

HERITAGE TOURING CUP

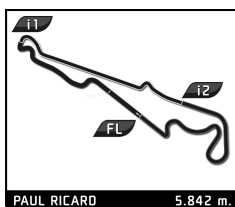
DIX MILLE TOURS

QUALIFYING

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
3 1.Daniel REINHARDT 2.Dominique REINHARDT BMW 3.0 CSL 1975 TC2								9 1.Thomas STUDER FORD Capri 2600 RS 1973 TC2							
1	1	3:23.225	1:08.609	56.154	1:18.462		3:23.225	1	1	6:39.765	4:18.030	58.283	1:23.452		6:39.765
2	1	3:13.633	52.879	58.414	1:22.340	161.4	6:36.858	2	1	3:05.162	51.188	55.931	1:18.043	158.8	9:44.927
3	1	2:47.817	46.086	50.144	1:11.587	184.6	9:24.675	3	1	3:00.545	49.963	55.128	1:15.454	159.1	12:45.472
4	1	2:46.053	45.905	49.571	1:10.577	190.1	12:10.728	4	1	2:58.290	48.021	55.011	1:15.258	179.1	15:43.762
5	1	3:00.097	48.696	57.490	1:13.911	190.1	15:10.825	5	1	2:55.562	47.586	53.235	1:14.741	177.3	18:39.324
6	1	3:01.536	45.181	1:01.225	1:15.130	192.5	18:12.361	6	1	2:54.933	48.031	52.377	1:14.525	177.6	21:34.257
7	1	2:44.651	45.036	49.677	1:09.938	198.9	20:57.012	7	1	2:51.393	46.887	52.027	1:12.479	184.0	24:25.650
8	1	2:58.647	B 46.842	51.525	1:20.280	177.0	23:55.659	8	1	2:52.624	47.121	50.893	1:14.610	193.5	27:18.274
9	1	4:14.803	2:12.935	49.642	1:12.226		28:10.462	9	1	2:50.487	46.834	51.862	1:11.791	186.9	30:08.761
10	1	2:47.043	46.082	49.965	1:10.996	190.5	30:57.505	10	1	2:49.326	45.676	51.352	1:12.298	200.4	32:58.087
11	1	2:49.576	48.398	50.555	1:10.623	192.9	33:47.081	11	1	2:49.799	45.574	51.116	1:13.109	190.8	35:47.886
12	1	2:46.703	46.209	49.572	1:10.922	203.0	36:33.784	11 1.Charles FIRMENICH 2.Henri MOSER BMW 3.0 CSL 1975 TC2							
13	1	2:49.073	46.133	49.532	1:13.408	202.6	39:22.857	1	1	5:12.104	2:49.637	1:00.514	1:21.953		5:12.104
14	1	2:46.655	45.717	49.553	1:11.385	200.4	42:09.512	2	1	3:07.650	51.642	57.835	1:18.173	162.4	8:19.754
5 1.Alain VÖGELE FORD Capri 2600 RS 1973 TC2								3	1	3:07.786	48.918	57.602	1:21.266	185.6	11:27.540
1	1	6:37.347	4:29.431	54.400	1:13.516		6:37.347	4	1	3:13.208	58.527	56.452	1:18.229	187.5	14:40.748
2	1	2:49.424	46.590	50.564	1:12.270	176.8	9:26.771	5	1	3:02.257	49.408	54.820	1:18.029	171.2	17:43.005
3	1	5:36.349	B 46.632	50.767	3:58.950	190.1	15:03.120	6	1	3:03.619	49.722	53.765	1:20.132	172.2	20:46.624
4	1	3:11.522	1:04.276	54.245	1:13.001		18:14.642	7	1	7:12.290	B 50.902	55.496	5:25.892	170.6	27:58.914
5	1	2:48.464	45.850	50.557	1:12.057	191.2	21:03.106	8	1	3:14.293	1:12.264	51.665	1:10.364		31:13.207
6	1	2:50.248	45.751	52.542	1:11.955	197.4	23:53.354	9	1	2:51.483	45.415	52.970	1:13.098	201.1	34:04.690
7	1	2:48.037	45.506	50.597	1:11.934	199.3	26:41.391	10	1	2:44.716	44.824	49.632	1:10.260	203.4	36:49.406
8	1	2:51.445	46.900	53.000	1:11.545	179.7	29:32.836	11	1	2:39.752	44.230	48.112	1:07.410	203.4	39:29.158
9	1	2:58.006	46.611	54.187	1:17.208	198.5	32:30.842	12	1	2:38.667	44.233	47.991	1:06.443	204.9	42:07.825
10	1	2:48.625	45.955	51.097	1:11.573	196.4	35:19.467	13 1.Philippe TRUFFIER BMW 635 CSi 1980 TC2							
7 1.Carlo VÖGELE FORD Capri 2600 RS 1975 TC2								1	1	4:44.299	2:28.778	59.790	1:15.731		4:44.299
1	1	6:44.081	4:23.575	59.833	1:20.673	87.0	6:44.081	2	1	2:48.130	46.581	51.011	1:10.538	188.5	7:32.429
2	1	3:04.683	51.962	55.626	1:17.095	152.5	9:48.764	3	1	2:49.096	45.349	50.964	1:12.783	198.9	10:21.525
3	1	2:57.418	49.143	54.071	1:14.204	165.4	12:46.182	4	1	2:52.527	48.122	52.551	1:11.854	187.2	13:14.052
4	1	2:53.937	47.922	52.690	1:13.325	175.9	15:40.119	5	1	2:49.489	46.830	51.297	1:11.362	197.8	16:03.541
5	1	2:53.316	47.307	52.843	1:13.166	173.4	18:33.435	6	1	3:06.594	B 46.128	55.493	1:24.973	196.0	19:10.135
6	1	8:07.018	B 46.266	52.570	6:28.182	188.8	26:40.453	7	1	11:40.685	9:17.726	1:00.468	1:22.491		30:50.820
7	1	3:11.196	1:09.726	51.200	1:10.270	103.9	29:51.649	8	1	3:15.234	57.036	59.083	1:19.115	180.3	34:06.054
8	1	2:45.680	44.975	50.259	1:10.446	196.0	32:37.329	9	1	2:53.092	48.429	52.165	1:12.498	192.2	36:59.146
9	1	2:47.301	45.573	50.783	1:10.945	206.5	35:24.630	10	1	2:55.723	48.981	53.296	1:13.446	196.4	39:54.869
10	1	2:43.343	45.239	48.776	1:09.328	198.9	38:07.973	11	1	2:47.974	47.465	50.330	1:10.179	198.2	42:42.843
8 1.Xavier GALANT 2.Vincent NEURRISSE FORD Escort 1600 RS 1974 TC2								16 1.Damien KOHLER FORD Escort 1600 RS 1975 TC2							
1	1	4:55.035	2:27.097	1:04.388	1:23.550		4:55.035	1	1	3:21.937	1:12.329	54.086	1:15.522		3:21.937
2	1	3:05.332	51.703	55.521	1:18.108	162.9	8:00.367	2	1	2:54.260	48.787	53.002	1:12.471	176.8	6:16.197
3	1	3:00.861	50.625	55.014	1:15.222	178.8	11:01.228	3	1	2:50.466	46.610	51.591	1:12.265	196.0	9:06.663
4	1	3:00.845	50.873	53.100	1:16.872	169.0	14:02.073	4	1	2:50.579	46.830	51.303	1:12.446	196.0	11:57.242
5	1	2:55.133	48.843	52.087	1:14.203	186.5	16:57.206	5	1	2:50.390	46.433	50.991	1:12.966	196.0	14:47.632
6	1	2:53.989	48.359	51.724	1:13.906	178.8	19:51.195	6	1	3:06.216	B 47.108	52.936	1:26.172	198.2	17:53.848
7	1	2:56.493	47.992	53.318	1:15.183	188.8	22:47.688	7	1	6:35.170	4:25.509	55.184	1:14.477		24:29.018
8	1	2:53.814	47.720	52.052	1:14.042	184.9	25:41.502	8	1	2:52.762	47.819	51.972	1:12.971	184.3	27:21.780
9	1	3:05.982	B 48.572	52.706	1:24.704	175.3	28:47.484	9	1	2:53.330	48.434	51.529	1:13.367	184.6	30:15.110
10	1	4:27.898	2:20.976	53.393	1:13.529		33:15.382								
11	1	2:52.165	47.524	51.375	1:13.266	189.5	36:07.547								



