48.993	2:37.745	56.886	1:14.362		4:48.993	2	1	2:50.845	46.790	51.510	1:12.545	172.8	7:39.838				
2	1	3:08.616	53.116	55.025	1:20.475	170.1	7:43.990	3	1	2:52.314	47.524	52.996	1:11.794	180.9	10:32.152	4	1	2:45.905	45.229	49.927	1:10.749	193.2	13:18.057				
3	1	3:11.890	52.386	1:00.040	1:19.464	173.4	10:55.880	5	1	2:43.394	44.460	49.429	1:09.505	200.4	16:01.451	6	1	2:52.567	44.220	47.868	1:20.479	194.6	18:54.018				
4	1	3:07.324	50.157	57.036	1:20.131	181.5	14:03.204	7	1	5:13.130	3:10.762	51.598	1:10.770		24:07.148	8	1	2:47.543	47.175	51.206	1:09.162	189.1	26:54.691				
5	1	3:05.514	53.225	55.101	1:17.188	165.1	17:08.718	9	1	2:57.018	44.172	49.380	1:23.466	193.2	29:51.709												

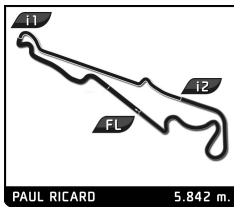


HERITAGE TOURING CUP
DIX MILLE TOURS
PRIVATE PRACTICE

Sector Analysis

— Invalidated Lap ■ Personal Best ■ Session Best B Crossing the finish line in the 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
85								FORD Escort 1600 RS 1972							
1.Raphaël de BORMAN								TC2							
2.Nigel GREENSALL															
1	1	4:04.066	1:57.741	51.706	1:14.619		4:04.066	5	1	3:36.791 B	53.111	1:01.062	1:42.618	162.7	17:08.699
2	1	2:54.231	46.568	52.879	1:14.784	195.7	6:58.297	6	1						
3	1	2:57.340	48.533	52.664	1:16.143	187.5	9:55.637	7	1						
4	1	2:58.754	48.422	54.763	1:15.569	168.5	12:54.391	8	1						
5	1	2:56.695	47.579	52.523	1:16.593	177.0	15:51.086	9	1						
6	1	3:05.132 B	48.688	52.993	1:23.451	166.4	18:56.218								
7	1	5:02.059	2:46.218	58.217	1:17.624		23:58.277								
8	1	2:53.945	47.277	52.033	1:14.635	168.7	26:52.222								
9	1	3:16.691 B	48.072	57.451	1:31.168	173.6	30:08.913								
86								ALFA ROMEO 1750 GTAM 1971							
1.Sebastian GLASER								TC2							
1	1	4:40.891	2:11.478	1:06.212	1:23.201		4:40.891	1	1	3:31.235	1:24.313	54.379	1:12.543		3:31.235
2	1	3:05.815	50.894	55.998	1:18.923	161.9	7:46.706	2	1	2:46.350	46.152	50.554	1:09.644	177.0	6:17.585
3	1	3:06.785	51.485	56.760	1:18.540	155.2	10:53.491	3	1	3:19.906 B	46.447	49.844	1:43.615	172.8	9:37.491
4	1	3:06.665	51.694	56.589	1:18.382	156.1	14:00.156	4	1	3:17.681 B	1:00.570	50.222	1:26.889		12:55.172
5	1	3:03.300	49.962	54.816	1:18.522	168.2	17:03.456	5	1	2:57.017	59.768	48.309	1:08.940		15:52.189
6	1	3:14.362 B	49.365	55.816	1:29.181	175.9	20:17.818	6	1	2:40.947	44.539	47.622	1:08.786	187.5	18:33.136
7	1	4:11.772	2:03.853	52.387	1:15.532		24:29.590								
8	1	2:53.992	46.945	52.030	1:15.017	179.1	27:23.582								
9	1	2:55.316	47.182	53.340	1:14.794	181.5	30:18.898								
87								VOLVO 240T 1984							
1.Xavier MICHERON								Group A							
2.Eric WASSERMANN															
1	1	7:43.483	5:23.067	58.146	1:22.270		7:43.483	1	1	4:35.311	2:02.176	1:08.336	1:24.799	62.7	4:35.311
