

HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
FREE PRACTICE

Classification

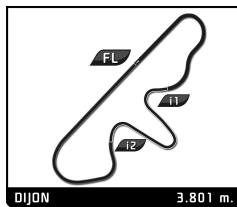
Nr.	Drivers	Team	Car	Cl	Time	Lap	Total	Gap	Kph	
1	17 C. BOISSY / P. BOURGUIGNON		FORD Escort 1600 RS 1974	TC2 -2000 1s	<b>1:32.109</b>	6	13	-	-	<b>148.6</b>
2	1 S. DANCE		FORD Capri 2600 RS 1972	TC2 1972-19	<b>1:32.586</b>	11	12	+0.477	+0.477	<b>147.8</b>
3	3 G. TROMANS / R. MEADEN		FORD Capri 3100 RS 1974	TC2 1972-19	<b>1:34.423</b>	5	12	+2.314	+1.837	<b>144.9</b>
4	4 C. VAN RIET / R. DE BORMAN		FORD Escort 1600 RS 1972	TC2 -2000 1s	<b>1:35.186</b>	3	7	+3.077	+0.763	<b>143.8</b>
5	22 A. BEVERLEY		VOLVO 240 Turbo 1984	TC2 1972-19	<b>1:35.369</b>	13	13	+3.260	+0.183	<b>143.5</b>
6	10 R. HOPE		BMW 635 Csi 1984	TC2 1972-19	<b>1:35.600</b>	12	16	+3.491	+0.231	<b>143.1</b>
7	12 B. GILL		FORD Escort 1600 RS 1975	TC2 -2000 1s	<b>1:35.613</b>	9	11	+3.504	+0.013	<b>143.1</b>
8	2 P. BEDDOW / R. HOPE		BMW 635 Csi 1984	TC2 1972-19	<b>1:36.206</b>	14	16	+4.097	+0.593	<b>142.2</b>
9	33 R. BOOS / F. JAKUBOWSKI		BMW 635 Csi 1984 (GR.A)	TC2 1972-19	<b>1:36.223</b>	10	13	+4.114	+0.017	<b>142.2</b>
10	23 D. HUXLEY / N. GREENSHALL		FORD Mustang GT Pinpoint 1984 (GR.A)	TC2 1972-19	<b>1:37.189</b>	9	10	+5.080	+0.966	<b>140.8</b>
11	21 C. BOURIEZ / C. VAN RIET		BMW 635 Csi 1984	TC2 1972-19	<b>1:38.018</b>	14	16	+5.909	+0.829	<b>139.6</b>
12	30 C. TRABER / N. TRABER		BMW 2002 Ti 1970	TC2 -2000 1s	<b>1:38.457</b>	13	14	+6.348	+0.439	<b>139.0</b>
13	32 R. DEPAGNEUX		BMW 530 1981	TC2 1972-19	<b>1:38.578</b>	16	17	+6.469	+0.121	<b>138.8</b>
14	6 J. BUSSOLINI		VOLKSWAGEN Scirocco 1974	TC2 -2000 1s	<b>1:40.787</b>	9	11	+8.678	+2.209	<b>135.8</b>
15	7 E. BROUTIN / B. DE FORTIS		CHEVROLET Camaro Z28 1967	TC2 1966-19	<b>1:40.862</b>	7	7	+8.753	+0.075	<b>135.7</b>
16	34 X. GALANT / Y. NEURISSE		FORD Escort 1600 RS 1972	TC2 -2000 1s	<b>1:40.945</b>	15	15	+8.836	+0.083	<b>135.6</b>
17	29 C. DUMOLIN		FORD Mustang 289 1965	TC1	<b>1:42.916</b>	7	7	+10.807	+1.971	<b>133.0</b>
18	49 L. GUITTENY / M. BOCHET		ALFA ROMEO 1750 GTAM 1969	TC2 -2000 1s	<b>1:44.860</b>	7	15	+12.751	+1.944	<b>130.5</b>
19	8 J. BUSSOLINI		ALFA ROMEO GTV6 1984	TC2 1972-19	<b>1:45.589</b>	3	3	+13.480	+0.729	<b>129.6</b>
20	44 G. PETER / J. MERLIN		CHEVROLET Camaro Z28 1969	TC2 1966-19	<b>1:45.754</b>	11	11	+13.645	+0.165	<b>129.4</b>
21	26 A. COCHIN		MERCEDES-BENZ 350 SLC 1972	TC2 1972-19	<b>1:47.508</b>	5	16	+15.399	+1.754	<b>127.3</b>
22	24 G. ALLEN / D. ROBERTS		ALFA ROMEO 2000GTV 1971	TC1	<b>1:51.020</b>	2	2	+18.911	+3.512	<b>123.3</b>
23	5 J. MERLIN		BMW 635 Csi 1983 (GR.A)	TC2 -2000 1s			1			
24	52 Y. SCEMAMA		FORD Capri 2600 RS 1971	TC2 1966-19						

<b>Fastest Lap</b>	Lap 6	Claude BOISSY	<b>1:32.109</b>	148.6 Kph
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Published at: .....

Track Status: **DRY**

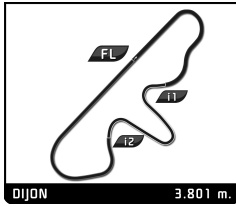
Race Director:	Timekeeper:
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Best Sector Times

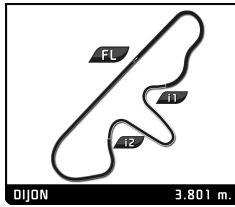
SECTOR 1			SECTOR 2			SECTOR 3			Pos	Team	Cl	Ideal Lap	Best Lap
Pos	Driver	Time	Driver	Time	Driver	Time	Pos	Time					
1	3 G.TROMANS	25.356	17 C.BOISSY	33.018	3 G.TROMANS	32.638	1	17	TC1 -2000 1972-1984	1:31.624	1:32.109	(1)	
2	17 C.BOISSY	25.608	1 S.DANCE	33.453	17 C.BOISSY	32.998	2	3	TC2 1972-1984	1:31.927	1:34.423	(3)	
3	1 S.DANCE	25.686	12 B.GILL	33.627	1 S.DANCE	33.438	3	1	TC2 1972-1984	1:32.577	1:32.586	(2)	
4	4 C.VAN RIET	26.253	3 G.TROMANS	33.933	23 D.HUXLEY	33.948	4	4	TC2 -2000 1972-1984	1:34.978	1:35.186	(4)	
5	2 P.BEDDOW	26.288	4 C.VAN RIET	34.130	22 A.BEVERLEY	34.129	5	22	TC2 1972-1984	1:35.153	1:35.369	(5)	
6	10 R.HOPE	26.308	10 R.HOPE	34.488	2 P.BEDDOW	34.577	6	12	TC2 -2000 1972-1984	1:35.195	1:35.613	(7)	
7	22 A.BEVERLEY	26.495	22 A.BEVERLEY	34.529	10 R.HOPE	34.591	7	10	TC2 1972-1984	1:35.387	1:35.600	(6)	
8	21 C.BOURIEZ	26.666	33 R.BOOS	34.581	4 C.VAN RIET	34.595	8	2	TC2 1972-1984	1:36.002	1:36.206	(8)	
9	33 R.BOOS	26.700	23 D.HUXLEY	34.738	12 B.GILL	34.617	9	33	TC2 1972-1984	1:36.011	1:36.223	(9)	
10	12 B.GILL	26.951	32 R.DEPAGNEUX	35.004	33 R.BOOS	34.730	10	23	TC2 1972-1984	1:36.443	1:37.189	(10)	
11	30 C.TRABER	27.137	30 C.TRABER	35.034	21 C.BOURIEZ	35.541	11	21	TC2 1972-1984	1:37.457	1:38.018	(11)	
12	32 R.DEPAGNEUX	27.537	2 P.BEDDOW	35.137	30 C.TRABER	35.978	12	30	TC2 -2000 1966-1971	1:38.149	1:38.457	(12)	
13	23 D.HUXLEY	27.757	21 C.BOURIEZ	35.250	34 X.GALANT	35.996	13	32	TC2 1972-1984	1:38.559	1:38.578	(13)	
14	6 J.BUSSOLINI	28.180	6 J.BUSSOLINI	35.816	32 R.DEPAGNEUX	36.018	14	34	TC2 -2000 1972-1984	1:40.621	1:40.945	(16)	
15	7 E.BROUTIN	28.475	34 X.GALANT	35.820	29 C.DUMOLIN	36.038	15	6	TC2 -2000 1972-1984	1:40.631	1:40.787	(14)	
16	29 C.DUMOLIN	28.754	7 E.BROUTIN	36.203	7 E.BROUTIN	36.143	16	7	TC2 1966-1971	1:40.821	1:40.862	(15)	
17	34 X.GALANT	28.805	49 L.GUITTENY	37.684	6 J.BUSSOLINI	36.635	17	29	TC1	1:42.776	1:42.916	(17)	
18	49 L.GUITTENY	29.082	5 J.MERLIN	37.902	44 G.PETER	37.651	18	49	TC2 -2000 1966-1971	1:44.764	1:44.860	(18)	
19	8 J.BUSSOLINI	29.146	26 A.COCHIN	37.932	8 J.BUSSOLINI	37.824	19	44	TC2 1966-1971	1:45.232	1:45.754	(20)	
20	44 G.PETER	29.298	29 C.DUMOLIN	37.984	49 L.GUITTENY	37.998	20	8	TC2 1972-1984	1:45.589	1:45.589	(19)	
21	26 A.COCHIN	30.007	44 G.PETER	38.283	26 A.COCHIN	38.889	21	26	TC2 1972-1984	1:46.828	1:47.508	(21)	
22	24 G.ALLEN	31.443	8 J.BUSSOLINI	38.619	24 G.ALLEN	39.534	22	24	TC1	1:50.267	1:51.020	(22)	
23	5 J.MERLIN	39.641	24 G.ALLEN	39.290	5 J.MERLIN	2:33.556	23	5	TC2 -2000 1972-1985	3:51.099			



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Fastest Lap Sequence

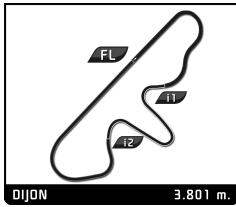
Practice Time	Team	Car	Class	Driver	Time	Kph	Lap
3:40.519	22	VOLVO 240 Turbo 1984	TC2 1972-1	Andrew BEVERLEY	<b>1:37.108</b>	140.9	2
3:51.420	4	FORD Escort 1600 RS 1972	TC2 -2000	Christophe VAN RIET	<b>1:35.838</b>	142.8	2
3:52.763	1	FORD Capri 2600 RS 1972	TC2 1972-1	Steve DANCE	<b>1:35.580</b>	143.2	2
5:26.606	4	FORD Escort 1600 RS 1972	TC2 -2000	Christophe VAN RIET	<b>1:35.186</b>	143.8	3
5:27.462	1	FORD Capri 2600 RS 1972	TC2 1972-1	Steve DANCE	<b>1:34.699</b>	144.5	3
8:35.181	17	FORD Escort 1600 RS 1974	TC2 -2000	Claude BOISSY	<b>1:34.215</b>	145.2	4
10:08.607	17	FORD Escort 1600 RS 1974	TC2 -2000	Claude BOISSY	<b>1:33.426</b>	146.5	5
11:40.716	17	FORD Escort 1600 RS 1974	TC2 -2000	Claude BOISSY	<b>1:32.109</b>	148.6	6