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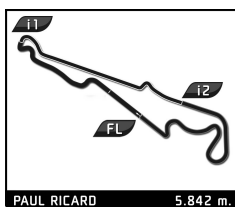
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Sector Analysis

— 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
10	1	3:28.266 B	52.934	58.620	1:36.712	152.1	33:43.376	11	1	3:08.869	51.444	58.352	1:19.073	171.2	38:57.252
17 1.Claude BOISSY 2.Alain MIRAN FORD Escort 1600 RS 1971 TC2								25 1.Christian TRABER BMW 3.0 CSL 1975 TC2							
1	1	3:45.369	1:40.950	51.265	1:13.154		3:45.369	1	1	5:16.931	2:58.487	1:01.228	1:17.216		5:16.931
2	1	2:48.151	46.336	50.566	1:11.249	209.3	6:33.520	2	1	2:53.487	47.571	53.317	1:12.599	185.6	8:10.418
3	1	2:46.282	45.498	50.226	1:10.558	201.9	9:19.802	3	1	2:51.234	46.190	51.745	1:13.299	194.6	11:01.652
4	1	2:48.662	46.852	50.501	1:11.309	203.8	12:08.464	4	1	2:46.943	47.684	50.627	1:08.632	182.7	13:48.595
5	1	3:52.428 B	57.218	1:10.933	1:44.277	163.6	16:00.892	5	1	2:42.291	44.191	48.079	1:10.021	206.1	16:30.886
6	1	8:45.377 B	5:45.109	1:15.625	1:44.643		24:46.269	6	1	2:40.915	43.039	48.692	1:09.184	215.1	19:11.801
7	1	6:05.778	3:25.694	59.754	1:40.330		30:52.047	7	1	2:39.314	43.362	48.180	1:07.772	214.7	21:51.115
8	1	3:32.398	53.754	1:03.588	1:35.056	166.7	34:24.445	8	1	2:42.411	44.329	48.514	1:09.568	200.4	24:33.526
9	1	3:13.736	57.351	55.995	1:20.390	193.5	37:38.181	9	1	2:38.039	43.482	47.607	1:06.950	211.8	27:11.565
10	1	3:04.081	52.265	53.860	1:17.956	172.5	40:42.262	10	1	2:38.429	44.214	46.854	1:07.361	205.3	29:49.994
20 1.Christophe VAN RIET 2.Matthieu de ROBIANO BMW 3.0 CSL 1975 TC2								11	1	2:39.852	42.836	47.696	1:09.320	217.3	32:29.846
1	1	3:07.714	58.315	54.883	1:14.516		3:07.714	12	1	2:35.608	43.268	46.725	1:05.615	210.5	35:05.454
2	1	2:51.997	48.499	51.167	1:12.331	170.1	5:59.711	27 1.Laurent POLAN 2.Clément POLAN FORD Capri 2600 RS 1975 TC2							
3	1	2:50.895	47.981	50.836	1:12.078	171.4	8:50.606	1	1	3:44.717	1:14.811	1:07.288	1:22.618		3:44.717
4	1	2:49.159	46.347	51.006	1:11.806	181.8	11:39.765	2	1	3:15.446	53.668	59.975	1:21.803	161.4	7:00.163
5	1	2:53.540	46.587	51.831	1:15.122	191.2	14:33.305	3	1	3:04.409	50.444	56.319	1:17.646	189.5	10:04.572
6	1	2:49.902	47.643	51.585	1:10.674	169.3	17:23.207	4	1	3:05.929	50.079	57.252	1:18.598	175.0	13:10.501
7	1	2:45.783	45.524	50.026	1:10.233	185.6	20:08.990	5	1	3:08.591	51.105	56.632	1:20.854	192.5	16:19.092
8	1	2:55.522 B	45.596	50.113	1:19.813	192.2	23:04.512	6	1	3:06.074	51.122	56.435	1:18.517	184.3	19:25.166
9	1	6:30.983	4:25.191	53.186	1:12.606		29:35.495	7	1	3:05.199	49.682	56.168	1:19.349	190.1	22:30.365
10	1	2:47.644	46.344	50.589	1:10.711	183.4	32:23.139	8	1	3:06.078	50.407	56.529	1:19.142	177.0	25:36.443
11	1	2:41.408	44.856	48.695	1:07.857	187.2	35:04.547	9	1	3:18.917 B	49.814	56.439	1:32.664	183.7	28:55.360
12	1	2:39.093	44.039	47.361	1:07.693	193.2	37:43.640	10	1	4:27.871	2:12.109	57.392	1:18.370		33:23.231
13	1	2:37.744	43.873	46.825	1:07.046	200.4	40:21.384	11	1	3:00.816	49.216	54.161	1:17.439	184.6	36:24.047
22 1.Dominik ROSCHMANN BMW 3.0 CSL 1971 TC2								12	1	2:58.685	49.252	53.506	1:15.927	171.4	39:22.732
1	1	3:19.862	1:10.222	54.520	1:15.120		3:19.862	13	1	3:01.348	51.809	54.057	1:15.482	191.5	42:24.080
2	1	2:44.091	46.213	48.341	1:09.537	173.6	6:03.953	28 1.Peter VÖGELE FORD Escort 1600 RS 1975 TC2							
3	1	2:43.060	44.956	48.106	1:09.998	204.9	8:47.013	1	1	6:10.112	3:58.904	55.422	1:15.786		6:10.112
4	1	2:53.933 B	45.073	48.749	1:20.111	206.5	11:40.946	2	1	2:54.945	49.701	52.272	1:12.972	173.1	9:05.057
5	1	5:22.605	3:22.936	50.084	1:09.585		17:03.551	3	1	2:49.927	46.515	51.007	1:12.405	186.9	11:54.984
6	1	2:45.871	45.493	50.027	1:10.351	206.5	19:49.422	4	1	5:42.407 B	46.094	50.887	4:05.426	191.2	17:37.391
7	1	2:43.712	45.046	48.647	1:10.019	204.2	22:33.134	5	1	3:17.226	1:08.939	53.221	1:15.066		20:54.617
8	1	2:46.652	44.691	49.589	1:12.372	195.7	25:19.786	6	1	2:58.545	48.390	54.493	1:15.662	183.4	23:53.162
9	1	2:42.294	44.426	48.084	1:09.784	212.2	28:02.080	7	1	2:56.608	49.108	52.714	1:14.786	185.9	26:49.770
10	1	2:45.135	44.991	48.624	1:11.520	210.5	30:47.215	8	1	2:59.212	48.755	55.615	1:14.842	187.5	29:48.982
11	1	2:59.791 B	44.976	51.328	1:23.487	213.4	33:47.006	9	1	3:00.764	49.143	55.363	1:16.258	184.3	32:49.746
24 1.Lorna Marie ABEND 2.Katrin BEHRENS BMW 2002 TI 1968 TC2								10	1	2:58.866	48.163	53.371	1:17.332	175.9	35:48.612
1	1	4:26.665	2:00.658	1:02.975	1:23.032		4:26.665	11	1	2:57.654	48.271	53.386	1:15.997	174.5	38:46.266
2	1	3:19.199	55.505	1:00.002	1:23.692	143.2	7:45.864	12	1	2:58.932	50.149	53.549	1:15.234	191.5	41:45.198
3	1	3:12.640	53.362	59.674	1:19.604	167.7	10:58.504	30 1.Nicolas TRABER BMW 2002 TI 1970 TC2							
4	1	3:15.152	55.425	58.601	1:21.126	156.3	14:13.656	1	1	4:48.252	2:16.247	1:06.546	1:25.459		4:48.252
5	1	3:15.891	53.035	59.467	1:23.389	160.0	17:29.547	2	1	3:10.920	52.572	57.566	1:20.782	150.4	7:59.172
6	1	3:23.467 B	54.268	59.995	1:29.204	158.1	20:53.014	3	1	3:12.124	51.417	57.809	1:22.898	173.1	11:11.296
7	1	4:28.956	2:07.928	59.240	1:21.788		25:21.970	4	1	3:20.824	53.506	1:00.065	1:27.253	163.1	14:32.120
8	1	3:18.808 B	53.786	56.855	1:28.167	161.0	28:40.778	5	1	3:07.541	51.220	57.704	1:18.617	181.5	17:39.661
9	1	4:00.179	1:40.623	59.619	1:19.937		32:40.957	6	1	11:51.683 B	1:00.057	1:08.892	9:42.734	135.3	29:31.344
10	1	3:07.426	50.852	56.586	1:19.988	179.4	35:48.383								