2	1	3:09.561	51.613	58.606	1:19.342	180.3	10:53.044	2	1	3:16.850	55.682	1:00.544	1:20.624	145.0	7:52.161
								3	1	3:52.504 B	58.380	1:06.766	1:47.358	142.3	11:44.665
								4	1	4:33.560	2:13.910	1:00.568	1:19.082		16:18.225
								5	1	3:18.768	53.070	1:00.396	1:25.302	149.8	19:36.993
								6	1	3:44.474 B	56.052	1:02.088	1:46.334	142.3	23:21.467
89								FORD Escort 1600 RS 1975							
1.Franco MEINERS								TC2							
1	1	6:16.277	4:08.273	55.092	1:12.912		6:16.277	1	1	3:57.803	1:43.023	56.766	1:18.014		3:57.803
2	1	2:52.004	47.098	53.384	1:11.522	178.8	9:08.281	2	1	2:54.970	49.387	51.163	1:14.420	170.3	6:52.773
3	1	2:53.693	46.677	53.014	1:14.002	187.8	12:01.974	3	1	2:53.653	48.333	52.409	1:12.911	170.3	9:46.426
4	1	3:01.761 B	46.805	51.585	1:23.371	172.5	15:03.735	4	1	2:55.642	49.368	51.789	1:14.485	156.7	12:42.068
5	1	10:13.766	8:12.236	50.490	1:11.040		25:17.501	5	1	2:53.564	50.283	50.888	1:12.393	165.9	15:35.632
6	1	2:46.020	45.369	49.421	1:11.230	197.8	28:03.521	6	1	2:52.649	48.406	50.691	1:13.552	187.8	18:28.281
7	1	3:26.914 B	44.914	49.708	1:52.292	197.8	31:30.435	7	1	2:50.349	47.799	49.534	1:13.016	175.3	21:18.630
92								BMW 3.0 CSL 1972							
1.Jean-Claude BASSO								TC2							
2.Ronald BASSO															
1	1	4:02.914	1:49.271	58.533	1:15.110		4:02.914	8	1	2:48.651	47.043	49.763	1:11.845	182.4	24:07.281
2	1	2:52.141	47.518	52.070	1:12.553	191.5	6:55.055	9	1	3:04.146 B	49.228	51.685	1:23.233	173.9	27:11.427
3	1	3:05.707	51.539	51.273	1:22.895	178.8	10:00.762								
4	1	2:56.502	48.761	55.437	1:12.304	170.3	12:57.264								
5	1	2:52.342	47.939	51.276	1:13.127	166.7	15:49.606								
6	1	3:01.630	47.188	50.588	1:23.854	176.2	18:51.236								
7	1	3:08.036	49.859	56.303	1:21.874	171.7	21:59.272								
8	1	3:38.846 B	49.986	1:03.298	1:45.562	171.7	25:38.118								
100								BMW 530i 1981							
1.Richard DEPAGNEUX								TC1							
1	1	4:36.590	2:13.397	1:01.048	1:22.145		4:36.590	1	1	4:18.549	1:29.188	1:20.489	1:28.872		4:18.549
2	1	2:56.666	49.152	52.330	1:15.184	159.8	7:33.256	2	1	3:19.960	54.165	1:01.104	1:24.691	155.8	7:38.509
3	1	3:03.403	53.587	55.066	1:14.750	137.9	10:36.659	3	1	3:20.194	54.204	59.727	1:26.263	148.1	10:58.703
4	1	2:55.249	48.479	52.326	1:14.444	154.1	13:31.908	4	1	3:12.340	51.464	58.341	1:22.535	170.9	14:11.043
								5	1	3:12.412	53.420	57.612	1:21.380	156.7	17:23.455
								6	1	3:10.189	51.131	54.855	1:24.203	156.1	20:33.644
								7	1	3:12.068	52.814	59.543	1:19.711	153.4	23:45.712
								8	1	3:00.399	48.693	54.453	1:17.253	174.2	26:46.111
								9	1	2:57.732	48.542	53.935	1:15.255	173.9	29:43.843
								10	1	3:15.864 B	46.730	52.383	1:36.751	188.2	32:59.707