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Analysis

							<span style="color: green;">■</span> Personal Best <span style="color: purple;">■</span> Session Best <span style="color: blue;">■</span> Crossing the finish line in pit lane								
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
<b>1</b> 1. Steve DANCE							FORD Capri 2600 RS 1972 TC2 1972-1984								
1	1	2:17.183	1:01.983	39.574	35.626	61.9	2:17.183	6	1	1:36.039	26.268	34.529	35.242	88.5	10:15.849
2	1	1:35.580	26.814	34.583	34.183	88.9	3:52.763	7	1	1:35.667	26.319	34.211	35.137	88.8	11:51.516
3	1	1:34.699	26.511	34.012	34.176	89.7	5:27.462								
4	1	1:36.001	27.739	34.388	33.874	88.5	7:03.463								
5	1	1:34.513	26.013	33.843	34.657	89.9	8:37.976								
6	1	1:34.662	26.788	33.903	33.971	89.8	10:12.638								
7	1	1:34.572	26.627	33.923	34.022	89.9	11:47.210								
8	1	4:13.125B	26.318	33.751	3:13.056	33.6	16:00.335								
9	1	1:40.765	32.099	34.598	34.068	84.3	17:41.100								
10	1	1:33.531	25.806	33.875	33.850	90.9	19:14.631								
11	1	1:32.586	25.695	33.453	33.438	91.8	20:47.217								
12	1	1:32.846	25.686	33.605	33.555	91.5	22:20.063								
<b>2</b> 1. Paul BEDDOW 2. Richard HOPE							BMW 635 Csi 1984 TC2 1972-1984								
1	1	2:31.727	1:07.983	41.706	42.038	56.0	2:31.727								
2	1	1:51.037	31.334	40.589	39.114	76.5	4:22.764								
3	1	1:43.684	29.301	37.287	37.096	82.0	6:06.448								
4	1	1:41.540	28.090	36.960	36.490	83.7	7:47.988								
5	1	2:57.692B	27.521	36.703	1:53.468	47.8	10:45.680								
6	1	1:45.841	34.114	36.249	35.478	80.3	12:31.521								
7	1	1:38.447	26.968	35.757	35.722	86.3	14:09.968								
8	1	1:40.488	26.804	38.177	35.507	84.6	15:50.456								
9	1	1:36.909	26.519	35.448	34.942	87.7	17:27.365								
10	1	1:36.874	26.488	35.256	35.130	87.7	19:04.239								
11	1	1:36.326	26.348	35.241	34.737	88.2	20:40.565								
12	1	1:37.420	26.755	35.952	34.713	87.3	22:17.985								
13	1	1:36.306	26.335	35.356	34.615	88.2	23:54.291								
14	1	1:36.206	26.288	35.137	34.781	88.3	25:30.497								
15	1	1:36.312	26.546	35.189	34.577	88.2	27:06.809								
<b>3</b> 1. Grant TROMANS 2. Richard MEADEN							FORD Capri 3100 RS 1974 TC2 1972-1984								
1	1	6:46.988B	1:18.831	39.637	4:48.520	20.8	6:46.988								
2	1	1:43.292	33.002	35.638	34.652	82.3	8:30.280								
3	1	1:38.206	27.719	36.032	34.455	86.5	10:08.486								
4	1	1:34.896	26.891	34.304	33.701	89.6	11:43.382								
5	1	1:34.423	26.651	34.502	33.270	90.0	13:17.805								
6	1	1:36.611	27.193	35.455	33.963	87.9	14:54.416								
7	1	4:02.601B	27.028	34.646	3:00.927	35.0	18:57.017								
8	1	1:39.936	32.058	34.201	33.677	85.0	20:36.953								
9	1	2:43.918B	26.818	35.334	1:41.766	51.8	23:20.871								
10	1	1:36.452	29.775	34.039	32.638	88.1	24:57.323								
11	1	2:26.119B	25.636	35.087	1:25.396	58.1	27:23.442								
12	1	1:38.111	29.887	34.291	33.933	86.6	29:01.553								
<b>4</b> 1. Christophe VAN RIET 2. Raphaël DE BORMAN							FORD Escort 1600 RS 1972 -2000 1972-1984								
1	1	2:15.582	1:02.670	37.250	35.662	62.6	2:15.582								
2	1	1:35.838	26.491	34.691	34.656	88.7	3:51.420								
3	1	1:35.186	26.253	34.338	34.595	89.3	5:26.606								
4	1	1:37.172	27.996	34.375	34.801	87.4	7:03.778								
5	1	1:36.032	26.828	34.130	35.074	88.5	8:39.810								
<b>5</b> 1. Jean-Marc MERLIN							BMW 635 Csi 1983 (GR.A) -2000 1972-1985								
1	1	9:19.020B	6:04.350	41.114	2:33.556	15.2	9:19.020								
<b>6</b> 1. Jean-Marc BUSSOLINI							VOLKSWAGEN Sirocco 1974 -2000 1972-1984								
1	1	2:57.039	1:32.701	42.574	41.764	48.0	2:57.039								
2	1	1:47.132	30.511	38.162	38.459	79.3	4:44.171								
3	1	1:44.249	29.917	36.797	37.535	81.5	6:28.420								
4	1	2:43.285B	28.901	36.402	1:37.982	52.0	9:11.705								
5	1	1:49.090	35.346	36.572	37.172	77.9	11:00.795								
6	1	1:42.861	28.722	36.994	37.145	82.6	12:43.656								
7	1	1:42.117	28.752	36.361	37.004	83.2	14:25.773								
8	1	1:41.832	28.607	36.108	37.117	83.5	16:07.605								
9	1	1:40.787	28.180	35.906	36.701	84.3	17:48.392								
10	1	1:41.529	29.078	35.816	36.635	83.7	19:29.921								
11	1	1:42.483	29.551	35.944	36.988	82.9	21:12.404								
<b>7</b> 1. Eric BROUTIN 2. Benjamin DE FORTIS							CHEVROLET Camaro Z28 1967 TC2 1966-1971								
1	1	2:49.779	1:28.609	42.475	38.695	50.0	2:49.779								
2	1	1:46.533	31.863	37.748	36.922	79.7	4:36.312								
3	1	1:44.005	29.785	37.730	36.490	81.7	6:20.317								
4	1	1:41.816	28.750	36.484	36.582	83.5	8:02.133								
5	1	1:41.395	28.863	36.355	36.177	83.8	9:43.528								
6	1	1:41.996	29.372	36.481	36.143	83.3	11:25.524								
7	1	1:40.862	28.475	36.203	36.184	84.3	13:06.386								
<b>8</b> 1. Julien BUSSOLINI							ALFA ROMEO GTV6 1984 TC2 1972-1984								
1	1	26:53.233	...	39.781	39.312	5.2	26:53.233								
2	1	1:48.267	29.589	39.158	39.520	78.5	28:41.500								
3	1	1:45.589	29.146	38.619	37.824	80.5	30:27.089								
<b>10</b> 1. Richard HOPE							BMW 635 Csi 1984 TC2 1972-1984								
1	1	3:28.662	1:53.484	45.314	49.864	40.7	3:28.662								
2	1	1:57.438	36.371	41.443	39.624	72.3	5:26.100								
3	1	1:46.269	31.459	37.707	37.103	80.0	7:12.369								
4	1	1:41.568	28.971	36.475	36.122	83.6	8:53.937								
5	1	1:40.462	28.073	36.212	36.177	84.6	10:34.399								
6	1	1:41.641	28.110	37.166	36.365	83.6	12:16.040								
7	1	1:39.455	27.841	35.864	35.750	85.5	13:55.495								
8	1	3:33.548B	27.005	36.311	2:30.232	39.8	17:29.043								
9	1	1:46.570	35.306	35.530	35.734	79.7	19:15.613								
10	1	1:37.224	26.876	35.207	35.141	87.4	20:52.837								
11	1	1:38.393	27.050	35.997	35.346	86.4	22:31.230								
12	1	1:35.600	26.400	34.587	34.613	88.9	24:06.830								
13	1	1:36.592	27.103	34.782	34.707	88.0	25:43.422								
14	1	1:35.892	26.308	34.583	35.001	88.6	27:19.314								
15	1	1:36.863	27.210	35.010	34.643	87.7	28:56.177								
16	1	1:35.656	26.577	34.488	34.591	88.9	30:31.833								

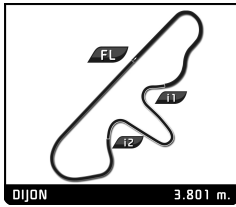


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Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
<b>12</b> 1. Ben GILL FORD Escort 1600 RS 1975 -2000 1972-1984								5 1 1:40.951 28.433 37.315 35.203 84.1 8:37.289 6 1 1:37.517 27.801 35.098 34.618 87.1 10:14.806 7 1 5:17.758 <b>B</b> 30.321 35.336 4:12.101 26.7 15:32.564 8 1 1:46.181 35.182 35.470 35.529 80.0 17:18.745 9 1 1:37.510 27.384 35.479 34.647 87.1 18:56.255 10 1 1:36.285 27.388 34.534 34.363 88.2 20:32.540 11 1 1:36.826 27.213 34.817 34.796 87.7 22:09.366 12 1 1:35.618 26.823 34.666 <b>34.129</b> 88.9 23:44.984 13 1 <b>1:35.369</b> <b>26.495</b> 34.631 34.243 89.1 25:20.353							
1 1 2:06.355 51.308 38.126 36.921 67.2 2:06.355 2 1 1:41.620 28.730 36.821 36.069 83.6 3:47.975 3 1 6:14.909 <b>B</b> 34.545 37.543 5:02.821 22.6 10:02.884 4 1 1:46.477 35.306 35.872 35.299 79.8 11:49.361 5 1 1:37.718 27.699 35.223 34.796 86.9 13:27.079 6 1 1:37.188 27.730 34.698 34.760 87.4 15:04.267 7 1 1:39.959 29.230 35.354 35.375 85.0 16:44.226 8 1 1:35.615 27.173 33.764 34.678 88.9 18:19.841 9 1 <b>1:35.613</b> 27.369 <b>33.627</b> <b>34.617</b> 88.9 19:55.454 10 1 1:36.895 27.020 34.621 35.254 87.7 21:32.349 11 1 1:37.291 27.025 34.338 35.928 87.3 23:09.640															
<b>17</b> 1. Claude BOISSY FORD Escort 1600 RS 1974 -2000 1972-1984 2. Patrick BOURGUIGNON								1 1 12:07.592 ... 35.976 35.128 11.6 12:07.592 2 1 1:38.765 28.650 35.247 34.868 86.0 13:46.357 3 1 1:39.738 28.908 35.369 35.461 85.2 15:26.095 4 1 1:38.909 28.548 35.257 35.104 85.9 17:05.004 5 1 1:38.548 28.488 35.122 34.938 86.3 18:43.552 6 1 1:37.963 28.704 34.873 34.386 86.8 20:21.515 7 1 1:38.469 28.229 <b>34.738</b> 35.502 86.3 21:59.984 8 1 1:38.330 28.285 35.378 34.667 86.4 23:38.314 9 1 <b>1:37.189</b> <b>27.757</b> 35.484 <b>33.948</b> 87.4 25:15.503 10 1 1:40.138 27.835 35.871 36.432 84.8 26:55.641							
1 1 3:16.554 1:40.671 44.823 51.060 43.2 3:16.554 2 1 2:07.863 37.082 42.742 48.039 66.4 5:24.417 3 1 1:36.549 29.773 33.778 <b>32.998</b> 88.0 7:00.966 4 1 1:34.215 25.791 34.893 33.531 90.2 8:35.181 5 1 1:33.426 26.280 33.227 33.919 91.0 10:08.607 6 1 <b>1:32.109</b> <b>25.608</b> <b>33.018</b> 33.483 92.3 11:40.716 7 1 3:45.542 <b>B</b> 33.655 44.960 2:26.927 37.7 15:26.258 8 1 1:50.768 39.606 35.873 35.289 76.7 17:17.026 9 1 1:35.470 26.654 34.488 34.328 89.0 18:52.496 10 1 1:35.646 26.508 34.206 34.932 88.9 20:28.142 11 1 1:36.427 26.986 34.693 34.748 88.1 22:04.569 12 1 1:36.744 27.251 34.591 34.902 87.8 23:41.313 13 1 1:34.659 26.182 34.676 33.801 89.8 25:15.972															
<b>24</b> 1. Glynn ALLEN ALFA ROMEO 2000GTV 1971 -2000 1972-1984 2. Darren ROBERTS TC1								1 1 2:42.849 1:20.750 40.650 41.449 52.1 2:42.849 2 1 <b>1:51.020</b> 32.196 <b>39.290</b> <b>39.534</b> 76.6 4:33.869							
1 1 3:14.397 1:50.526 42.712 41.159 43.7 3:14.397 2 1 1:53.393 34.403 39.606 39.384 74.9 5:07.790 3 1 1:44.662 29.372 37.185 38.105 81.2 6:52.452 4 1 1:41.266 28.072 36.233 36.961 83.9 8:33.718 5 1 1:41.910 28.555 37.133 36.222 83.4 10:15.628 6 1 1:39.379 27.409 35.792 36.178 85.5 11:55.007 7 1 1:40.429 27.148 36.869 36.412 84.6 13:35.436 8 1 1:39.547 27.208 35.730 36.609 85.4 15:14.983 9 1 3:21.407 <b>B</b> 27.062 35.667 2:18.678 42.1 18:36.390 10 1 1:48.049 36.269 35.784 35.996 78.6 20:24.439 11 1 1:38.046 27.003 35.281 35.762 86.7 22:02.485 12 1 1:39.008 28.153 35.314 <b>35.541</b> 85.8 23:41.493 13 1 1:38.255 <b>26.666</b> 35.385 36.204 86.5 25:19.748 14 1 <b>1:38.018</b> 26.944 <b>35.250</b> 35.824 86.7 26:57.766 15 1 1:39.209 27.089 35.676 36.444 85.6 28:36.975 16 1 1:39.606 28.303 35.280 36.023 85.3 30:16.581															
<b>26</b> 1. Augustin COCHIN MERCEDES-BENZ 350 SLC 1972 -2000 1972-1984 TC2								1 1 3:11.405 1:41.917 44.468 45.020 44.4 3:11.405 2 1 1:52.032 33.090 39.900 39.042 75.8 5:03.437 3 1 1:50.687 32.144 38.191 40.352 76.8 6:54.124 4 1 1:48.071 30.345 38.417 39.309 78.6 8:42.195 5 1 <b>1:47.508</b> <b>30.007</b> 38.042 39.459 79.1 10:29.703 6 1 1:50.303 31.118 39.783 39.402 77.1 12:20.006 7 1 1:50.889 33.220 38.400 39.269 76.6 14:10.895 8 1 1:48.193 30.966 <b>37.932</b> 39.295 78.6 15:59.088 9 1 1:48.872 30.882 38.603 39.387 78.1 17:47.960 10 1 1:56.701 32.035 43.169 41.497 72.8 19:44.661 11 1 1:55.917 33.876 41.019 41.022 73.3 21:40.578 12 1 1:52.052 32.901 39.453 39.698 75.8 23:32.630 13 1 1:53.177 31.574 41.775 39.828 75.1 25:25.807 14 1 1:50.472 31.081 38.338 41.053 76.9 27:16.279 15 1 1:51.310 32.593 38.024 40.693 76.3 29:07.589 16 1 1:48.222 31.263 38.070 <b>38.889</b> 78.5 30:55.811							
1 1 2:30.659 1:09.627 41.108 39.924 56.4 2:30.659 2 1 1:45.023 <b>28.754</b> 39.410 36.859 80.9 4:15.682 3 1 1:43.929 29.078 38.068 36.783 81.8 5:59.611 4 1 1:44.325 29.266 38.305 36.754 81.5 7:43.936 5 1 1:43.964 29.042 38.322 36.600 81.7 9:27.900 6 1 1:44.949 29.805 38.267 36.877 81.0 11:12.849 7 1 <b>1:42.916</b> 28.894 <b>37.984</b> <b>36.038</b> 82.6 12:55.765															
<b>29</b> 1. Christian DUMOLIN FORD Mustang 289 1965 -2000 1972-1984 TC1								1 1 2:30.659 1:09.627 41.108 39.924 56.4 2:30.659 2 1 1:45.023 <b>28.754</b> 39.410 36.859 80.9 4:15.682 3 1 1:43.929 29.078 38.068 36.783 81.8 5:59.611 4 1 1:44.325 29.266 38.305 36.754 81.5 7:43.936 5 1 1:43.964 29.042 38.322 36.600 81.7 9:27.900 6 1 1:44.949 29.805 38.267 36.877 81.0 11:12.849 7 1 <b>1:42.916</b> 28.894 <b>37.984</b> <b>36.038</b> 82.6 12:55.765							
<b>21</b> 1. Christian BOURIEZ BMW 635 Csi 1984 -2000 1972-1984 TC2 2. Christophe VAN RIET								1 1 2:03.411 49.452 37.084 36.875 68.9 2:03.411 2 1 1:37.108 27.662 34.662 34.784 87.5 3:40.519 3 1 1:39.366 27.232 36.782 35.352 85.5 5:19.885 4 1 1:36.453 27.586 <b>34.529</b> 34.338 88.1 6:56.338							
<b>22</b> 1. Andrew BEVERLEY VOLVO 240 Turbo 1984 -2000 1972-1984 TC2								1 1 2:03.411 49.452 37.084 36.875 68.9 2:03.411 2 1 1:37.108 27.662 34.662 34.784 87.5 3:40.519 3 1 1:39.366 27.232 36.782 35.352 85.5 5:19.885 4 1 1:36.453 27.586 <b>34.529</b> 34.338 88.1 6:56.338							