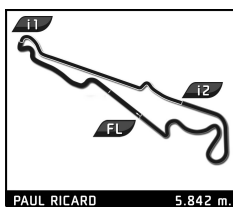
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Sector Analysis

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Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed
7	1	3:34.662	1:14.228	59.828	1:20.606		33:06.006	3	1	2:51.011	47.551	50.944	1:12.516	189.1	10:39.098
8	1	3:03.157	49.655	55.187	1:18.315	160.2	36:09.163	4	1	2:45.877	46.062	49.316	1:10.499	197.1	13:24.975
9	1	2:57.942	49.082	53.991	1:14.869	182.1	39:07.105	5	1	2:45.751	45.986	48.941	1:10.824	189.5	16:10.726
10	1	2:54.837	48.124	53.586	1:13.127	183.1	42:01.942	6	1	2:42.419	45.436	48.345	1:08.638	210.1	18:53.145
33 BMW 635i 1985 Group A 1.Robert BOOS 2.François JAKUBOWSKY								7	1	2:41.918	44.303	49.168	1:08.447	202.6	21:35.063
1	1	3:20.074	1:07.898	54.900	1:17.276		3:20.074	8	1	2:43.001	44.973	48.393	1:09.635	216.0	24:18.064
2	1	3:01.188	49.935	54.498	1:16.755	165.4	6:21.262	9	1	2:40.084	44.233	47.405	1:08.446	194.6	26:58.148
3	1	2:51.687	47.516	51.381	1:12.790	174.2	9:12.949	10	1	2:40.721	44.130	49.147	1:07.444	216.4	29:38.869
4	1	2:48.429	45.871	51.025	1:11.533	199.3	12:01.378	11	1	3:20.594 B	45.172	51.759	1:43.663	178.2	32:59.463
5	1	2:48.139	45.929	50.318	1:11.892	193.5	14:49.517	12	1	3:08.800	1:10.936	47.222	1:10.642		36:08.263
6	1	2:51.451	46.226	51.414	1:13.811	198.5	17:40.968	13	1	2:41.509	44.287	49.183	1:08.039	203.8	38:49.772
7	1	2:47.353	45.795	50.643	1:10.915	200.7	20:28.321	14	1	2:52.628	57.433	47.904	1:07.291	188.8	41:42.400
8	1	2:45.903	45.507	50.161	1:10.235	197.8	23:14.224	41 BMW 635i 1983 Group A 1.Jean-Lou RIHON 2.Nick PADMORE							
9	1	2:47.176	45.085	49.670	1:12.421	199.3	26:01.400	1	1	4:35.139	2:20.482	56.986	1:17.671		4:35.139
10	1	2:47.533	46.794	49.823	1:10.916	189.5	28:48.933	2	1	2:58.376	49.934	53.553	1:14.889	173.1	7:33.515
11	1	2:44.359	45.199	49.144	1:10.016	200.0	31:33.292	3	1	2:52.305	47.997	52.122	1:12.186	177.0	10:25.820
12	1	2:46.572	45.621	49.601	1:11.350	198.2	34:19.864	4	1	2:50.929	47.311	51.242	1:12.376	176.2	13:16.749
13	1	2:46.708	45.395	50.953	1:10.360	195.7	37:06.572	5	1	2:58.409 B	48.030	51.181	1:19.198	178.5	16:15.158
14	1	2:43.522	45.342	48.908	1:09.272	200.0	39:50.094	6	1	5:34.934	3:15.052	57.642	1:22.240		21:50.092
15	1	2:45.385	46.041	50.013	1:09.331	198.5	42:35.479	7	1	2:57.738	50.097	53.674	1:13.967	170.6	24:47.830
36 BMW 635i 1984 Group A 1.Franz WUNDERLICH 2.Peter PRALLER								8	1	3:11.924	47.299	1:09.682	1:14.943	189.8	27:59.754
1	1	3:37.303	1:27.513	54.214	1:15.576		3:37.303	9	1	2:56.848	48.876	53.497	1:14.475	186.2	30:56.602
2	1	3:04.686 B	47.414	53.019	1:24.253	196.7	6:41.989	10	1	3:00.548	50.326	54.589	1:15.633	193.2	33:57.150
3	1	4:18.297	2:09.686	55.326	1:13.285		11:00.286	11	1	2:54.856	47.062	53.159	1:14.635	195.7	36:52.006
4	1	2:51.908	47.383	52.416	1:12.109	183.1	13:52.194	12	1	2:54.483	47.805	52.200	1:14.478	193.5	39:46.489
5	1	2:50.371	46.398	51.543	1:12.430	197.4	16:42.565	13	1	2:56.424	48.653	52.976	1:14.795	166.2	42:42.913
6	1	2:50.289	46.348	51.476	1:12.465	198.9	19:32.854	42 AMC Javelin 1972 TC2 1.Marc DEVIS 2.Martin O'CONNELL							
7	1	3:07.813 B	48.488	51.332	1:27.993	173.6	22:40.667	1	1	3:24.429	1:16.606	52.956	1:14.867		3:24.429
8	1	6:27.747	4:16.041	55.521	1:16.185		29:08.414	2	1	2:53.794	49.201	51.595	1:12.998	176.8	6:18.223
9	1	2:52.271	47.569	51.899	1:12.803	196.4	32:00.685	3	1	2:49.427	45.933	50.771	1:12.723	194.2	9:07.650
10	1	2:49.505	46.737	51.813	1:10.955	196.0	34:50.190	4	1	2:48.838	46.416	50.144	1:12.278	201.9	11:56.488
11	1	2:46.446	46.375	50.230	1:09.841	195.3	37:36.636	5	1	2:49.506	46.022	50.556	1:12.928	203.4	14:45.994
12	1	2:44.233	45.674	49.503	1:09.056	189.5	40:20.869	6	1	2:50.646	46.453	50.375	1:13.818	208.9	17:36.640
38 FORD Mustang 289 1965 TC1 1.Pierre MODAS 2.Frédéric BERCHON								7	1	3:01.185 B	46.494	50.530	1:24.161	196.0	20:37.825
1	1	4:41.988	2:07.794	1:05.225	1:28.969		4:41.988	8	1	6:23.283	4:15.868	51.526	1:15.889		27:01.108
2	1	3:15.462	54.617	57.920	1:22.925	162.4	7:57.450	9	1	2:48.365	46.379	50.947	1:11.039	182.4	29:49.473
3	1	3:13.483	52.422	58.356	1:22.705	164.9	11:10.933	10	1	2:50.810	45.684	52.371	1:12.755	190.1	32:40.283
4	1	3:12.278	53.388	56.486	1:22.404	160.0	14:23.211	11	1	2:46.958	46.733	49.827	1:10.398	193.5	35:27.241
5	1	4:54.993 B	55.430	1:02.459	2:57.104	156.1	19:18.204	12	1	2:44.331	46.322	48.639	1:09.370	192.2	38:11.572
6	1	3:36.215	1:17.715	58.080	1:20.420		22:54.419	13	1	2:40.948	44.638	48.183	1:08.127	200.7	40:52.520
7	1	3:12.422	52.769	58.522	1:21.131	163.4	26:06.841	44 BMW 2002 TI 1970 TC2 1.Frank JACOB 2.Katrin BEHRENS							
8	1	3:12.744	54.697	56.923	1:21.124	152.1	29:19.585	1	1	3:45.889	1:31.893	57.373	1:16.623		3:45.889
9	1	3:12.480	51.404	58.360	1:22.716	161.2	32:32.065	2	1	3:01.998	50.582	55.249	1:16.167	183.1	6:47.887
10	1	3:08.395	50.869	58.033	1:19.493	167.7	35:40.460	3	1	3:02.032	50.165	54.543	1:17.324	164.9	9:49.919
11	1	3:07.933	50.285	58.499	1:19.149	174.5	38:48.393	4	1	2:58.303	48.599	54.367	1:15.337	171.7	12:48.222
12	1	3:06.164	51.679	55.615	1:18.870	165.9	41:54.557	5	1	2:58.800	49.795	53.343	1:15.662	177.3	15:47.022
40 BMW 3.0 CSL 1975 TC2 1.Michael ERLICH								6	1	2:56.503	48.204	53.285	1:15.014	176.8	18:43.525
1	1	4:46.442	2:33.753	58.027	1:14.662		4:46.442	7	1	2:56.271	47.801	54.518	1:13.952	184.0	21:39.796
2	1	3:01.645	47.189	50.233	1:24.223	174.5	7:48.087	8	1	2:53.975	47.266	51.955	1:14.754	184.6	24:33.771
								9	1	3:10.111 B	48.592	54.882	1:26.637	165.9	27:43.882
								10	1	7:36.177	5:03.357	1:07.434	1:25.386		35:20.059