HERITAGE TOURING CUP
DIX MILLE TOURS
PRIVATE PRACTICE

Sector Analysis

— Invalidated Lap ■ Personal Best ■ Session Best **B** Crossing the finish line in the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed
FORD Capri 3100 RS Cologne 1974															
130	1.Zak BROWN TC2														
	2.Richard DEAN														
1	1	6:00.095	B 2:22.951	1:01.210	2:35.934		6:00.095								
2	1	3:12.304	1:07.567	52.679	1:12.058		9:12.399								
3	1	2:53.585	46.653	52.362	1:14.570	172.8	12:05.984								
4	1	2:50.300	47.660	50.782	1:11.858	165.6	14:56.284								
5	1	9:00.033	B 46.256	49.901	7:23.876	170.3	23:56.317								
6	1	3:15.148	1:11.367	51.101	1:12.680		27:11.465								
7	1	2:39.818	43.939	47.384	1:08.495	201.9	29:51.283								
BMW 2002 1975															
155	1.Charles VEILLARD TC2														
1	1	5:29.673	3:02.890	1:01.724	1:25.059		5:29.673								
2	1	3:06.242	50.896	57.564	1:17.782	164.1	8:35.915								
3	1	3:05.359	51.455	57.359	1:16.545	166.9	11:41.274								
4	1	3:00.099	48.153	54.012	1:17.934	183.4	14:41.373								
5	1	3:00.744	49.374	53.385	1:17.985	164.4	17:42.117								
6	1	2:56.895	47.737	52.928	1:16.230	191.8	20:39.012								
7	1	5:39.263	B 49.199	56.760	3:53.304	176.5	26:18.275								
FORD Escort 1600 RS 1974															
164	1.Jean-Marc MERLIN TC2														
1	1	5:32.894	3:17.178	57.132	1:18.584		5:32.894								
2	1	3:15.102	49.176	1:07.366	1:18.560	180.6	8:47.996								
3	1	3:14.656	B 49.581	54.006	1:31.069	164.9	12:02.652								
4	1	4:46.909	2:35.168	55.170	1:16.571		16:49.561								
5	1	2:56.194	48.433	52.251	1:15.510	180.9	19:45.755								
6	1	2:54.385	48.071	52.020	1:14.294	175.6	22:40.140								
7	1	2:51.590	47.171	50.977	1:13.442	180.3	25:31.730								
8	1	2:48.809	46.567	50.279	1:11.963	185.9	28:20.539								
9	1	3:23.702	B 45.498	49.480	1:48.724	189.5	31:44.241								
BMW 635 CSi 1984															
635	1.Johannes SCHOUTEN Group A														
1	1	3:38.789	1:20.491	58.649	1:19.649		3:38.789								
2	1	2:57.899	50.740	53.644	1:13.515	168.5	6:36.688								
3	1	2:53.248	47.922	51.327	1:13.999	191.8	9:29.936								
4	1	4:34.004	B 48.792	54.077	2:51.135	162.7	14:03.940								
5	1	3:10.448	1:04.313	53.185	1:12.950		17:14.388								
6	1	2:49.772	46.215	50.207	1:13.350	183.7	20:04.160								
7	1	2:47.528	45.577	49.792	1:12.159	199.3	22:51.688								