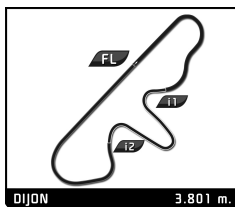


HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
FREE PRACTICE

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
<b>30</b> BMW 2002 Ti 1970 1.Christian TRABER 2.Nicolas TRABER -2000 1966-1971															
1	1	3:25.652	1:54.862	45.116	45.674	41.3	3:25.652	1	1	2:36.872	1:12.911	42.512	41.449	54.1	2:36.872
2	1	1:56.660	34.167	42.036	40.457	72.8	5:22.312	2	1	1:51.555	33.512	38.322	39.721	76.2	4:28.427
3	1	1:53.889	31.996	41.890	40.003	74.6	7:16.201	3	1	1:45.818	30.672	36.991	38.155	80.3	6:14.245
4	1	1:51.693	31.942	39.969	39.782	76.1	9:07.894	4	1	1:44.761	29.878	36.230	38.653	81.1	7:59.006
5	1	1:50.007	30.826	40.198	38.983	77.2	10:57.901	5	1	1:43.452	29.890	35.840	37.722	82.2	9:42.458
6	1	1:49.944	31.031	40.201	38.712	77.3	12:47.845	6	1	1:44.835	29.845	36.199	38.791	81.0	11:27.293
7	1	1:46.784	29.884	38.451	38.449	79.5	14:34.629	7	1	1:47.819	31.520	38.670	37.629	78.8	13:15.112
8	1	1:46.638	30.453	38.029	38.156	79.7	16:21.267	8	1	1:47.620	31.703	38.288	37.629	78.9	15:02.732
9	1	4:07.121 B	30.120	37.537	2:59.464	34.4	20:28.388	9	1	5:20.576 B	31.720	36.996	4:11.860	26.5	20:23.308
10	1	1:55.135	40.806	37.287	37.042	73.8	22:23.523	10	1	1:58.091	41.706	39.149	37.236	72.0	22:21.399
11	1	1:40.364	28.135	35.851	36.378	84.6	24:03.887	11	1	1:43.981	30.169	36.775	37.037	81.7	24:05.380
12	1	1:39.135	27.269	35.404	36.462	85.7	25:43.022	12	1	1:44.565	29.730	37.957	36.878	81.3	25:49.945
13	1	1:38.457	27.308	35.171	35.978	86.3	27:21.479	13	1	1:43.518	29.836	36.505	37.177	82.1	27:33.463
14	1	1:39.683	27.582	35.781	36.320	85.3	29:01.162	14	1	1:41.230	29.257	35.820	36.153	84.0	29:14.693
								15	1	1:40.945	28.805	36.144	35.996	84.2	30:55.638
<b>32</b> BMW 530 1981 1.Richard DEPAGNEUX TC2 1972-1984															
1	1	3:01.203	1:28.090	46.788	46.325	46.9	3:01.203	1	1	3:13.751	1:45.749	43.533	44.469	43.8	3:13.751
2	1	1:58.351	35.886	41.092	41.373	71.8	4:59.554	2	1	1:52.966	34.606	38.709	39.651	75.2	5:06.717
3	1	1:47.458	31.349	36.912	39.197	79.1	6:47.012	3	1	1:50.073	32.205	39.414	38.454	77.2	6:56.790
4	1	1:42.388	28.842	36.237	37.309	83.0	8:29.400	4	1	1:49.514	31.699	39.549	38.266	77.6	8:46.304
5	1	1:41.469	28.105	35.987	37.377	83.8	10:10.869	5	1	1:48.177	30.874	38.761	38.542	78.6	10:34.481
6	1	1:40.546	28.407	35.940	36.199	84.5	11:51.415	6	1	1:46.638	30.124	38.863	37.651	79.7	12:21.119
7	1	1:42.646	27.985	37.384	37.277	82.8	13:34.061	7	1	1:48.603	30.672	38.391	39.540	78.2	14:09.722
8	1	1:39.933	27.914	35.576	36.443	85.0	15:13.994	8	1	6:38.720 B	32.595	41.169	5:24.956	21.3	20:48.442
9	1	1:39.465	27.740	35.252	36.473	85.5	16:53.459	9	1	2:00.156	40.859	40.710	38.587	70.7	22:48.598
10	1	1:40.831	28.594	35.590	36.647	84.3	18:34.290	10	1	1:47.353	30.207	38.283	38.863	79.2	24:35.951
11	1	1:40.374	28.098	35.337	36.939	84.6	20:14.664	11	1	1:45.754	29.703	38.302	37.749	80.4	26:21.705
12	1	1:46.573	30.548	37.013	39.012	79.7	22:01.237								
13	1	1:44.454	29.808	37.200	37.446	81.3	23:45.691								
14	1	1:40.206	28.360	35.055	36.791	84.8	25:25.897								
15	1	1:39.117	27.774	35.077	36.266	85.8	27:05.014								
16	1	1:38.578	27.556	35.004	36.018	86.2	28:43.592								
17	1	1:39.277	27.537	35.541	36.199	85.6	30:22.869								
<b>33</b> BMW 635 Csi 1984 (GR.A) 1.Robert BOOS 2.François JAKUBOWSKI TC2 1972-1984															
1	1	2:22.916	1:04.121	40.767	38.028	59.4	2:22.916	1	1	2:23.935	1:00.582	43.221	40.132	59.0	2:23.935
2	1	1:44.465	29.975	37.078	37.412	81.3	4:07.381	2	1	1:48.236	30.295	39.224	38.717	78.5	4:12.171
3	1	1:39.643	28.489	35.569	35.585	85.3	5:47.024	3	1	1:46.175	29.561	37.982	38.632	80.0	5:58.346
4	1	1:38.507	27.612	35.644	35.251	86.3	7:25.531	4	1	1:46.619	29.661	38.101	38.857	79.7	7:44.965
5	1	1:38.740	27.516	35.394	35.830	86.1	9:04.271	5	1	1:46.233	29.891	38.344	37.998	80.0	9:31.198
6	1	1:37.814	27.045	35.601	35.168	86.9	10:42.085	6	1	1:45.989	29.634	38.179	38.176	80.2	11:17.187
7	1	1:38.846	27.446	35.252	36.148	85.9	12:20.931	7	1	1:44.860	29.082	37.684	38.094	81.0	13:02.047
8	1	1:37.470	27.378	35.362	34.730	87.2	13:58.401	8	1	4:21.826 B	32.432	41.133	3:08.261	32.4	17:23.873
9	1	1:37.375	27.033	35.183	35.159	87.3	15:35.776	9	1	2:03.697	41.069	42.207	40.421	68.7	19:27.570
10	1	1:36.223	26.700	34.581	34.942	88.3	17:11.999	10	1	1:55.375	34.386	40.972	40.017	73.6	21:22.945
11	1	4:40.429 B	26.793	34.970	3:38.666	30.3	21:52.428	11	1	1:49.298	30.461	39.451	39.386	77.7	23:12.243
12	1	1:46.196	34.476	36.251	35.469	80.0	23:38.624	12	1	1:48.121	30.143	39.046	38.932	78.6	25:00.364
13	1	1:40.761	27.739	36.664	36.358	84.3	25:19.385	13	1	1:47.882	30.175	38.898	38.809	78.7	26:48.246
								14	1	1:46.800	29.579	38.570	38.651	79.5	28:35.046
								15	1	1:47.423	30.606	38.717	38.100	79.1	30:22.469
<b>34</b> FORD Escort 1600 RS 1972 1.Xavier GALANT 2.Vincent NEURISSE -2000 1972-1984															



HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
QUALIFYING

Final Classification

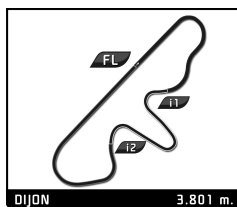
Nr.	Drivers	Team	Car	Cl	Time	Lap	Total	Gap	Kph
1	23 D. HUXLEY / N. GREENSHALL		FORD Mustang GT Pinepac 1984 (GR.A)	TC2 1972-19	<b>1:28.774</b>	17	18	-	154.1
2	3 G. TROMANS / R. MEADEN		FORD Capri 3100 RS 1974	TC2 1972-19	<b>1:29.797</b>	7	11	+1.023	152.4
3	17 C. BOISSY / P. BOURGUIGNON		FORD Escort 1600 RS 1974	TC2 -2000 15	<b>1:30.376</b>	6	14	+1.602	151.4
4	52 Y. SCEMAMA		FORD Capri 2600 RS 1971	TC2 1966-19	<b>1:31.367</b>	15	21	+2.593	149.8
5	1 S. DANCE		FORD Capri 2600 RS 1972	TC2 1972-19	<b>1:31.648</b>	3	14	+2.874	149.3
6	22 A. BEVERLEY		VOLVO 240 Turbo 1984	TC2 1972-19	<b>1:33.107</b>	3	7	+4.333	147.0
7	2 P. BEDDOW / R. HOPE		BMW 635 Csi 1984	TC2 1972-19	<b>1:34.056</b>	13	19	+5.282	145.5
8	12 B. GILL		FORD Escort 1600 RS 1975	TC2 -2000 15	<b>1:34.243</b>	5	15	+5.469	145.2
9	4 C. VAN RIET / R. DE BORMAN		FORD Escort 1600 RS 1972	TC2 -2000 15	<b>1:34.751</b>	7	10	+5.977	144.4
10	10 R. HOPE		BMW 635 Csi 1984	TC2 1972-19	<b>1:34.786</b>	14	18	+6.012	144.4
11	21 C. BOURIEZ / C. VAN RIET		BMW 635 Csi 1984	TC2 1972-19	<b>1:35.318</b>	13	23	+6.544	143.6
12	5 J. MERLIN		BMW 635 Csi 1983 (GR.A)	TC2 -2000 15	<b>1:36.179</b>	12	12	+7.405	142.3
13	32 R. DEPAGNEUX		BMW 530 1981	TC2 1972-19	<b>1:36.202</b>	15	17	+7.428	142.2
14	8 J. BUSSOLINI		ALFA ROMEO GTV6 1984	TC2 1972-19	<b>1:36.248</b>	16	17	+7.474	142.2
15	34 X. GALANT / V. NEURISSE		FORD Escort 1600 RS 1972	TC2 -2000 15	<b>1:36.941</b>	8	21	+8.167	141.2
16	30 C. TRABER / N. TRABER		BMW 2002 Ti 1970	TC2 -2000 15	<b>1:37.478</b>	16	19	+8.704	140.4
17	7 E. BROUTIN / B. DE FORTIS		CHEVROLET Camaro Z28 1967	TC2 1966-19	<b>1:37.867</b>	3	5	+9.093	139.8
18	33 R. BOOS / F. JAKUBOWSKI		BMW 635 Csi 1984 (GR.A)	TC2 1972-19	<b>1:37.876</b>	13	13	+9.102	139.8
19	6 J. BUSSOLINI		VOLKSWAGEN Sirocco 1974	TC2 -2000 15	<b>1:39.202</b>	16	20	+10.428	137.9
20	49 L. GUITTENY / M. BOCHET		ALFA ROMEO 1750 GTAM 1969	TC2 -2000 15	<b>1:39.238</b>	13	13	+10.464	137.9
21	29 C. DUMOLIN		FORD Mustang 289 1965	TC1	<b>1:40.934</b>	8	9	+12.160	135.6
22	26 A. COCHIN		MERCEDES-BENZ 350 SLC 1972	TC2 1972-19	<b>1:44.742</b>	13	13	+15.968	130.6
23	44 G. PETER / J. MERLIN		CHEVROLET Camaro Z28 1969	TC2 1966-19	<b>1:46.109</b>	5	10	+17.335	129.0
24	24 G. ALLEN / D. ROBERTS		ALFA ROMEO 2000GTV 1971	TC1	<b>1:47.316</b>	13	13	+18.542	127.5

Fastest Lap Lap 17 David HUXLEY 1:28.774 154.1 Kph

Published at: .....

Track Status: **DRY**

Stewards:	Timekeeper:
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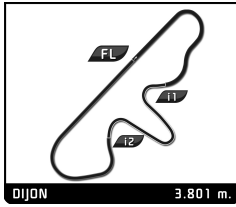


HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
QUALIFYING

Best Sector Times

SECTOR 1			SECTOR 2			SECTOR 3			Pos	Team	Cl	Ideal Lap	Best Lap
Pos	Driver	Time	Driver	Time	Driver	Time							
1	17 C. BOISSY	24.797	23 D. HUXLEY	32.166	23 D. HUXLEY	31.636	1	23	TC2 1972-1984	1:28.774	1:28.774	(1)	
2	3 G. TROMANS	24.883	17 C. BOISSY	32.529	3 G. TROMANS	31.885	2	3	TC2 1972-1984	1:29.797	1:29.797	(2)	
3	23 D. HUXLEY	24.972	52 Y. SCEMAMA	32.869	17 C. BOISSY	32.481	3	17	TC2 2000 1972-1984	1:29.807	1:30.376	(3)	
4	52 Y. SCEMAMA	25.146	3 G. TROMANS	33.029	52 Y. SCEMAMA	33.179	4	52	TC2 1966-1971	1:31.194	1:31.367	(4)	
5	1 S. DANCE	25.340	1 S. DANCE	33.083	1 S. DANCE	33.201	5	1	TC2 1972-1984	1:31.624	1:31.648	(5)	
6	2 P. BEDDOW	25.671	12 B. GILL	33.202	22 A. BEVERLEY	33.237	6	22	TC2 1972-1984	1:32.852	1:33.107	(6)	
7	10 R. HOPE	25.906	22 A. BEVERLEY	33.413	2 P. BEDDOW	33.808	7	2	TC2 1972-1984	1:33.697	1:34.056	(7)	
8	4 C. VAN RIET	26.067	21 C. BOURIEZ	33.974	12 B. GILL	34.265	8	12	TC2 2000 1972-1984	1:33.790	1:34.243	(8)	
9	21 C. BOURIEZ	26.130	4 C. VAN RIET	33.998	10 R. HOPE	34.421	9	10	TC2 1972-1984	1:34.481	1:34.786	(10)	
10	22 A. BEVERLEY	26.202	10 R. HOPE	34.154	4 C. VAN RIET	34.589	10	4	TC2 2000 1972-1984	1:34.654	1:34.751	(9)	
11	12 B. GILL	26.323	2 P. BEDDOW	34.218	5 J. MERLIN	34.829	11	21	TC2 1972-1984	1:35.126	1:35.318	(11)	
12	8 J. BUSSOLINI	26.612	8 J. BUSSOLINI	34.334	33 R. BOOS	34.878	12	32	TC2 1972-1984	1:35.881	1:36.202	(13)	
13	32 R. DEPAGNEUX	26.613	32 R. DEPAGNEUX	34.354	32 R. DEPAGNEUX	34.914	13	8	TC2 1972-1984	1:35.942	1:36.248	(14)	
14	30 C. TRABER	26.759	5 J. MERLIN	34.414	34 X. GALANT	34.959	14	5	TC2 2000 1972-1984	1:36.067	1:36.179	(12)	
15	5 J. MERLIN	26.824	34 X. GALANT	34.557	7 E. BROUTIN	34.966	15	34	TC2 2000 1972-1984	1:36.569	1:36.941	(15)	
16	34 X. GALANT	27.053	30 C. TRABER	34.736	8 J. BUSSOLINI	34.996	16	30	TC2 2000 1966-1971	1:37.191	1:37.478	(16)	
17	6 J. BUSSOLINI	27.250	7 E. BROUTIN	35.164	21 C. BOURIEZ	35.022	17	7	TC2 1966-1971	1:37.867	1:37.867	(17)	
18	33 R. BOOS	27.526	49 L. GUITTENY	35.406	30 C. TRABER	35.696	18	33	TC2 1972-1984	1:37.876	1:37.876	(18)	
19	49 L. GUITTENY	27.569	33 R. BOOS	35.472	29 C. DUMOLIN	35.994	19	49	TC2 2000 1966-1971	1:39.082	1:39.238	(20)	
20	7 E. BROUTIN	27.737	6 J. BUSSOLINI	35.819	6 J. BUSSOLINI	36.024	20	6	TC2 2000 1972-1984	1:39.093	1:39.202	(19)	
21	29 C. DUMOLIN	28.311	29 C. DUMOLIN	36.516	49 L. GUITTENY	36.107	21	29	TC1	1:40.821	1:40.934	(21)	
22	24 G. ALLEN	29.294	26 A. COCHIN	37.264	44 G. PETER	37.148	22	26	TC2 1972-1984	1:44.429	1:44.742	(22)	
23	26 A. COCHIN	29.308	24 G. ALLEN	37.631	26 A. COCHIN	37.857	23	44	TC2 1966-1971	1:45.119	1:46.109	(23)	
24	44 G. PETER	29.992	44 G. PETER	37.979	24 G. ALLEN	38.824	24	24	TC1	1:45.749	1:47.316	(24)	

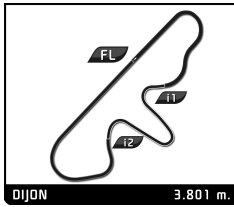




**HERITAGE TOURING CUP**  
GRAND PRIX DE L'AGE D'OR  
QUALIFYING

Fastest Lap Sequence

Practice Time	Team	Car	Class	Driver	Time	Kph	Lap
3:35.505	3	FORD Capri 3100 RS 1974	TC2 1972-1	Grant TROMANS	<b>1:31.799</b>	149.1	2
5:06.120	3	FORD Capri 3100 RS 1974	TC2 1972-1	Grant TROMANS	<b>1:30.615</b>	151.0	3
6:38.657	23	FORD Mustang GT Finapec 1984 (GR-A)	TC2 1972-1	David HUXLEY	<b>1:30.427</b>	151.3	4
9:40.948	17	FORD Escort 1600 RS 1974	TC2 -2000	Claude BOISSY	<b>1:30.376</b>	151.4	6
12:27.108	3	FORD Capri 3100 RS 1974	TC2 1972-1	Grant TROMANS	<b>1:29.797</b>	152.4	7
34:29.646	23	FORD Mustang GT Finapec 1984 (GR-A)	TC2 1972-1	David HUXLEY	<b>1:28.774</b>	154.1	17

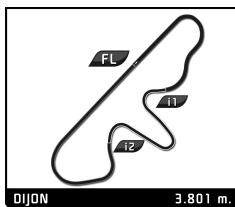


HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
QUALIFYING

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
<b>1</b> 1. Steve DANCE FORD Capri 2600 RS 1972 TC2 1972-1984								1 1 2:15.188 53.786 39.590 41.812 101.2 2:15.188 2 1 11:40.198B 32.398 38.688 ... 19.5 13:55.386 3 1 1:40.682 31.118 34.555 35.009 135.9 15:36.068 4 1 1:35.280 26.219 34.404 34.657 143.6 17:11.348 5 1 1:34.815 26.183 34.043 <b>34.589</b> 144.3 18:46.163 6 1 1:34.949 26.186 <b>33.998</b> 34.765 144.1 20:21.112 7 1 <b>1:34.751</b> <b>26.067</b> 34.020 34.664 144.4 21:55.863 8 1 3:08.607B 26.451 34.632 2:07.524 72.6 25:04.470 9 1 1:43.340 33.344 34.687 35.309 132.4 26:47.810 10 1 1:37.010 26.932 35.040 35.038 141.1 28:24.820							
<b>2</b> 1. Paul BEDDOW 2. Richard HOPE BMW 635 Csi 1984 TC2 1972-1984								1 1 3:07.809 1:47.089 39.896 40.824 72.9 3:07.809 2 1 1:49.134 32.353 39.181 37.600 125.4 4:56.943 3 1 1:46.458 29.591 39.243 37.624 128.5 6:43.401 4 1 4:38.782B 28.147 37.341 3:33.294 49.1 11:22.183 5 1 1:50.683 38.580 36.363 35.740 123.6 13:12.866 6 1 1:39.677 27.935 36.116 35.626 137.3 14:52.543 7 1 1:38.923 27.970 35.613 35.340 138.3 16:31.466 8 1 1:38.713 27.459 35.746 35.508 138.6 18:10.179 9 1 1:38.083 27.311 35.114 35.658 139.5 19:48.262 10 1 1:37.698 27.314 35.555 <b>34.829</b> 140.1 21:25.960 11 1 1:37.287 27.079 34.863 35.345 140.7 23:03.247 12 1 <b>1:36.179</b> <b>26.824</b> <b>34.414</b> 34.941 142.3 24:39.426							
<b>3</b> 1. Grant TROMANS 2. Richard MEADEN FORD Capri 3100 RS 1974 TC2 1972-1984								1 1 4:18.753 2:55.293 42.385 41.075 52.9 4:18.753 2 1 1:57.582 30.045 48.789 38.748 116.4 6:16.335 3 1 1:45.968 30.818 37.811 37.339 129.1 8:02.303 4 1 1:43.444 28.552 37.513 37.379 132.3 9:45.747 5 1 1:41.953 28.595 36.679 36.679 134.2 11:27.700 6 1 1:41.442 28.232 36.392 36.818 134.9 13:09.142 7 1 3:08.388B 28.763 36.319 2:03.306 72.6 16:17.530 8 1 1:57.873 33.509 47.905 36.459 116.1 18:15.403 9 1 1:41.061 28.333 36.311 36.417 135.4 19:56.464 10 1 1:41.632 28.532 36.338 36.762 134.6 21:38.096 11 1 1:40.464 27.576 36.165 36.723 136.2 23:18.560 12 1 1:40.791 28.489 36.228 36.074 135.8 24:59.351 13 1 1:40.564 27.947 36.222 36.395 136.1 26:39.915 14 1 1:40.259 27.729 35.880 36.650 136.5 28:20.174 15 1 1:40.663 27.406 36.109 37.148 135.9 30:00.837 16 1 <b>1:39.202</b> 27.359 <b>35.819</b> <b>36.024</b> 137.9 31:40.039 17 1 1:39.340 <b>27.250</b> 35.910 36.180 137.7 33:19.379 18 1 1:39.738 27.260 36.237 36.241 137.2 34:59.117 19 1 1:40.025 27.920 35.982 36.123 136.8 36:39.142 20 1 1:40.467 28.176 36.185 36.106 136.2 38:19.609							
<b>4</b> 1. Christophe VAN RIET 2. Raphaël DE BORMAN FORD Escort 1600 RS 1972 -2000 1972-1984								1 1 2:22.368 1:01.968 41.869 38.531 96.1 2:22.368 2 1 1:43.892 31.239 37.282 35.371 131.7 4:06.260 3 1 <b>1:37.867</b> <b>27.737</b> <b>35.164</b> <b>34.966</b> 139.8 5:44.127 4 1 19:51.530B 28.307 35.429 ... 11.5 25:35.657 5 1 1:55.277 38.182 40.632 36.463 118.7 27:30.934							
<b>5</b> 1. Jean-Marc MERLIN BMW 635 Csi 1983 (GR.A) -2000 1972-1985								1 1 2:22.766 1:01.064 42.283 39.419 95.8 2:22.766 2 1 1:50.133 32.748 40.144 37.241 124.2 4:12.899 3 1 2:44.872B 28.405 36.869 1:39.598 83.0 6:57.771 4 1 1:47.158 34.339 37.473 35.346 127.7 8:44.929 5 1 1:37.192 27.097 35.204 34.891 140.8 10:22.121 6 1 1:36.024 26.457 34.978 34.589 142.5 11:58.145 7 1 1:35.538 26.342 34.844 34.352 143.2 13:33.683 8 1 4:14.776B 26.156 35.556 3:13.064 53.7 17:48.459 9 1 1:43.787 33.512 35.412 34.863 131.8 19:32.246 10 1 1:35.313 26.194 34.944 34.175 143.6 21:07.559 11 1 1:34.926 26.091 34.590 34.245 144.2 22:42.485 12 1 1:34.334 25.966 <b>34.218</b> 34.150 145.1 24:16.819 13 1 <b>1:34.056</b> 25.740 34.508 <b>33.808</b> 145.5 25:50.875 14 1 1:34.102 <b>25.671</b> 34.549 33.882 145.4 27:24.977 15 1 4:34.138B 25.957 34.546 3:33.635 49.9 31:59.115 16 1 1:42.966 33.256 34.996 34.714 132.9 33:42.081 17 1 1:35.018 26.129 34.545 34.344 144.0 35:17.099 18 1 1:34.750 25.832 34.370 34.548 144.4 36:51.849 19 1 1:34.616 25.937 34.256 34.423 144.6 38:26.465							
<b>6</b> 1. Jean-Marc BUSSOLINI VOLKSWAGEN Sirocco 1974 -2000 1972-1984								1 1 2:03.706 51.795 37.115 34.796 110.6 2:03.706 2 1 1:31.799 25.526 33.616 32.657 149.1 3:35.505 3 1 1:30.615 25.295 33.307 32.013 151.0 5:06.120 4 1 1:31.248 25.003 33.090 33.155 150.0 6:37.368 5 1 2:44.202B 25.540 33.361 1:45.301 83.3 9:21.570 6 1 1:35.741 29.896 33.579 32.266 142.9 10:57.311 7 1 <b>1:29.797</b> <b>24.883</b> <b>33.029</b> <b>31.885</b> 152.4 12:27.108 8 1 6:17.150B 25.048 34.940 5:17.162 36.3 18:44.258 9 1 1:44.295 34.661 36.010 33.624 131.2 20:28.553 10 1 1:33.887 27.085 33.719 33.083 145.7 22:02.440 11 1 1:33.141 26.411 33.770 32.960 146.9 23:35.581							
<b>7</b> 1. Eric BROUTIN 2. Benjamin DE FORTIS CHEVROLET Camaro Z28 1967 TC2 1966-1971								1 1 2:22.368 1:01.968 41.869 38.531 96.1 2:22.368 2 1 1:43.892 31.239 37.282 35.371 131.7 4:06.260 3 1 <b>1:37.867</b> <b>27.737</b> <b>35.164</b> <b>34.966</b> 139.8 5:44.127 4 1 19:51.530B 28.307 35.429 ... 11.5 25:35.657 5 1 1:55.277 38.182 40.632 36.463 118.7 27:30.934							