HERITAGE TOURING CUP

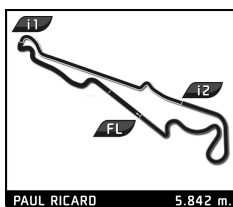
DIX MILLE TOURS

QUALIFYING

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		
11	1	3:33.973	B	56.201	1:03.015	1:34.757	160.2	38:54.032	5	1	2:48.112	45.716	50.519	1:11.877	192.9	14:48.491	
12	1	3:51.864		1:30.934	59.053	1:21.877		42:45.896	6	1	2:51.548	46.446	51.027	1:14.075	196.4	17:40.039	
45	BMW 2002 1971							TC2	7	1	2:47.696	46.231	50.363	1:11.102	201.5	20:27.735	
	1.Bart BLOMMAERT								8	1	2:56.444	B	46.822	50.505	1:19.117	195.3	23:24.179
	2.Rikkert LEEMAN								9	1	5:39.693	3:36.261	51.837	1:11.595		29:03.872	
1	1	3:39.957		1:20.645	1:00.772	1:18.540		3:39.957	10	1	2:46.492	46.285	49.875	1:10.332	200.0	31:50.364	
2	1	3:05.903		51.213	55.644	1:19.046	174.8	6:45.860	11	1	2:45.617	45.280	50.691	1:09.646	199.6	34:35.981	
3	1	3:01.470		51.473	53.452	1:16.545	161.0	9:47.330	12	1	2:42.446	44.720	49.002	1:08.724	202.2	37:18.427	
4	1	3:00.608		49.749	53.690	1:17.169	174.2	12:47.938	13	1	2:41.228	44.512	48.553	1:08.163	197.8	39:59.655	
5	1	3:00.661		50.666	53.394	1:16.601	170.6	15:48.599	14	1	2:41.730	44.508	48.453	1:08.769	200.7	42:41.385	
6	1	2:57.584		48.520	53.506	1:15.558	184.6	18:46.183	FORD Escort 1600 RS 1972							TC2	
7	1	3:00.319		48.115	54.236	1:17.968	185.2	21:46.502	1.Caroline GRIFNEE								
8	1	2:56.797		47.832	53.395	1:15.570	186.5	24:43.299	1	1	3:07.925	1:04.439	50.795	1:12.691		3:07.925	
9	1	2:59.789		48.588	55.558	1:15.643	185.9	27:43.088	2	1	2:46.956	45.050	49.817	1:12.089	188.2	5:54.881	
10	1	2:56.022		48.472	53.171	1:14.379	183.1	30:39.110	3	1	2:47.146	45.682	49.854	1:11.610	194.6	8:42.027	
11	1	2:57.195	47.715	55.001	1:14.479	185.2	33:36.305	4	1	2:46.686	45.727	49.747	1:11.212	195.3	11:28.713		
12	1	2:57.295	47.992	54.027	1:15.276	183.4	36:33.600	5	1	2:46.820	44.885	50.146	1:11.789	191.8	14:15.533		
13	1	2:55.141	48.097	52.657	1:14.387	177.3	39:28.741	6	1	3:04.959	B	47.025	54.807	1:23.127	183.1	17:20.492	
14	1	2:57.738	48.402	52.883	1:16.453	181.2	42:26.479	7	1	6:39.277	4:21.514	1:01.685	1:16.078		23:59.769		
50	FORD Capri 3100 RS 1975							TC2	8	1	2:51.615	46.018	51.780	1:13.817	184.3	26:51.384	
	1.Maxime GUENAT								9	1	2:45.468	45.381	49.473	1:10.614	181.2	29:36.852	
	1	1	3:24.856	1:21.312	51.897	1:11.647			3:24.856	10	1	2:46.563	45.970	50.259	1:10.334	192.2	32:23.415
2	1	2:51.109	49.154	50.554	1:11.401	169.3	6:15.965	11	1	3:11.687	B	52.591	57.069	1:22.027	181.8	35:35.102	
3	1	2:44.184	45.222	49.043	1:09.919	196.0	9:00.149	ALFA ROMEO 1750 GTAM 1971								TC2	
4	1	2:44.057	45.123	48.974	1:09.960	209.7	11:44.206	1.Patrick WILWERT									
5	1	2:45.529	45.594	48.930	1:11.005	201.9	14:29.735	2.Tom MAILLIET								TC2	
6	1	2:58.480	B	49.441	51.423	1:17.616	177.3	17:28.215	1	1	4:55.924	2:35.595	59.512	1:20.817	101.0		4:55.924
7	1	7:10.988	5:09.603	50.649	1:10.736		24:39.203	2	1	3:07.060	51.981	57.320	1:17.759	152.5	8:02.984		
8	1	2:42.640	45.306	48.112	1:09.222	186.5	27:21.843	3	1	3:04.568	50.835	55.766	1:17.967	182.7	11:07.552		
9	1	2:41.337	45.314	47.685	1:08.338	185.9	30:03.180	4	1	3:02.706	49.855	55.075	1:17.776	187.5	14:10.258		
10	1	2:39.128	43.562	47.483	1:08.083	211.8	32:42.308	5	1	3:02.032	49.297	55.063	1:17.672	186.2	17:12.290		
11	1	2:40.931	44.001	48.058	1:08.872	205.7	35:23.239	6	1	3:02.931	49.545	54.759	1:18.627	182.4	20:15.221		
12	1	2:40.944	45.572	47.316	1:08.056	197.8	38:04.183	7	1	3:00.583	49.259	54.459	1:16.865	189.8	23:15.804		
13	1	2:36.668	43.136	46.659	1:06.873	216.0	40:40.851	8	1	2:58.085	48.812	53.787	1:15.486	187.2	26:13.889		
51	FORD Escort 1600 RS 1975							TC2	9	1	3:09.824	B	49.569	55.299	1:24.956	187.8	29:23.713
	1.Thierry de LATRE DU BOS								10	1	4:46.428	2:25.358	1:00.619	1:20.451		34:10.141	
	1	1	3:19.404	1:06.217	55.391	1:17.796			3:19.404	11	1	3:04.598	49.674	55.441	1:19.483	186.2	37:14.739
2	1	3:05.607	50.215	53.905	1:21.487	167.2	6:25.011	12	1	3:04.337	50.472	55.160	1:18.705	178.2	40:19.076		
3	1	3:06.124	B	48.891	52.771	1:24.462	179.1	9:31.135	FORD Capri 3100 RS 1975								TC2
4	1	8:50.572	6:45.235	52.783	1:12.554		18:21.707	1.Yvan MAHE									
5	1	2:49.190	47.217	51.066	1:10.907	199.6	21:10.897	2.Guillaume MAHE								TC2	
6	1	2:51.156	46.367	53.367	1:11.422	201.9	24:02.053	1	1	3:24.069	1:17.706	53.305	1:13.058		3:24.069		
7	1	2:47.475	45.735	50.820	1:10.920	201.5	26:49.528	2	1	2:48.614	47.103	51.118	1:10.393	184.6	6:12.683		
8	1	2:46.692	45.395	50.815	1:10.482	202.6	29:36.220	3	1	2:44.937	45.022	49.295	1:10.620	187.5	8:57.620		
9	1	2:48.656	47.000	50.931	1:10.725	197.8	32:24.876	4	1	2:44.513	44.354	49.178	1:10.981	209.7	11:42.133		
10	1	2:46.305	46.931	49.882	1:09.492	197.1	35:11.181	5	1	2:55.380	48.697	52.141	1:14.542	203.4	14:37.513		
11	1	2:42.848	44.429	50.081	1:08.338	204.9	37:54.029	6	1	2:52.334	47.969	52.965	1:11.400	210.9	17:29.847		
12	1	2:41.873	44.248	49.195	1:08.430	206.5	40:35.902	7	1	2:46.185	46.333	49.147	1:10.705	199.6	20:16.032		
52	FORD Capri 2600 RS 1972							TC2	8	1	2:45.181	45.291	48.758	1:11.132	218.6	23:01.213	
	1.Yves SCEMAMA								9	1	2:45.930	45.267	49.355	1:11.308	208.1	25:47.143	
	1	1	3:27.957	1:16.974	55.124	1:15.859			3:27.957	10	1	3:03.095	B	45.400	53.549	1:24.146	211.8
2	1	2:53.730	48.917	51.976	1:12.837	177.6	6:21.687	11	1	6:13.182	4:11.588	51.758	1:09.836		35:03.420		
3	1	2:49.505	46.425	50.901	1:12.179	190.8	9:11.192	12	1	2:38.767	43.806	47.315	1:07.646	209.7	37:42.187		
4	1	2:49.187	46.500	50.911	1:11.776	188.8	12:00.379	13	1	2:38.077	43.563	46.754	1:07.760	200.7	40:20.264		