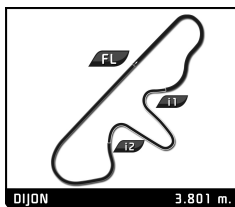


HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
QUALIFYING

Analysis

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

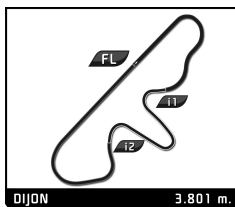
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
<b>8</b> 1. Julien BUSSOLINI ALFA ROMEO GTV6 1984 TC2 1972-1984								<b>17</b> 1. Claude BOISSY FORD Escort 1600 RS 1974 -2000 1972-1984 2. Patrick BOURGUIGNON							
1	1	2:47.194	1:26.533	41.025	39.636	81.8	2:47.194	1	1	2:04.466	47.811	39.561	37.094	109.9	2:04.466
2	1	1:46.920	31.298	38.170	37.452	128.0	4:34.114	2	1	1:32.637	26.425	33.365	32.847	147.7	3:37.103
3	1	1:42.283	28.828	36.971	36.484	133.8	6:16.397	3	1	1:31.808	24.911	33.947	32.950	149.0	5:08.911
4	1	1:43.826	28.413	38.597	36.816	131.8	8:00.223	4	1	1:30.485	24.797	32.789	32.899	151.2	6:39.396
5	1	3:10.157 B	28.276	36.693	2:05.188	72.0	11:10.380	5	1	1:31.176	24.962	33.475	32.739	150.1	8:10.572
6	1	1:49.381	34.808	38.358	36.215	125.1	12:59.761	6	1	1:30.376	25.366	32.529	32.481	151.4	9:40.948
7	1	1:40.175	27.673	36.408	36.094	136.6	14:39.936	7	1	1:30.990	25.507	32.629	32.854	150.4	11:11.938
8	1	1:39.941	27.571	36.238	36.132	136.9	16:19.877	8	1	3:22.871 B	31.189	42.166	2:09.516	67.4	14:34.809
9	1	1:39.745	27.560	36.078	36.107	137.2	17:59.622	9	1	4:28.736 B	37.224	37.203	3:14.309	50.9	19:03.545
10	1	9:48.551 B	27.381	43.029	8:38.141	23.2	27:48.173	10	1	1:44.580	36.090	34.239	34.251	130.8	20:48.125
11	1	1:59.461	39.249	41.325	38.887	114.5	29:47.634	11	1	1:32.822	25.647	33.577	33.598	147.4	22:20.947
12	1	1:44.101	30.388	37.317	36.396	131.4	31:31.735	12	1	1:33.033	25.826	33.741	33.466	147.1	23:53.980
13	1	1:38.945	27.540	35.727	35.678	138.3	33:10.680	13	1	1:32.268	25.852	33.181	33.235	148.3	25:26.248
14	1	1:37.910	27.313	35.220	35.377	139.8	34:48.590	14	1	1:34.280	26.312	34.173	33.795	145.1	27:00.528
15	1	1:36.914	26.879	34.840	35.195	141.2	36:25.504								
16	1	1:36.248	26.612	34.640	34.996	142.2	38:01.752								
17	1	1:36.056	26.896	34.334	34.826	142.5	39:37.808								
<b>10</b> 1. Richard HOPE BMW 635 Csi 1984 TC2 1972-1984								<b>21</b> 1. Christian BOURIEZ BMW 635 Csi 1984 TC2 1972-1984 2. Christophe VAN RIET							
1	1	2:23.257	1:04.353	39.834	39.070	95.5	2:23.257	1	1	3:00.763	1:42.716	39.678	38.369	75.7	3:00.763
2	1	1:45.196	31.496	37.507	36.193	130.1	4:08.453	2	1	1:43.987	28.759	37.089	38.139	131.6	4:44.750
3	1	1:39.175	27.247	36.669	35.259	138.0	5:47.628	3	1	1:40.569	28.926	35.562	36.081	136.1	6:25.319
4	1	1:38.133	27.025	35.089	36.019	139.4	7:25.761	4	1	1:39.736	26.939	35.555	37.242	137.2	8:05.055
5	1	1:36.775	26.939	34.707	35.129	141.4	9:02.536	5	1	1:37.570	26.627	34.819	36.124	140.2	9:42.625
6	1	1:36.219	26.805	34.415	34.999	142.2	10:38.755	6	1	1:36.391	26.410	34.401	35.580	142.0	11:19.016
7	1	1:36.587	26.549	35.033	35.005	141.7	12:15.342	7	1	1:38.301	27.035	35.932	35.334	139.2	12:57.317
8	1	6:55.303 B	26.876	35.397	5:53.030	32.9	19:10.645	8	1	1:36.148	26.222	34.445	35.481	142.3	14:33.465
9	1	1:44.629	34.063	35.454	35.112	130.8	20:55.274	9	1	1:36.182	26.556	34.113	35.513	142.3	16:09.647
10	1	1:35.877	26.270	34.673	34.934	142.7	22:31.151	10	1	1:35.873	26.346	34.245	35.282	142.7	17:45.520
11	1	1:43.059	27.576	40.043	35.440	132.8	24:14.210	11	1	1:36.231	26.401	34.239	35.591	142.2	19:21.751
12	1	1:36.777	26.798	35.046	34.933	141.4	25:50.987	12	1	1:35.929	26.144	34.558	35.227	142.6	20:57.680
13	1	1:35.429	26.435	34.573	34.421	143.4	27:26.416	13	1	1:35.318	26.130	34.166	35.022	143.6	22:32.998
14	1	1:34.786	25.906	34.154	34.726	144.4	29:01.202	14	1	1:36.011	26.181	34.588	35.242	142.5	24:09.009
15	1	1:35.283	26.156	34.333	34.794	143.6	30:36.485	15	1	1:37.081	26.738	34.468	35.875	141.0	25:46.090
16	1	4:55.132 B	26.671	36.910	3:51.551	46.4	35:31.617	16	1	1:37.028	27.352	34.350	35.326	141.0	27:23.118
17	1	1:43.441	32.775	35.937	34.729	132.3	37:15.058	17	1	1:36.011	26.332	34.211	35.468	142.5	28:59.129
18	1	1:35.441	25.983	34.589	34.869	143.4	38:50.499	18	1	1:36.208	26.239	34.639	35.330	142.2	30:35.337
<b>12</b> 1. Ben GILL FORD Escort 1600 RS 1975 -2000 1972-1984								<b>22</b> 1. Andrew BEVERLEY VOLVO 240 Turbo 1984 TC2 1972-1984							
1	1	2:10.010	54.715	39.316	35.979	105.3	2:10.010	1	1	2:08.305	53.113	39.521	35.671	106.6	2:08.305
2	1	1:38.183	28.950	34.435	34.798	139.4	3:48.193	2	1	1:34.066	26.655	33.798	33.613	145.5	3:42.371
3	1	1:35.383	26.728	33.694	34.961	143.5	5:23.576	3	1	1:33.107	26.457	33.413	33.237	147.0	5:15.478
4	1	1:34.438	26.512	33.202	34.724	144.9	6:58.014	4	1	1:33.946	26.427	33.815	33.704	145.7	6:49.424
5	1	1:34.243	26.428	33.523	34.292	145.2	8:32.257	5	1	4:16.489 B	29.915	38.569	3:08.005	53.3	11:05.913
6	1	1:50.147	28.837	38.703	42.607	124.2	10:22.404	6	1	1:47.376	36.964	35.369	35.043	127.4	12:53.289
7	1	1:45.886	32.008	36.934	36.944	129.2	12:08.290	7	1	1:33.816	26.202	33.926	33.688	145.9	14:27.105
8	1	1:34.245	26.397	33.407	34.441	145.2	13:42.535								
9	1	1:39.609	27.707	35.218	36.684	137.4	15:22.144								
10	1	1:37.524	26.948	34.520	36.056	140.3	16:59.668								
11	1	1:35.391	27.040	33.867	34.484	143.4	18:35.059								
12	1	1:34.359	26.609	33.485	34.265	145.0	20:09.418								
13	1	1:34.394	26.697	33.364	34.333	145.0	21:43.812								



HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
QUALIFYING

Analysis

								<span style="color: green;">■</span> Personal Best <span style="color: purple;">■</span> Session Best <span style="color: blue;">■</span> Crossing the finish line in pit lane							
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
<b>23</b> 1. David HUXLEY 2. Nigel GREENSHALL FORD Mustang GT Pinpac 1984 (G.R.A) TC2 1972-1984															
1	1	2:04.262	50.750	38.074	35.438	110.1	2:04.262	1	1	2:57.034	1:38.472	40.648	37.914	77.3	2:57.034
2	1	1:32.280	26.112	33.530	32.638	148.3	3:36.542	2	1	1:45.957	30.051	38.667	37.239	129.1	4:42.991
3	1	1:31.688	26.116	33.160	32.412	149.2	5:08.230	3	1	1:47.613	31.157	39.784	36.672	127.2	6:30.604
4	1	1:30.427	25.264	32.776	32.387	151.3	6:38.657	4	1	1:43.518	29.148	37.652	36.718	132.2	8:14.122
5	1	3:53.133 <b>B</b>	25.253	33.548	2:54.332	58.7	10:31.790	5	1	1:42.292	28.620	37.581	36.091	133.8	9:56.414
6	1	1:42.996	34.764	34.666	33.566	132.9	12:14.786	6	1	1:42.865	29.285	37.358	36.222	133.0	11:39.279
7	1	1:33.856	26.698	33.589	33.569	145.8	13:48.642	7	1	1:41.488	28.899	36.595	<b>35.994</b>	134.8	13:20.767
8	1	1:35.793	27.835	34.569	33.389	142.8	15:24.435	8	1	<b>1:40.934</b>	<b>28.311</b>	<b>36.516</b>	36.107	135.6	15:01.701
9	1	1:34.383	26.933	33.766	33.684	145.0	16:58.818	9	1	1:42.112	28.505	37.190	36.417	134.0	16:43.813
10	1	1:33.664	26.619	33.687	33.358	146.1	18:32.482								
11	1	1:34.143	26.847	33.717	33.579	145.3	20:06.625								
12	1	1:34.755	27.386	33.748	33.621	144.4	21:41.380								
13	1	5:21.869 <b>B</b>	27.294	33.732	4:20.843	42.5	27:03.249								
14	1	1:48.470	37.896	35.591	34.983	126.2	28:51.719								
15	1	2:31.575 <b>B</b>	30.233	35.786	1:25.556	90.3	31:23.294								
16	1	1:37.578	32.577	32.898	32.103	140.2	33:00.872								
17	1	<b>1:28.774</b>	<b>24.972</b>	<b>32.166</b>	<b>31.636</b>	154.1	34:29.646								
18	1	1:33.581	26.042	34.650	32.889	146.2	36:03.227								
<b>24</b> 1. Glynn ALLEN 2. Darren ROBERTS ALFA ROMEO 2000GTV 1971 TC1															
1	1	2:42.750	1:13.476	44.702	44.572	84.1	2:42.750	1	1	2:43.679	1:19.091	43.678	40.910	83.6	2:43.679
2	1	2:07.101	38.457	43.991	44.653	107.7	4:49.851	2	1	1:50.451	32.543	39.749	38.159	123.9	4:34.130
3	1	1:53.820	32.644	39.913	41.263	120.2	6:43.671	3	1	1:45.816	31.869	37.078	36.869	129.3	6:19.946
4	1	1:51.598	31.413	39.154	41.031	122.6	8:35.269	4	1	1:45.920	28.838	38.774	38.308	129.2	8:05.866
5	1	1:52.383	31.153	38.988	42.242	121.8	10:27.652	5	1	1:41.705	28.142	36.627	36.936	134.5	9:47.571
6	1	1:49.861	31.179	38.554	40.128	124.6	12:17.513	6	1	1:41.736	28.143	36.368	37.225	134.5	11:29.307
7	1	1:48.926	30.659	38.216	40.051	125.6	14:06.439	7	1	1:40.257	27.666	36.070	36.521	136.5	13:09.564
8	1	1:48.752	30.327	38.317	40.108	125.8	15:55.191	8	1	3:07.347 <b>B</b>	28.907	40.369	1:58.071	73.0	16:16.911
9	1	3:52.894 <b>B</b>	30.226	39.602	2:43.066	58.8	19:48.085	9	1	1:45.914	33.126	36.350	36.438	129.2	18:02.825
10	1	1:55.733	36.604	38.564	40.565	118.2	21:43.818	10	1	1:42.501	27.747	37.655	37.099	133.5	19:45.326
11	1	1:49.549	29.525	<b>37.631</b>	42.393	124.9	23:33.367	11	1	3:31.793 <b>B</b>	27.794	41.482	2:22.517	64.6	23:17.119
12	1	1:48.335	30.372	38.158	39.805	126.3	25:21.702	12	1	1:47.512	34.569	36.676	36.267	127.3	25:04.631
13	1	<b>1:47.316</b>	30.011	38.481	<b>38.824</b>	127.5	27:09.018	13	1	1:38.523	27.150	35.463	35.910	138.9	26:43.154
<b>26</b> 1. Augustin COCHIN MERCEDES-BENZ 350 SLC 1972 TC2 1972-1984															
1	1	2:27.163	1:03.821	41.906	41.436	93.0	2:27.163	1	1	1:37.917	26.984	35.237	<b>35.696</b>	139.7	28:21.071
2	1	1:58.764	36.281	41.983	40.500	115.2	4:25.927	15	1	1:39.525	26.895	35.932	36.698	137.5	30:00.596
3	1	1:50.173	31.973	38.796	39.404	124.2	6:16.100	16	1	<b>1:37.478</b>	26.883	<b>34.736</b>	35.859	140.4	31:38.074
4	1	1:49.730	32.193	38.779	38.758	124.7	8:05.830	17	1	1:37.648	<b>26.759</b>	34.892	35.997	140.1	33:15.722
5	1	1:48.405	31.317	38.018	39.070	126.2	9:54.235	18	1	3:17.538 <b>B</b>	28.161	40.121	2:09.256	69.3	36:33.260
6	1	1:48.611	30.769	39.129	38.713	126.0	11:42.846	19	1	1:56.348	36.607	39.088	40.653	117.6	38:29.608
7	1	1:45.769	29.640	37.674	38.455	129.4	13:28.615								
8	1	1:46.290	29.761	38.295	38.234	128.7	15:14.905								
9	1	1:54.813	30.119	38.680	46.014	119.2	17:09.718								
10	1	2:01.703	37.682	42.406	41.615	112.4	19:11.421								
11	1	1:52.522	33.052	40.791	38.679	121.6	21:03.943								
12	1	1:46.334	29.905	38.572	<b>37.857</b>	128.7	22:50.277								
13	1	<b>1:44.742</b>	<b>29.308</b>	<b>37.264</b>	38.170	130.6	24:35.019								
<b>29</b> 1. Christian DUMOLIN FORD Mustang 289 1965 TC1															
1	1	2:36.365	1:13.876	41.649	40.840	87.5	2:36.365								
2	1	1:45.105	30.017	37.829	37.259	130.2	4:21.470								
<b>30</b> 1. Christian TRABER 2. Nicolas TRABER BMW 2002 Ti 1970 -2000 1966-1971															
1	1	2:43.679	1:19.091	43.678	40.910	83.6	2:43.679								
2	1	1:50.451	32.543	39.749	38.159	123.9	4:34.130								
3	1	1:45.816	31.869	37.078	36.869	129.3	6:19.946								
4	1	1:45.920	28.838	38.774	38.308	129.2	8:05.866								
5	1	1:41.705	28.142	36.627	36.936	134.5	9:47.571								
6	1	1:41.736	28.143	36.368	37.225	134.5	11:29.307								
7	1	1:40.257	27.666	36.070	36.521	136.5	13:09.564								
8	1	3:07.347 <b>B</b>	28.907	40.369	1:58.071	73.0	16:16.911								
9	1	1:45.914	33.126	36.350	36.438	129.2	18:02.825								
10	1	1:42.501	27.747	37.655	37.099	133.5	19:45.326								
11	1	3:31.793 <b>B</b>	27.794	41.482	2:22.517	64.6	23:17.119								
12	1	1:47.512	34.569	36.676	36.267	127.3	25:04.631								
13	1	1:38.523	27.150	35.463	35.910	138.9	26:43.154								
14	1	1:37.917	26.984	35.237	<b>35.696</b>	139.7	28:21.071								
15	1	1:39.525	26.895	35.932	36.698	137.5	30:00.596								
16	1	<b>1:37.478</b>	26.883	<b>34.736</b>	35.859	140.4	31:38.074								
17	1	1:37.648	<b>26.759</b>	34.892	35.997	140.1	33:15.722								
18	1	3:17.538 <b>B</b>	28.161	40.121	2:09.256	69.3	36:33.260								
19	1	1:56.348	36.607	39.088	40.653	117.6	38:29.608								
<b>32</b> 1. Richard DEPAGNEUX BMW 530 1981 TC2 1972-1984															
1	1	2:09.203	50.172	40.602	38.429	105.9	2:09.203								
2	1	1:41.294	29.331	35.825	36.138	135.1	3:50.497								
3	1	1:37.941	27.496	34.864	35.581	139.7	5:28.438								
4	1	1:37.715	27.059	34.755	35.901	140.0	7:06.153								
5	1	1:38.048	27.071	35.097	35.880	139.6	8:44.201								
6	1	1:37.739	27.205	34.758	35.776	140.0	10:21.940								
7	1	1:38.523	27.799	35.254	35.470	138.9	12:00.463								
8	1	7:04.470 <b>B</b>	29.880	39.183	5:55.407	32.2	19:04.933								
9	1	1:48.368	36.679	35.394	36.295	126.3	20:53.301								
10	1	1:37.241	27.171	34.749	35.321	140.7	22:30.542								
11	1	1:37.432	27.470	34.495	35.467	140.4	24:07.974								
12	1	1:37.385	27.437	<b>34.354</b>	35.594	140.5	25:45.359								
13	1	1:37.005	27.434	34.413	35.158	141.1	27:22.364								
14	1	1:37.473	28.148	34.411	<b>34.914</b>	140.4	28:59.837								
15	1	<b>1:36.202</b>	26.764	34.455	34.983	142.2	30:36.039								
16	1	1:36.362	<b>26.613</b>	34.727	35.022	142.0	32:12.401								
17	1	6:21.617 <b>B</b>	30.071	39.979	5:11.567	35.9	38:34.018								
<b>33</b> 1. Robert BOOS 2. François JAKUBOWSKI BMW 635 Csi 1984 (G.R.A) TC2 1972-1984															
1	1	2:36.365	1:13.876	41.649	40.840	87.5	2:36.365								
2	1	1:45.105	30.017	37.829	37.259	130.2	4:21.470								



HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
QUALIFYING

Analysis

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
3	1	1:45.023	28.308	40.118	36.597	130.3	6:06.493	6	1	1:41.105	28.310	36.248	36.547	135.3	11:04.500
4	1	1:40.392	27.715	36.454	36.223	136.3	7:46.885	7	1	1:40.860	27.865	36.301	36.694	135.7	12:45.360
5	1	1:40.044	27.643	36.311	36.090	136.8	9:26.929	8	1	1:40.702	27.972	36.091	36.639	135.9	14:26.062
6	1	1:41.674	28.269	37.189	36.216	134.6	11:08.603	9	1	5:06.293B	31.061	43.405	3:51.827	44.7	19:32.355
7	1	3:29.876B	28.258	38.988	2:22.630	65.2	14:38.479	10	1	1:53.986	39.297	37.580	37.109	120.0	21:26.341
8	1	1:48.001	34.400	37.178	36.423	126.7	16:26.480	11	1	1:39.812	27.847	35.682	36.283	137.1	23:06.153
9	1	1:43.435	28.211	39.392	35.832	132.3	18:09.915	12	1	1:39.325	27.604	35.614	36.107	137.8	24:45.478
10	1	1:39.840	28.423	35.984	35.433	137.1	19:49.755	13	1	1:39.238	27.569	35.406	36.263	137.9	26:24.716
11	1	1:39.647	27.815	36.314	35.518	137.3	21:29.402								
12	1	1:39.383	28.618	35.712	35.053	137.7	23:08.785								
13	1	1:37.876	27.526	35.472	34.878	139.8	24:46.661								

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

**34** 1.Xavier GALANT  
2.Vincent NEURISSE

FORD Escort 1600 RS 1972  
-2000 1972-1984

1	1	2:47.473	1:25.930	41.128	40.415	81.7	2:47.473
2	1	1:47.438	32.575	37.974	36.889	127.4	4:34.911
3	1	1:41.931	29.919	35.848	36.164	134.2	6:16.842
4	1	1:42.235	28.878	36.772	36.585	133.8	7:59.077
5	1	1:40.912	28.972	36.012	35.928	135.6	9:39.989
6	1	1:38.506	27.582	35.168	35.756	138.9	11:18.495
7	1	1:39.506	28.603	35.317	35.586	137.5	12:58.001
8	1	1:36.941	27.425	34.557	34.959	141.2	14:34.942
9	1	1:37.874	27.053	35.096	35.725	139.8	16:12.816
10	1	1:38.272	27.909	34.925	35.438	139.2	17:51.088
11	1	1:38.714	27.735	35.421	35.558	138.6	19:29.802
12	1	1:37.445	27.196	34.568	35.681	140.4	21:07.247
13	1	3:47.745B	27.202	35.048	2:45.495	60.1	24:54.992
14	1	1:49.933	36.185	37.017	36.731	124.5	26:44.925
15	1	1:42.362	29.032	36.410	36.920	133.7	28:27.287
16	1	1:40.499	28.325	35.423	36.751	136.2	30:07.786
17	1	1:40.184	28.804	35.194	36.186	136.6	31:47.970
18	1	1:39.488	28.492	34.957	36.039	137.5	33:27.458
19	1	1:39.593	28.340	34.870	36.383	137.4	35:07.051
20	1	1:39.165	28.043	34.943	36.179	138.0	36:46.216
21	1	1:39.791	27.965	35.277	36.549	137.1	38:26.007

**44** 1.Geoffroy PETER  
2.Jean Marc MERLIN

CHEVROLET Camaro Z28 1969  
TC2 1966-1971

1	1	2:45.749	1:21.077	43.049	41.623	82.6	2:45.749
2	1	1:55.442	33.937	42.017	39.488	118.5	4:41.191
3	1	1:51.304	32.426	39.989	38.889	122.9	6:32.495
4	1	1:48.439	31.708	38.688	38.043	126.2	8:20.934
5	1	1:46.109	30.328	37.979	37.802	129.0	10:07.043
6	1	1:47.160	30.988	38.004	38.168	127.7	11:54.203
7	1	1:46.385	30.072	38.112	38.201	128.6	13:40.588
8	1	1:48.188	30.955	40.085	37.148	126.5	15:28.776
9	1	3:59.649B	29.992	38.827	2:50.830	57.1	19:28.425
10	1	1:51.788	35.474	38.370	37.944	122.4	21:20.213

**49** 1.Lucien GUITTENY  
2.Maxime BOCHET

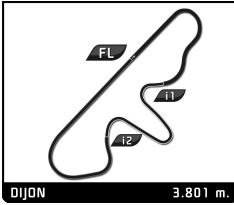
ALFA ROMEO 1750 GTAM 1969  
-2000 1966-1971

1	1	2:28.706	1:07.770	40.626	40.310	92.0	2:28.706
2	1	1:47.262	30.496	38.565	38.201	127.6	4:15.968
3	1	1:43.345	28.857	37.069	37.419	132.4	5:59.313
4	1	1:42.059	28.665	36.610	36.784	134.1	7:41.372
5	1	1:42.023	28.126	37.351	36.546	134.1	9:23.395

**52** 1.Yves SCEMAMA

FORD Capri 2600 RS 1971  
TC2 1966-1971

1	1	3:57.445	2:38.588	41.767	37.090	57.6	3:57.445
2	1	1:37.417	27.896	35.104	34.417	140.5	5:34.862
3	1	1:32.689	25.782	33.375	33.532	147.6	7:07.551
4	1	3:29.520B	26.106	35.384	2:28.030	65.3	10:37.071
5	1	1:39.014	31.682	33.590	33.742	138.2	12:16.085
6	1	1:33.361	26.505	33.666	33.190	146.6	13:49.446
7	1	1:32.670	26.259	33.158	33.253	147.7	15:22.116
8	1	1:32.180	25.360	33.429	33.391	148.4	16:54.296
9	1	1:32.570	25.225	33.027	34.318	147.8	18:26.866
10	1	1:31.561	25.413	32.969	33.179	149.4	19:58.427
11	1	3:36.323B	27.188	38.286	2:30.849	63.3	23:34.750
12	1	1:39.549	31.848	34.031	33.670	137.5	25:14.299
13	1	1:32.839	26.165	33.166	33.508	147.4	26:47.138
14	1	1:32.645	26.035	33.157	33.453	147.7	28:19.783
15	1	1:31.367	25.146	32.869	33.352	149.8	29:51.150
16	1	1:32.506	25.785	33.356	33.365	147.9	31:23.656
17	1	1:31.956	25.642	32.956	33.358	148.8	32:55.612
18	1	1:31.831	25.552	32.871	33.408	149.0	34:27.443
19	1	1:37.457	29.022	34.783	33.652	140.4	36:04.900
20	1	1:32.999	26.069	33.232	33.698	147.1	37:37.899
21	1	1:31.849	25.450	32.947	33.452	149.0	39:09.748



HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
RACE (60')

Revised 2

DIJON 3.801 m.

Starting Grid

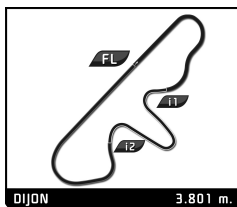
1:47.316 <b>Glynn ALLEN</b>	24	- 12 -	32	<b>Richard DEPAGNEUX</b>
1:44.742 <b>Augustin COCHIN</b>	26	- 11 -	44	<b>Geoffroy PETER</b>
1:39.238 <b>Lucien GUITTENY</b>	49	- 10 -	29	<b>Christian DUMOLIN</b>
1:37.876 <b>Robert BOOS</b>	33	- 9 -	6	<b>Jean-Marc BUSSOLINI</b>
1:37.478 <b>Christian TRABER</b>	30	- 8 -	7	<b>Eric BROUTIN</b>
1:36.248 <b>Julien BUSSOLINI</b>	8	- 7 -	34	<b>Xavier GALANT</b>
1:35.318 <b>Christian BOURIEZ</b>	21	- 6 -	5	<b>Jean-Marc MERLIN</b>
1:34.751 <b>Christophe VAN RIET</b>	4	- 5 -	10	<b>Richard HOPE</b>
1:34.056 <b>Paul BEDDOW</b>	2	- 4 -	12	<b>Ben GILL</b>
1:31.648 <b>Steve DANCE</b>	1	- 3 -	22	<b>Andrew BEVERLEY</b>
1:30.376 <b>Claude BOISSY</b>	17	- 2 -	52	<b>Yves SCEMAMA</b>
1:28.774 <b>David HUXLEY</b>	23	- 1 -	3	<b>Grant TROMANS</b>

Pole

CAR NR. 32 - BACK OF THE GRID DUE TO STEWARDS DECISION NR. 4

Stewards:

Timekeeper:



HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
RACE ((60'))

Final Classification

Drivers	Team	Vehicle	Class	Laps	Total Time	Gap	Kph	Best Lap		
								Lap	Time	Kph
1 52 Yves SCEMAMA		FORD Capri 2600 RS 1971	TC2 1966-1	38	1:01:25.965	-	141.1	28	1:32.110	148.6
2 17 Claude BOISSY/Patrick BOURGUIGNON		FORD Escort 1600 RS 1974	TC2 -2000	38	1:01:28.264	+2.299	141.0	13	1:30.276	151.6
3 23 David HUXLEY/Nigel GREENSHALL		FORD Mustang GT Prospec 1984 (GR.A)	TC2 1972-1	38	1:01:29.616	+3.651	140.9	15	1:29.964	152.1
4 1 Steve DANCE		FORD Capri 2600 RS 1972	TC2 1972-1	38	1:02:17.459	+51.494	139.1	5	1:32.204	148.4
5 4 Christophe VAN RIET/Raphaël DE BORMAN		FORD Escort 1600 RS 1972	TC2 -2000	38	1:02:33.776	+1:07.811	138.5	4	1:32.214	148.4
6 12 Ben GILL		FORD Escort 1600 RS 1975	TC2 -2000	37	1:01:40.330	1 Lap	136.8	24	1:34.170	145.3
7 2 Paul BEDDOW/Richard HOPE		BMW 635 Csi 1984	TC2 1972-1	37	1:02:14.549	1 Lap	135.6	11	1:35.586	143.2
8 33 Robert BOOS/François JAKUBOWSKI		BMW 635 Csi 1984 (GR.A)	TC2 1972-1	37	1:02:21.356	1 Lap	135.3	28	1:35.706	143.0
9 34 Xavier GALANT/Vincent NEURISSE		FORD Escort 1600 RS 1972	TC2 -2000	36	1:03:00.547	2 Laps	130.3	32	1:36.865	141.3
10 49 Lucien GUITTENY/Maxime BOCHET		ALFA ROMEO 1750 GTAM 1969	TC2 -2000	35	1:02:14.563	3 Laps	128.2	8	1:40.081	136.7
11 30 Christian TRABER/Nicolas TRABER		BMW 2002 Ti 1970	TC2 -2000	35	1:02:15.628	3 Laps	128.2	20	1:38.529	138.9
12 29 Christian DUMOLIN/Thierry DE LATRE DU BOSQ		FORD Mustang 289 1965	TC1	35	1:02:41.850	3 Laps	127.3	28	1:40.783	135.8
13 24 Glynn ALLEN/Darren ROBERTS		ALFA ROMEO 2000GTV 1971	TC1	34	1:02:12.477	4 Laps	124.6	26	1:43.819	131.8
14 26 Augustin COCHIN		MERCEDES-BENZ 350 SLC 1972	TC2 1972-1	34	1:02:14.542	4 Laps	124.6	26	1:43.031	132.8
15 6 Jean-Marc BUSSOLINI		VOLKSWAGEN Scirocco 1974	TC2 -2000	33	1:01:40.676	5 Laps	122.0	24	1:39.094	138.1
16 32 Richard DEPAGNEUX		BMW 530 1981	TC2 1972-1	33	1:02:10.886	5 Laps	121.0	12	1:36.228	142.2
17 44 Geoffroy PETER/Jean Marc MERLIN		CHEVROLET Camaro Z28 1969	TC2 1966-1	31	1:02:01.722	7 Laps	114.0	13	1:43.191	132.6
18 7 Eric BROUTIN/Benjamin DE FORTIS		CHEVROLET Camaro Z28 1967	TC2 1966-1	29	1:02:02.277	9 Laps	106.6	7	1:37.482	140.4

Not classified:

5 Jean-Marc MERLIN		BMW 635 Csi 1983 (GR.A)	TC2 1972-1	29	49:28.527			29	1:35.952	142.6
21 Christian BOURIEZ/Christophe VAN RIET		BMW 635 Csi 1984	TC2 1972-1	24	41:34.476			14	1:36.667	141.6
10 Richard HOPE		BMW 635 Csi 1984	TC2 1972-1	12	20:40.644			10	1:36.334	142.0
3 Grant TROMANS/Richard MEADEN		FORD Capri 3100 RS 1974	TC2 1972-1	8	13:19.038			7	1:29.767	152.4
8 Julien BUSSOLINI		ALFA ROMEO GTV6 1984	TC2 1972-1	8	14:07.661			8	1:36.757	141.4
22 Andrew BEVERLEY		VOLVO 240 Turbo 1984	TC2 1972-1							

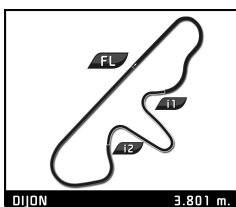
<b>Pole Position</b>	D. HUXLEY	1:28.774	
<b>Fastest Lap</b>	Lap 7 Grant TROMANS	1:29.767	152.4 Kph

CAR NR. 32 - PENALTY OF 2 LAPS DUE TO STEWARDS DECISION NR. 4  
CAR NR. 32 - PENALTY OF 1 LAP DUE TO WRONG PIT WINDOW

Published at: .....