HERITAGE TOURING CUP

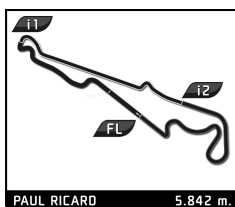
DIX MILLE TOURS

QUALIFYING

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
62 1.Guenther SCHINDLER 2.Albert WEINZIERL BMW 2002 1971 TC2								67 1.Paul LAMIC 2.Jean-Philippe LAMIC BMW M5 Superproduction 1985 INV							
1	1	3:42.374	1:32.623	54.272	1:15.479		3:42.374	1	1	4:05.524	1:57.761	55.110	1:12.653		4:05.524
2	1	2:57.762	49.872	53.428	1:14.462	178.2	6:40.136	2	1	2:49.364	46.630	50.700	1:12.034	197.4	6:54.888
3	1	2:54.541	47.926	52.779	1:13.836	185.9	9:34.677	3	1	3:03.645	49.480	55.852	1:18.313	189.5	9:58.533
4	1	2:56.473	47.710	53.600	1:15.163	179.4	12:31.150	4	1	2:49.803	45.772	51.488	1:12.543	196.4	12:48.336
5	1	3:02.328	B 48.096	54.268	1:19.964	179.7	15:33.478	5	1	2:48.491	46.284	52.257	1:09.950	187.5	15:36.827
6	1	7:02.249	4:49.802	55.221	1:17.226		22:35.727	6	1	2:45.865	45.437	50.506	1:09.922	198.9	18:22.692
7	1	2:57.255	48.327	53.844	1:15.084	170.3	25:32.982	7	1	3:09.568	B 48.291	54.549	1:26.728	180.6	21:32.260
8	1	2:53.777	47.813	51.948	1:14.016	185.9	28:26.759	8	1	4:45.222	2:38.627	52.868	1:13.727		26:17.482
9	1	2:50.320	46.865	51.211	1:12.244	187.5	31:17.079	9	1	2:53.785	49.324	52.124	1:12.337	182.7	29:11.267
10	1	3:04.535	B 47.028	51.265	1:26.242	189.5	34:21.614	10	1	2:55.164	46.564	51.683	1:16.917	194.9	32:06.431
11	1	5:02.723	2:52.014	54.209	1:16.500		39:24.337	11	1	2:50.475	46.604	51.297	1:12.574	198.9	34:56.906
12	1	2:51.026	47.304	51.618	1:12.104	192.5	42:15.363	12	1	2:51.294	47.031	50.432	1:13.831	198.9	37:48.200
63 1.Jean-Marc BUSSOLINI VOLKSWAGEN Scirocco 1974 TC2								68 1.Francois LEVEQUE 2.Rémi GAMMAL BMW 3.0 CSL 1974 TC2							
1	1	4:01.032	1:53.236	53.869	1:13.927		4:01.032	1	1	4:23.683	1:59.312	1:00.897	1:23.474		4:23.683
2	1	2:52.714	46.853	52.485	1:13.376	177.0	6:53.746	2	1	3:19.856	53.176	59.862	1:26.818	157.7	7:43.539
3	1	2:54.864	47.900	52.585	1:14.379	179.4	9:48.610	3	1	3:08.650	53.718	56.338	1:18.594	152.8	10:52.189
4	1	2:53.930	47.828	53.286	1:12.816	170.6	12:42.540	4	1	3:10.264	50.425	59.568	1:20.271	169.0	14:02.453
5	1	2:52.966	47.227	52.688	1:13.051	176.2	15:35.506	5	1	3:11.019	52.813	58.357	1:19.849	156.5	17:13.472
6	1	2:52.479	48.040	51.858	1:12.581	173.6	18:27.985	6	1	3:22.410	B 52.382	57.086	1:32.942	159.8	20:35.882
7	1	3:17.344	B 46.544	52.205	1:38.595	178.8	21:45.329	7	1	5:19.697	3:02.689	56.272	1:20.736		25:55.579
8	1	5:38.685	3:34.545	52.244	1:11.896		27:24.014	8	1	3:06.967	53.484	54.671	1:18.812	172.2	29:02.546
9	1	2:51.634	46.722	52.629	1:12.283	180.9	30:15.648	69 1.Cécilia DEGAND 2.Sébastien BOULET BMW 635 CSI 1983 Group A							
10	1	2:50.104	46.311	51.916	1:11.877	181.2	33:05.752	1	1	4:21.113	2:13.171	53.164	1:14.778	106.0	4:21.113
11	1	2:51.092	46.551	51.880	1:12.661	179.7	35:56.844	2	1	2:49.582	47.014	50.824	1:11.744	194.9	7:10.695
12	1	2:52.285	46.326	53.197	1:12.762	179.1	38:49.129	3	1	2:50.568	46.583	51.278	1:12.707	198.2	10:01.263
13	1	2:51.200	46.560	52.680	1:11.960	181.2	41:40.329	4	1	2:51.558	46.983	51.884	1:12.691	201.1	12:52.821
65 1.Jean CLEMENT ALFA ROMEO 1750 GTAM 1970 TC2								5	1	2:54.629	48.421	51.752	1:14.456	182.4	15:47.450
1	1	4:51.497	2:23.535	1:04.337	1:23.625		4:51.497	6	1	2:49.012	46.212	50.759	1:12.041	196.4	18:36.462
2	1	3:09.280	52.035	56.820	1:20.425	164.9	8:00.777	7	1	3:02.219	B 46.224	51.184	1:24.811	197.1	21:38.681
3	1	3:11.291	52.066	57.871	1:21.354	167.7	11:12.068	8	1	8:41.860	6:23.703	58.862	1:19.295		30:20.541
4	1	3:09.665	53.299	56.749	1:19.617	157.9	14:21.733	9	1	3:04.239	50.482	56.131	1:17.626	159.8	33:24.780
5	1	3:05.582	50.086	55.551	1:19.945	167.7	17:27.315	10	1	2:58.350	49.531	54.313	1:14.506	176.2	36:23.130
6	1	3:02.957	49.795	53.830	1:19.332	184.3	20:30.272	11	1	2:52.016	47.799	51.858	1:12.359	175.6	39:15.146
7	1	3:01.143	49.802	54.460	1:16.881	185.9	23:31.415	12	1	2:52.937	48.842	51.867	1:12.228	200.0	42:08.083
8	1	3:03.176	50.408	54.266	1:18.502	154.1	26:34.591	70 1.Eric BROUTIN 2.Benjamin de FORTIS CHEVROLET Camaro Z 28 1967 TC2							
9	1	3:36.258	B 49.537	1:16.787	1:29.934	187.2	30:10.849	1	1	5:13.083	2:51.392	1:00.141	1:21.550		5:13.083
10	1	4:38.629	2:22.828	56.102	1:19.699		34:49.478	2	1	3:01.012	49.688	53.990	1:17.334	171.4	8:14.095
11	1	2:58.429	49.887	53.123	1:15.419	184.0	37:47.907	3	1	2:58.588	48.974	52.727	1:16.887	173.1	11:12.683
12	1	2:57.501	48.782	53.268	1:15.451	175.9	40:45.408	4	1	2:55.132	48.161	52.451	1:14.520	186.9	14:07.815
66 1.Armand MILLE BMW 635 CSI 1983 Group A								5	1	2:53.627	48.314	51.103	1:14.210	180.9	17:01.442
1	1	3:52.180	1:42.921	53.822	1:15.437		3:52.180	6	1	2:52.905	47.258	51.674	1:13.973	179.7	19:54.347
2	1	2:55.752	47.447	53.395	1:14.910	182.4	6:47.932	7	1	2:52.751	47.152	51.804	1:13.795	198.2	22:47.098
3	1	2:53.195	48.672	52.233	1:12.290	174.8	9:41.127	8	1	2:58.957	B 47.322	51.581	1:20.054	175.3	25:46.055
4	1	2:51.281	46.946	51.662	1:12.673	185.6	12:32.408	9	1	4:44.450	2:34.341	53.925	1:16.184		30:30.505
5	1	3:03.621	B 48.079	53.401	1:22.141	166.4	15:36.029	10	1	2:56.386	48.057	52.957	1:15.372	178.2	33:26.891
6	1	10:13.239	7:33.893	59.304	1:40.042		25:49.268								
7	1	3:10.367	B 50.536	55.097	1:24.734	170.1	28:59.635								
8	1	5:11.468	2:54.828	56.901	1:19.739		34:11.103								



HERITAGE TOURING CUP DIX MILLE TOURS QUALIFYING

Sector Analysis

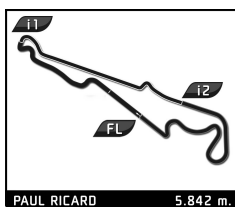
Invalidated Lap

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
11	1	2:53.402	47.994	51.812	1:13.596	175.3	36:20.293	2	1	2:48.089	45.949	50.193	1:11.947	192.5	6:22.327
12	1	2:51.032	46.034	52.512	1:12.486	190.5	39:11.325	3	1	2:55.581B	47.338	51.151	1:17.092	182.1	9:17.908
13	1	2:49.640	46.853	50.847	1:11.940	199.6	42:00.965	4	1	7:33.200	5:27.044	52.832	1:13.324		16:51.108
71 FORD Mustang 289 1965 1.Baptiste GUYOT-SIONNES TC1								86 ALFA ROMEO 1750 GTAM 1971 1.Sebastian GLASER TC2							
1	1	5:44.346	3:06.355	1:11.902	1:26.089		5:44.346	1	1	4:43.783	2:27.776	1:00.188	1:15.819		4:43.783
2	1	3:31.878	57.775	1:03.367	1:30.736	140.6	9:16.224	2	1	2:57.786	48.087	53.920	1:15.779	174.5	7:41.569
3	1	3:24.302	58.222	1:01.130	1:24.950	160.2	12:40.526	3	1	2:56.375	47.309	53.226	1:15.840	180.6	10:37.944
4	1	3:27.822	59.635	1:02.154	1:26.033	162.4	16:08.348	4	1	2:56.143	48.129	53.124	1:14.890	180.0	13:34.087
5	1	3:21.010	54.018	1:02.039	1:24.953	169.3	19:29.358	5	1	3:07.895B	48.854	55.248	1:23.793	180.3	16:41.982
6	1	3:21.250	56.866	1:00.103	1:24.281	148.6	22:50.608	6	1	5:51.859	3:36.216	57.019	1:18.624		22:33.841
7	1	3:18.888	53.674	59.899	1:25.315	162.4	26:09.496	7	1	3:01.225	48.832	54.955	1:17.438	180.6	25:35.066
8	1	3:17.521	53.867	59.843	1:23.811	173.6	29:27.017	8	1	2:59.563	49.422	54.123	1:16.018	181.5	28:34.629
9	1	3:19.770	53.206	1:00.817	1:25.747	167.4	32:46.787	9	1	3:15.489B	50.364	54.526	1:30.599	168.5	31:50.118
10	1	3:16.187	53.994	58.891	1:23.302	164.6	36:02.974	10	1	6:43.727	4:33.126	54.900	1:15.701		38:33.845
11	1	3:25.468	56.137	1:03.076	1:26.255	165.6	39:28.442	11	1	2:56.239	48.511	52.906	1:14.822	184.6	41:30.084
12	1	3:26.009	55.610	1:02.870	1:27.529	165.1	42:54.451	87 VOLVO 240T 1984 1.Xavier MICHIRON 2.Eric WASSERMANN Group A							
73 FORD Escort 1600 RS 1974 1.Bertrand ROUCHAUD 2.Vincent NEURISSE TC2								89 FORD Escort 1600 RS 1975 1.Franco MEINERS TC2							
1	1	5:31.716	3:19.663	55.164	1:16.889		5:31.716	1	1	4:35.310	2:19.294	59.381	1:16.635		4:35.310
2	1	2:59.514	48.426	53.676	1:17.412	185.9	8:31.230	2	1	2:55.179	48.737	52.782	1:13.660	183.4	7:30.489
3	1	3:08.104B	48.091	54.275	1:25.738	187.5	11:39.334	3	1	2:51.135	46.571	52.315	1:12.249	184.6	10:21.624
4	1	4:54.293	2:42.845	54.341	1:17.107		16:33.627	4	1	3:04.202B	48.440	51.770	1:23.992	187.5	13:25.826
5	1	2:58.415	47.711	52.714	1:17.990	188.5	19:32.042	5	1	5:42.340	3:40.589	50.929	1:10.822		19:08.166
6	1	3:00.296	50.205	53.812	1:16.279	173.4	22:32.338	6	1	2:47.437	46.000	50.647	1:10.790	198.9	21:55.603
7	1	2:59.589	49.515	53.189	1:16.885	188.2	25:31.927	7	1	2:46.617	45.608	50.416	1:10.593	190.5	24:42.220
8	1	3:09.157B	48.319	52.104	1:28.734	183.4	28:41.084	8	1	2:47.402	45.684	50.928	1:10.790	186.9	27:29.622
78 BMW 2002 Ti 1971 1.Philipp BRUNN 2.Siegfried BRUNN TC2								92 BMW 3.0 CSL 1972 1.Jean-Claude BASSO 2.Ronald BASSO TC2							
1	1	4:35.595	2:27.390	54.403	1:13.802		4:35.595	1	1	4:41.954	2:18.648	1:05.487	1:17.819		4:41.954
2	1	2:48.532	46.835	51.492	1:10.205	185.9	7:24.127	2	1	2:58.063	48.477	53.182	1:16.404	180.0	7:40.017
3	1	2:45.874	45.464	50.102	1:10.308	195.7	10:10.001								
4	1	12:29.822B	45.426	51.311	...	193.9	22:39.823								
5	1	3:36.058	1:23.118	55.247	1:17.693		26:15.881								
6	1	3:06.911	53.086	56.001	1:17.824	169.8	29:22.792								
7	1	2:58.908	49.628	54.376	1:14.904	164.1	32:21.700								
81 FORD Escort 1600 RS 1975 1.Guillaume MAHE 2.Eric SECHAUD TC2															
1	1	5:06.962	3:02.218	52.497	1:12.247		5:06.962								
2	1	2:49.238	45.420	50.564	1:13.254	201.5	7:56.200								
3	1	2:50.377	46.607	51.125	1:12.645	202.2	10:46.577								
4	1	3:02.827B	46.388	51.210	1:25.229	204.2	13:49.404								
5	1	7:57.011	5:57.152	50.540	1:09.319		21:46.415								
6	1	2:47.823	48.596	50.168	1:09.059	210.5	24:34.238								
7	1	2:41.146	44.568	48.277	1:08.301	197.4	27:15.384								
8	1	2:58.218B	47.430	51.171	1:19.617	180.3	30:13.602								
9	1	4:03.943	2:06.586	48.452	1:08.905		34:17.545								
10	1	2:39.613	44.227	48.196	1:07.190	208.9	36:57.158								
11	1	3:08.481B	47.992	52.733	1:27.756	175.3	40:05.639								
85 FORD Escort 1600 RS 1972 1.Raphaël de BORMAN 2.Nigel GREENSALL TC2															
1	1	3:34.238	1:27.967	53.329	1:12.942		3:34.238								