Track Status: **DRY**

<b>Stewards:</b>	<b>Timekeeper:</b>
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HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
RACE

Final Classification by Class

Nr. Drivers	Team	Car	Laps	Total Time	Gap	Kph	Best Lap		
							Lap	Time	Kph
<b>TC1</b>									
1	29 C. DUMOLIN / T. DE LATRE DU BOSQ	FORD Mustang 289 1965	35	1:02:41.850		127.3	28	1:40.783	135.8
2	24 G. ALLEN / D. ROBERTS	ALFA ROMEO 2000GTV 1971	34	1:02:12.477	1 Laps	124.6	26	1:43.819	131.8
<b>TC2 1966-1971</b>									
1	52 Y. SCEMAMA	FORD Capri 2600 RS 1971	38	1:01:25.965		141.1	28	1:32.110	148.6
2	44 G. PETER / J. MERLIN	CHEVROLET Camaro Z28 1969	31	1:02:01.722	7 Laps	114.0	13	1:43.191	132.6
3	7 E. BROUTIN / B. DE FORTIS	CHEVROLET Camaro Z28 1967	29	1:02:02.277	9 Laps	106.6	7	1:37.482	140.4
<b>TC2 1972-1984</b>									
1	23 D. HUXLEY / N. GREENSHALL	FORD Mustang GT Pineac 1984 (GRA)	38	1:01:29.616		140.9	15	1:29.964	152.1
2	1 S. DANCE	FORD Capri 2600 RS 1972	38	1:02:17.459	+47.843	139.1	5	1:32.204	148.4
3	2 P. BEDDOW / R. HOPE	BMW 635 Csi 1984	37	1:02:14.549	1 Laps	135.6	11	1:35.586	143.2
4	33 R. BOOS / F. JAKUBOWSKI	BMW 635 Csi 1984 (GRA)	37	1:02:21.356	1 Laps	135.3	28	1:35.706	143.0
5	26 A. COCHIN	MERCEDES-BENZ 350 SLC 1972	34	1:02:14.542	4 Laps	124.6	26	1:43.031	132.8
6	32 R. DEPAGNEUX	BMW 530 1981	33	1:02:10.886	5 Laps	121.0	12	1:36.228	142.2
<b>Not classified:</b>									
	5 J. MERLIN	BMW 635 Csi 1983 (GRA)	29	49:28.527	9 Laps	133.7	29	1:35.952	142.6
	21 C. BOURIEZ / C. VAN RIET	BMW 635 Csi 1984	24	41:34.476		131.7	14	1:36.667	141.6
	10 R. HOPE	BMW 635 Csi 1984	12	20:40.644	26 Laps	132.4	10	1:36.334	142.0
	3 G. TROMANS / R. MEADEN	FORD Capri 3100 RS 1974	8	13:19.038		137.0	7	1:29.767	152.4
	8 J. BUSSOLINI	ALFA ROMEO GTV6 1984	8	14:07.661	30 Laps	129.1	8	1:36.757	141.4
	22 A. BEVERLEY	VOLVO 240 Turbo 1984				0.0			
<b>TC2 -2000 1966-1971</b>									
1	49 L. GUITTENY / M. BOCHET	ALFA ROMEO 1750 GTAM 1969	35	1:02:14.563		128.2	8	1:40.081	136.7
2	30 C. TRABER / N. TRABER	BMW 2002 Ti 1970	35	1:02:15.628	+1.065	128.2	20	1:38.529	138.9
<b>TC2 -2000 1972-1984</b>									
1	17 C. BOISSY / P. BOURGUIGNON	FORD Escort 1600 RS 1974	38	1:01:28.264		141.0	13	1:30.276	151.6
2	4 C. VAN RIET / R. DE BORMAN	FORD Escort 1600 RS 1972	38	1:02:33.776	+1'05.512	138.5	4	1:32.214	148.4
3	12 B. GILL	FORD Escort 1600 RS 1975	37	1:01:40.330	1 Laps	136.8	24	1:34.170	145.3
4	34 X. GALANT / V. NEURISSE	FORD Escort 1600 RS 1972	36	1:03:00.547	2 Laps	130.3	32	1:36.865	141.3
5	6 J. BUSSOLINI	VOLKSWAGEN Scirocco 1974	33	1:01:40.676	5 Laps	122.0	24	1:39.094	138.1

CAR NR. 32 - PENALTY OF 2 LAPS DUE TO STEWARDS DECISION NR. 4  
CAR NR. 32 - PENALTY OF 1 LAP DUE TO WRONG PIT WINDOW

Published at: .....

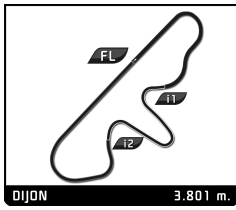
Track Status:

**DRY**

Stewards:

Timekeeper:

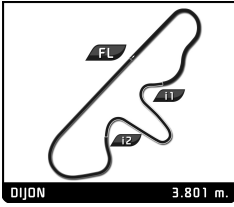




**HERITAGE TOURING CUP**  
**GRAND PRIX DE L'AGE D'OR**  
**RACE**

Lap Chart

		LAP																																		
Nr	Pos	Grid	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32		
23	<b>1</b>	23	23	23	23	23	23	3	3	3	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	
3	<b>2</b>	3	17	17	3	3	3	23	23	23	17	17	17	17	17	17	17	17	17	17	52	4	23	17	17	17	17	17	17	17	17	17	17	17	17	52
17	<b>3</b>	17	3	3	17	17	17	17	17	17	52	52	52	52	52	52	52	52	52	1	4	23	17	52	52	52	52	52	52	52	52	52	52	52	52	17
52	<b>4</b>	52	4	4	4	4	4	1	52	1	1	1	1	1	1	1	1	1	1	4	12	12	52	1	1	1	1	1	1	1	1	1	1	1	1	1
1	<b>5</b>	1	1	1	1	1	1	4	1	52	4	4	4	4	4	4	4	4	2	17	17	1	4	4	4	4	4	4	4	4	4	4	4	4	4	
22	<b>6</b>	22	52	52	52	52	52	52	4	4	2	2	2	2	2	2	2	12	12	33	1	32	2	12	12	12	12	12	12	12	12	12	12	12	12	
2	<b>7</b>	2	12	12	12	2	2	2	2	2	2	12	12	12	12	12	12	2	17	1	32	12	12	2	2	2	2	2	2	2	2	2	2	2	2	
12	<b>8</b>	12	2	2	2	12	12	12	12	12	10	10	10	5	5	5	5	5	5	32	2	2	33	33	33	33	33	33	33	33	33	33	33	33	33	
4	<b>9</b>	4	5	5	5	7	7	7	7	7	7	7	7	33	33	33	33	33	33	2	33	33	5	5	5	5	5	5	5	5	5	5	5	5	5	
10	<b>10</b>	10	21	21	7	5	5	33	33	10	33	33	33	10	21	21	21	21	21	5	5	5	21	21	21	21	21	21	21	21	21	21	21	21	21	
21	<b>11</b>	21	7	7	21	33	33	5	10	8	5	5	5	21	32	32	32	32	32	21	21	21	32	32	32	32	32	49	34	34	34	34	49	49		
5	<b>12</b>	5	8	33	33	21	10	10	5	33	21	21	21	32	29	29	29	26	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	
8	<b>13</b>	8	10	10	10	10	21	8	8	5	29	29	32	29	49	49	44	24	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	
34	<b>14</b>	34	33	8	8	8	8	21	21	21	32	32	29	49	34	34	26	49	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	
30	<b>15</b>	30	34	34	34	34	34	29	29	29	34	34	49	34	44	44	24	29	24	30	30	30	30	30	30	30	30	26	26	26	26	26	24	24	24	
7	<b>16</b>	7	29	29	29	29	29	32	32	32	49	49	34	44	26	26	49	34	26	24	26	26	26	26	26	26	26	24	24	24	24	24	24	24	24	
33	<b>17</b>	33	30	32	32	32	34	34	34	34	6	44	44	26	24	24	34	30	30	26	24	24	24	24	24	24	24	6	6	6	6	6	44	44		
6	<b>18</b>	6	32	30	30	30	30	49	49	49	44	26	26	24	30	30	30	6	6	6	6	6	6	6	6	6	6	44	44	44	44	44	44	44	44	
49	<b>19</b>	49	49	49	49	49	49	6	6	6	26	24	24	30	6	6	6	44	44	44	44	44	44	44	44	44	44	7	7	7	7	7	7	7	7	
29	<b>20</b>	29	26	26	26	44	44	44	44	44	24	30	6	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
26	<b>21</b>	26	44	44	44	26	6	26	26	26	30	6	6	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
44	<b>22</b>	44	24	24	24	6	26	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	
24	<b>23</b>	24	6	6	6	24	24	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
32	<b>24</b>	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	

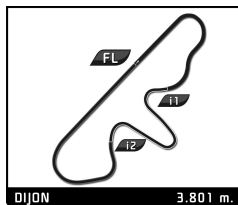


**HERITAGE TOURING CUP**  
**GRAND PRIX DE L'AGE D'OR**  
**RACE**

DIJON 3.801 m. Lap Chart

**LAP**

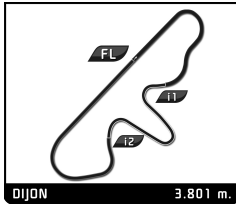
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3	<b>2</b>	52	52	23	17	17	17
17	<b>3</b>	17	17	17	23	23	23
52	<b>4</b>	1	1	1	1	1	1
1	<b>5</b>	4	4	4	4	4	4
22	<b>6</b>	12	12	12	12	12	
2	<b>7</b>	2	2	2	2	2	
12	<b>8</b>	33	33	33	33	33	
4	<b>9</b>	32	32	32	32		
10	<b>10</b>	34	34	34	34		
21	<b>11</b>	49	49	49			
5	<b>12</b>	30	30	30			
8	<b>13</b>	29	29	29			
34	<b>14</b>	26	24				
30	<b>15</b>	24	26				
7	<b>16</b>	6					
33	<b>17</b>						
6	<b>18</b>						
49	<b>19</b>						
29	<b>20</b>						
26	<b>21</b>						
44	<b>22</b>						
24	<b>23</b>						
32	<b>24</b>						



HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
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Best Sector Times

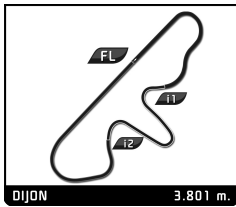
SECTOR 1			SECTOR 2			SECTOR 3			Pos	Team	Cl	Ideal Lap	Best Lap
Pos	Driver	Time	Driver	Time	Driver	Time	Pos	Time					
1	17 C. BOISSY	24.586	17 C. BOISSY	32.556	3 G. TROMANS	31.701	1	17	TC1 2000 1972-1984	1:29.423	1:30.276	(3)	
2	3 G. TROMANS	24.723	4 C. VAN RIET	32.596	23 D. HUXLEY	32.122	2	3	TC2 1972-1984	1:29.534	1:29.767	(1)	
3	23 D. HUXLEY	25.066	23 D. HUXLEY	32.608	17 C. BOISSY	32.281	3	23	TC2 1972-1984	1:29.796	1:29.964	(2)	
4	4 C. VAN RIET	25.269	3 G. TROMANS	33.110	52 Y. SCEMAMA	33.107	4	52	TC2 1966-1971	1:31.823	1:32.110	(4)	
5	1 S. DANCE	25.417	1 S. DANCE	33.219	1 S. DANCE	33.233	5	1	TC2 1972-1984	1:31.869	1:32.204	(5)	
6	52 Y. SCEMAMA	25.436	52 Y. SCEMAMA	33.280	4 C. VAN RIET	34.031	6	4	TC1 2000 1972-1984	1:31.896	1:32.214	(6)	
7	12 B. GILL	26.134	12 B. GILL	33.350	33 R. BOOS	34.286	7	12	TC1 2000 1972-1984	1:33.788	1:34.170	(7)	
8	2 P. BEDDOW	26.154	5 J. MERLIN	34.361	12 B. GILL	34.304	8	2	TC2 1972-1984	1:35.376	1:35.586	(8)	
9	21 C. BOURIEZ	26.230	32 R. DEPAGNEUX	34.437	7 E. BROUTIN	34.572	9	33	TC2 1972-1984	1:35.542	1:35.706	(9)	
10	10 R. HOPE	26.281	21 C. BOURIEZ	34.481	8 J. BUSSOLINI	34.610	10	5	TC1 2000 1972-1985	1:35.629	1:35.952	(10)	
11	33 R. BOOS	26.418	34 X. GALANT	34.508	10 R. HOPE	34.612	11	10	TC2 1972-1984	1:35.737	1:36.334	(12)	
12	8 J. BUSSOLINI	26.431	2 P. BEDDOW	34.561	2 P. BEDDOW	34.661	12	32	TC2 1972-1984	1:36.127	1:36.228	(11)	
13	5 J. MERLIN	26.456	33 R. BOOS	34.838	5 J. MERLIN	34.812	13	21	TC2 1972-1984	1:36.194	1:36.667	(13)	
14	32 R. DEPAGNEUX	26.602	10 R. HOPE	34.844	34 X. GALANT	35.015	14	8	TC2 1972-1984	1:36.299	1:36.757	(14)	
15	30 C. TRABER	27.045	7 E. BROUTIN	34.985	32 R. DEPAGNEUX	35.088	15	34	TC1 2000 1972-1984	1:36.569	1:36.865	(15)	
16	34 X. GALANT	27.046	30 C. TRABER	35.053	21 C. BOURIEZ	35.483	16	7	TC2 1966-1971	1:36.648	1:37.482	(16)	
17	7 E. BROUTIN	27.091	8 J. BUSSOLINI	35.258	29 C. DUMOLIN	35.631	17	30	TC1 2000 1966-1971	1:37.896	1:38.529	(17)	
18	6 J. BUSSOLINI	27.278	6 J. BUSSOLINI	35.579	6 J. BUSSOLINI	35.797	18	6	TC1 2000 1972-1984	1:38.654	1:39.094	(18)	
19	49 L. GUITTENY	27.709	49 L. GUITTENY	36.038	30 C. TRABER	35.798	19	29	TC1	1:39.987	1:40.783	(20)	
20	29 C. DUMOLIN	28.090	29 C. DUMOLIN	36.266	49 L. GUITTENY	36.334	20	49	TC1 2000 1966-1971	1:40.081	1:40.081	(19)	
21	24 G. ALLEN	28.363	26 A. COCHIN	36.708	44 G. PETER	36.550	21	26	TC2 1972-1984	1:42.563	1:43.031	(21)	
22	26 A. COCHIN	28.600	24 G. ALLEN	36.807	26 A. COCHIN	37.255	22	44	TC2 1966-1971	1:42.804	1:43.191	(22)	
23	44 G. PETER	29.031	44 G. PETER	37.223	24 G. ALLEN	38.032	23	24	TC1	1:43.202	1:43.819	(23)	