HERITAGE TOURING CUP

DIX MILLE TOURS

QUALIFYING

Sector Analysis

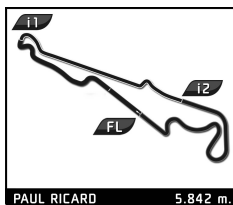
Invalidated Lap

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
3	1	2:49.064	46.673	51.431	1:10.960	199.3	10:29.081	7	1	4:48.050	2:35.282	58.180	1:14.588		23:39.204
4	1	2:48.421	46.194	50.894	1:11.333	195.3	13:17.502	8	1	2:49.578	46.752	50.797	1:12.029	199.3	26:28.782
5	1	2:47.067	46.443	50.876	1:09.748	184.9	16:04.569	9	1	2:50.827	46.967	50.994	1:12.866	190.1	29:19.609
6	1	2:46.728	46.649	50.722	1:09.357	182.4	18:51.297	10	1	3:37.688B	49.152	1:04.634	1:43.902	173.9	32:57.297
7	1	3:42.126B	51.629	1:06.272	1:44.225	152.3	22:33.423	BMW 3.0 CSL 1972 TC2							
8	1	6:24.087	4:18.688	52.603	1:12.796		28:57.510	1.Christian DUMOLIN							
9	1	2:46.459	45.870	50.505	1:10.084	194.9	31:43.969	2.Pierre-Alain THIBAUT							
10	1	3:18.374B	46.114	56.874	1:35.386	200.0	35:02.343	1	1	3:12.479	1:12.466	49.996	1:10.017	99.7	3:12.479
11	1	7:18.888	5:17.196	51.139	1:10.553		42:21.231	2	1	2:42.074	44.836	48.244	1:08.994	201.9	5:54.553
BMW 530i 1981 TC2								3	1	2:41.736	44.757	48.127	1:08.852	206.9	8:36.289
1.Richard DEPAGNEUX								4	1	2:57.604B	45.212	48.452	1:23.940	202.2	11:33.893
1	1	12:58.491	...	55.457	1:15.641		12:58.491	5	1	8:38.086	6:31.162	54.056	1:12.868	114.9	20:11.979
2	1	2:51.966	47.476	51.514	1:12.976	197.4	15:50.457	6	1	2:49.812	46.449	50.628	1:12.735	187.5	23:01.791
3	1	2:51.636	47.826	50.572	1:13.238	164.1	18:42.093	7	1	2:47.944	46.075	50.987	1:10.882	196.4	25:49.735
4	1	7:07.816B	54.327	1:05.112	5:08.377	172.0	25:49.909	8	1	2:44.694	45.295	49.319	1:10.080	195.7	28:34.429
BMW 635 CSi 1985 Group A								9	1	2:43.219	45.294	49.577	1:08.348	203.0	31:17.648
1.Anthony SCHRAUWEN								10	1	2:44.401	44.773	49.709	1:09.919	207.7	34:02.049
1	1	3:48.804	1:30.891	59.487	1:18.426		3:48.804	11	1	2:40.905	44.529	48.260	1:08.116	203.4	36:42.954
2	1	2:56.576	48.933	51.724	1:15.919	171.7	6:45.380	12	1	2:40.952	44.140	48.357	1:08.455	204.5	39:23.906
3	1	2:53.428	47.822	51.831	1:13.775	175.0	9:38.808	13	1	3:00.892B	45.303	49.449	1:26.140	206.5	42:24.798
4	1	2:55.878	48.142	51.748	1:15.988	189.1	12:34.686	FORD Capri 3100 RS 1974 TC2							
5	1	3:04.042B	48.140	52.177	1:23.725	177.9	15:38.728	1	1	4:25.979	2:08.057	1:00.035	1:17.887		4:25.979
6	1	5:03.237	2:57.749	51.137	1:14.351		20:41.965	2	1	2:57.854	49.417	53.172	1:15.265	174.5	7:23.833
7	1	2:50.122	46.772	50.470	1:12.880	181.5	23:32.087	3	1	2:56.871	48.805	52.644	1:15.422	161.7	10:20.704
8	1	2:47.371	46.097	49.715	1:11.559	187.5	26:19.458	4	1	3:00.473	48.574	54.381	1:17.518	175.6	13:21.177
9	1	2:50.321	48.243	50.914	1:11.164	190.8	29:09.779	5	1	2:56.185	47.524	53.355	1:15.306	185.9	16:17.362
10	1	2:50.209	46.707	51.566	1:11.936	192.9	31:59.988	6	1	3:11.051B	48.012	54.117	1:28.922	180.9	19:28.413
11	1	2:47.413	45.916	50.165	1:11.332	193.9	34:47.401	7	1	4:13.509	2:05.317	52.916	1:15.276		23:41.922
12	1	2:47.435	45.464	49.635	1:12.336	196.4	37:34.836	8	1	2:56.452	48.814	53.012	1:14.626	184.0	26:38.374
13	1	2:45.437	45.362	49.634	1:10.441	188.5	40:20.273	9	1	3:12.233B	48.005	54.014	1:30.214	183.7	29:50.607
FORD Capri 3100 RS 1975 TC2								FORD Capri 3100 RS Cologne 1974 TC2							
1.Steve DANCE								1.Zak BROWN							
1	1	3:19.861	1:18.221	50.989	1:10.651		3:19.861	2.Richard DEAN							
2	1	2:39.529	44.540	47.398	1:07.591	186.5	5:59.390	1	1	4:07.840	2:02.123	53.746	1:11.971		4:07.840
3	1	2:38.906	43.693	47.614	1:07.599	190.5	8:38.296	2	1	2:49.029	45.782	50.061	1:13.186	169.8	6:56.869
4	1	2:39.431	44.034	47.590	1:07.807	204.2	11:17.727	3	1	2:48.507	46.835	49.475	1:12.197	177.6	9:45.376
5	1	2:48.648B	45.344	48.492	1:14.812	210.1	14:06.375	4	1	2:47.100	44.640	50.531	1:11.929	190.1	12:32.476
6	1	4:01.680B	1:51.096	55.223	1:15.361		18:08.055	5	1	2:44.594	45.945	48.603	1:10.046	167.7	15:17.070
7	1	6:04.671	3:51.531	54.133	1:19.007		24:12.726	6	1	12:57.107B	44.535	52.993	...	184.0	28:14.177
8	1	2:45.321	45.544	49.778	1:09.999	191.5	26:58.047	7	1	3:07.904	1:06.193	50.380	1:11.331		31:22.081
9	1	2:41.846	45.263	48.749	1:07.834	208.1	29:39.893	8	1	2:45.860	44.597	49.253	1:12.010	201.5	34:07.941
10	1	2:43.656	44.674	49.762	1:09.220	189.8	32:23.549	9	1	2:40.643	43.990	47.416	1:09.237	199.6	36:48.584
11	1	2:38.494	43.771	47.443	1:07.280	204.5	35:02.043	10	1	2:37.298	42.890	46.698	1:07.710	210.9	39:25.882
12	1	2:36.470	43.231	46.856	1:06.383	191.2	37:38.513	11	1	2:53.422	46.926	52.449	1:14.047	196.0	42:19.304
13	1	2:35.338	42.961	45.773	1:06.604	205.7	40:13.851	BMW 2002 1975 TC2							
FORD Escort 1600 RS 1975 TC2								1.Charles VEILLARD							
1.Alain PAGES								1	1	3:53.330	1:39.216	56.745	1:17.369		3:53.330
1	1	3:54.250	1:49.195	52.633	1:12.422		3:54.250	2	1	2:59.975	48.488	55.288	1:16.199	190.1	6:53.305
2	1	2:51.764	47.850	51.550	1:12.364	187.2	6:46.014	3	1	2:59.472	48.982	54.113	1:16.377	193.2	9:52.777
3	1	2:53.022	47.692	53.080	1:12.250	176.5	9:39.036	4	1	2:59.610	48.852	54.824	1:15.934	191.8	12:52.387
4	1	2:51.710	47.234	51.592	1:12.884	186.9	12:30.746	FORD Escort 1600 RS 1974 TC2							
5	1	2:49.797	46.487	51.471	1:11.839	197.1	15:20.543	1.Jean-Marc MERLIN							
6	1	3:30.611B	52.096	1:02.318	1:36.197	159.5	18:51.154	1	1	6:24.248	4:12.796	55.499	1:15.953		6:24.248



HERITAGE TOURING CUP DIX MILLE TOURS QUALIFYING

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
2	1	2:51.721	47.092	51.913	1:12.716	179.1	9:15.969								
3	1	3:13.417 B	46.962	52.580	1:33.875	176.5	12:29.386								
4	1	13:08.154	...	57.542	1:33.670		25:37.540								
5	1	2:58.000	49.715	53.086	1:15.199	156.7	28:35.540								
6	1	2:53.136	47.814	51.961	1:13.361	180.3	31:28.676								
7	1	2:50.391	46.524	51.408	1:12.459	186.2	34:19.067								
8	1	2:46.995	45.851	50.642	1:10.502	190.5	37:06.062								
9	1	2:45.148	45.386	49.690	1:10.072	188.8	39:51.210								
10	1	3:10.341	55.660	49.662	1:25.019	184.9	43:01.551								

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1. Johannes SCHOUTEN

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Group A

1	1	3:26.620	1:20.823	53.302	1:12.495		3:26.620
2	1	2:52.125	48.080	51.321	1:12.724	199.3	6:18.745
3	1	2:49.981	45.809	50.916	1:13.256	201.1	9:08.726
4	1	2:49.064	45.641	50.865	1:12.558	200.7	11:57.790
5	1	3:06.388 B	46.205	51.267	1:28.916	185.9	15:04.178
6	1	4:24.386	2:06.315	50.899	1:27.172		19:28.564
7	1	3:07.389 B	47.176	51.816	1:28.397	181.2	22:35.953
8	1	8:27.968	6:22.242	52.965	1:12.761		31:03.921
9	1	2:50.278	46.569	52.508	1:11.201	194.6	33:54.199
10	1	2:44.822	44.856	49.497	1:10.469	202.2	36:39.021
11	1	3:09.014	1:05.519	53.437	1:10.058	201.9	39:48.035
12	1	2:48.416	47.601	50.085	1:10.730	177.0	42:36.451