**HERITAGE TOURING CUP**  
GRAND PRIX DE L'AGE D'OR  
RACE

Fastest Lap Sequence

Practice Time	Team	Car	Class	Driver	Time	Kph	Lap
3:14.886	23	FORD Mustang GT Finapp: 1984 (GR-A)	TC2	1972-1 David HUXLEY	<b>1:37.840</b>	139.9	2
3:15.371	17	FORD Escort 1600 RS 1974	TC2	-2000 Claude BOISSY	<b>1:37.839</b>	139.9	2
3:15.878	3	FORD Capri 3100 RS 1974	TC2	1972-1 Grant TROMANS	<b>1:37.736</b>	140.0	2
7:17.780	23	FORD Mustang GT Finapp: 1984 (GR-A)	TC2	1972-1 David HUXLEY	<b>1:30.706</b>	150.9	4
7:18.130	3	FORD Capri 3100 RS 1974	TC2	1972-1 Grant TROMANS	<b>1:29.913</b>	152.2	4
11:48.812	3	FORD Capri 3100 RS 1974	TC2	1972-1 Grant TROMANS	<b>1:29.767</b>	152.4	7

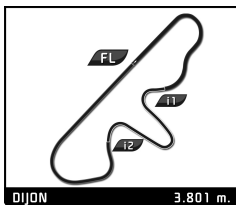


HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
RACE

Analysis by lap

Lapped

Nr	Lap Time	Gap	Nr	Lap Time	Gap	Nr	Lap Time	Gap	Nr	Lap Time	Gap	Nr	Lap Time	Gap	
<b>Lap 1</b>															
23	1:37.046		1	2:32.338	3.585	33	1:38.197	25.449	34	1:41.473	59.692	1	1:33.683	18.878	
17	1:37.532	0.486	52	2:31.860	4.050	10	1:37.688	26.668	49	1:40.666	1'02.412	4	1:34.591	21.866	
3	1:38.142	1.096	12	2:29.656	6.442	21	1:38.649	26.795	6	1:42.029	1'17.086	44	1:48.175	1 Lap	
4	1:38.965	1.919	2	2:27.484	6.807	8	1:37.166	27.111	44	1:45.780	1'24.252	26	1:48.091	1 Lap	
1	1:39.883	2.837	5	2:26.686	8.692	34	1:42.013	34.486	26	1:45.476	1'25.997	24	1:47.055	1 Lap	
52	1:41.029	3.983	7	2:26.260	9.370	29	1:40.953	34.770	24	1:46.621	1'30.143	2	1:35.897	44.308	
12	1:42.582	5.536	21	2:27.216	9.591	32	1:41.252	35.990	<b>Lap 8</b>						
2	1:45.461	8.415	33	2:27.444	10.857	30	1:41.149	38.450	3	1:30.226		12	1:35.435	44.716	
5	1:46.867	9.821	10	2:23.251	11.534	49	1:41.047	41.129	23	1:30.099	2.452	7	1:37.895	59.064	
21	1:47.752	10.706	8	2:23.279	12.438	44	1:46.057	51.897	17	1:30.510	3.542	33	1:37.932	1'00.072	
7	1:48.369	11.323	34	2:23.202	13.063	6	1:42.756	52.565	1	1:33.207	16.014	5	1:37.945	1'00.436	
8	1:49.084	12.038	29	2:21.782	13.581	26	1:47.908	54.577	52	1:33.290	16.082	21	1:37.806	1'01.441	
10	1:49.195	12.149	32	2:22.738	15.501	24	1:46.753	56.923	4	1:33.429	18.070	30	1:41.452	1 Lap	
33	1:49.883	12.837	30	2:23.091	16.799	<b>Lap 6</b>						29	1:41.637	1'28.228	
34	1:52.412	15.366	49	2:25.260	19.661	3	1:30.239		2	1:35.985	36.481	32	1:41.507	1'29.012	
29	1:53.045	15.999	26	2:22.761	21.071	23	1:31.822	1.513	12	1:36.373	37.014	34	1:41.446	1'29.741	
30	1:53.256	16.210	44	2:21.568	21.854	17	1:31.521	2.037	7	1:37.733	47.297	49	1:41.128	1'29.955	
32	1:54.642	17.596	24	2:12.546	23.607	1	1:32.973	9.792	10	1:37.765	48.357	<b>Lap 11</b>			
49	1:55.457	18.411	6	1:44.116	29.447	4	1:33.431	9.935	8	1:36.757	48.623	23	1:29.987		
26	1:57.718	20.672	<b>Lap 4</b>						33	1:38.315	48.855	17	1:30.657	1.366	
44	1:59.566	22.520	23	1:30.706		52	1:32.134	10.255	5	1:37.889	49.652	52	1:32.378	20.205	
24	2:02.539	25.493	3	1:29.913	0.350	2	1:36.950	24.610	21	1:37.276	50.636	1	1:33.180	22.071	
6	2:36.748	59.702	17	1:30.515	1.098	12	1:36.533	24.721	30	1:50.392	1 Lap	4	1:34.248	26.127	
<b>Lap 2</b>															
23	1:37.840		4	1:32.214	4.882	7	1:38.225	32.075	29	1:41.600	1'09.093	44	1:46.002	1 Lap	
17	1:37.839	0.485	1	1:33.001	5.880	33	1:37.855	32.995	32	1:41.411	1'10.188	26	1:45.451	1 Lap	
3	1:37.736	0.992	52	1:33.293	6.637	5	1:38.422	33.540	34	1:41.229	1'10.695	24	1:44.869	1 Lap	
4	1:38.058	2.137	2	1:36.965	13.066	10	1:37.327	33.686	49	1:40.081	1'12.267	2	1:35.586	49.907	
1	1:38.438	3.435	12	1:37.416	13.152	8	1:37.211	34.013	6	1:42.800	1'29.660	12	1:35.286	50.015	
52	1:38.235	4.378	7	1:38.107	16.771	21	1:38.648	35.134	<b>Lap 9</b>						
12	1:41.278	8.974	5	1:39.280	17.266	29	1:41.303	45.764	23	1:31.250		23	1:36.466	1'03.569	
2	1:40.936	11.511	33	1:38.057	18.208	32	1:41.016	46.697	17	1:30.957	0.797	7	1:37.682	1'06.759	
5	1:42.213	14.194	21	1:40.217	19.102	34	1:43.809	47.986	44	1:47.038	1 Lap	33	1:37.748	1'07.833	
21	1:41.697	14.563	10	1:39.108	19.936	49	1:40.693	51.513	26	1:47.631	1 Lap	5	1:37.761	1'08.210	
7	1:41.815	15.298	8	1:39.169	20.901	6	1:42.568	1'04.824	24	1:47.158	1 Lap	21	1:37.848	1'09.302	
33	1:40.604	15.601	34	1:41.072	23.429	44	1:46.651	1'08.239	52	1:32.551	14.931	30	1:40.470	1 Lap	
10	1:46.162	20.471	29	1:41.898	24.773	26	1:46.020	1'10.288	1	1:33.365	15.677	<b>Lap 12</b>			
8	1:47.149	21.347	32	1:40.899	25.694	24	1:46.675	1'13.289	4	1:33.389	17.757	23	1:30.771		
34	1:44.523	22.049	30	1:42.164	28.257	<b>Lap 7</b>						17	1:32.438	3.033	
29	1:45.828	23.987	49	1:42.083	31.038	3	1:29.767		12	1:36.451	39.763	32	1:38.247	1 Lap	
32	1:45.195	24.951	44	1:45.648	36.796	23	1:30.833	2.579	10	1:36.583	51.238	29	1:43.302	1 Lap	
30	1:47.526	25.896	26	1:47.260	37.625	17	1:30.988	3.258	7	1:38.056	51.651	49	1:42.866	1 Lap	
49	1:46.018	26.589	6	1:42.024	40.765	52	1:32.530	13.018	33	1:37.469	52.622	34	1:43.497	1 Lap	
26	1:47.666	30.498	24	1:48.225	41.126	1	1:33.008	13.033	5	1:37.023	52.973	52	1:32.564	21.998	
44	1:47.794	32.474	<b>Lap 5</b>						21	1:37.183	54.117	1	1:32.858	24.158	
24	1:55.596	43.249	23	1:30.956		4	1:34.699	14.867	4	1:33.365	15.677	4	1:33.915	29.271	
6	1:55.657	1'17.519	3	1:30.676	0.070	2	1:35.879	30.722	2	1:36.114	38.893	44	1:44.623	1 Lap	
<b>Lap 3</b>															
23	2:32.188		17	1:30.683	0.825	12	1:35.913	30.867	12	1:36.451	39.763	2	1:36.055	55.191	
3	2:32.339	1.143	4	1:32.887	6.813	30	2:56.648	1 Lap	10	1:36.583	51.238	49	1:42.866	1 Lap	
17	2:32.992	1.289	1	1:32.204	7.128	7	1:37.482	39.790	7	1:38.056	51.651	34	1:43.497	1 Lap	
4	2:33.425	3.374	52	1:32.749	8.430	33	1:37.538	40.766	5	1:37.023	52.973	52	1:32.564	21.998	
<b>Lap 10</b>															
23	1:30.482		2	1:35.859	17.969	10	1:36.899	40.818	21	1:37.183	54.117	1	1:32.858	24.158	
17	1:30.381	0.696	12	1:36.301	18.497	5	1:38.216	41.989	4	1:42.176	1 Lap	4	1:33.915	29.271	
6	1:42.721	1 Lap	2	1:36.301	18.497	8	1:37.846	42.092	29	1:41.682	1'17.073	44	1:44.623	1 Lap	
52	1:33.365	17.814	7	1:38.344	24.159	21	1:38.219	43.586	32	1:41.501	1'17.987	2	1:36.055	55.191	
<b>Lap 11</b>															
23	1:29.987		5	1:39.117	25.427	29	1:41.722	57.719	34	1:41.784	1'18.777	12	1:37.044	56.288	
17	1:30.657	1.366	<b>Lap 6</b>						49	1:40.744	1'19.309	26	1:45.673	1 Lap	
52	1:32.378	20.205	3	1:30.239		24	1:46.020	1'10.288	<b>Lap 10</b>						
1	1:33.180	22.071	23	1:31.822	1.513	2	1:46.753	56.923	23	1:30.482		5	1:37.573	1'15.012	
4	1:34.248	26.127	17	1:31.521	2.037	<b>Lap 7</b>						33	1:38.168	1'15.230	
44	1:46.002	1 Lap	1	1:32.973	9.792	3	1:30.239		17	1:30.381	0.696	10	1:43.866	1'16.664	
26	1:45.451	1 Lap	4	1:33.431	9.935	23	1:31.822	1.513	6	1:42.721	1 Lap	21	1:38.359	1'16.890	
24	1:44.869	1 Lap	52	1:32.134	10.255	17	1:31.521	2.037	<b>Lap 12</b>						
2	1:35.897	44.308	2	1:36.950	24.610	7	1:37.733	47.297	23	1:29.987					
12	1:35.435	44.716	12	1:36.533	24.721	10	1:37.765	48.357	17	1:30.657	1.366				
10	1:36.334	57.090	7	1:38.225	32.075	8	1:36.757	48.623	52	1:32.378	20.205				
7	1:37.895	59.064	33	1:37.855	32.995	33	1:38.315	48.855	1	1:33.180	22.071				
33	1:37.932	1'00.072	5	1:38.422	33.540	5	1:37.889	49.652	4	1:34.248	26.127				
5	1:37.945	1'00.436	10	1:37.327	33.686	21	1:37.276	50.636	44	1:46.002	1 Lap				
21	1:37.806	1'01.441	8	1:37.211	34.013	30	1:50.392	1 Lap	26	1:45.451	1 Lap				
29	1:41.637	1'28.228	21	1:38.648	35.134	29	1:41.600	1'09.093	24	1:44.869	1 Lap				
32	1:41.507	1'29.012	29	1:41.303	45.764	32	1:41.411	1'10.188	2	1:35.586	49.907				
34	1:41.446	1'29.741	32	1:41.016	46.697	34	1:41.229	1'10.695	12	1:35.286	50.015				
49	1:41.128	1'29.955	49	1:40.081	1'12.267	49	1:40.081	1'12.267	10	1:36.466	1'03.569				

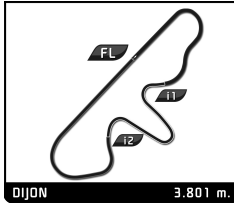


HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
RACE

Analysis by lap

Lapped

Nr	Lap Time	Gap	Nr	Lap Time	Gap	Nr	Lap Time	Gap	Nr	Lap Time	Gap	Nr	Lap Time	Gap
<b>Lap 13</b>			12	1:36.709	1'14.056	12	1:36.174	1'31.075	5	1:36.336	1 Lap	23	1:34.209	
23	1:30.871		<b>Lap 16</b>			34	1:49.300	2 Laps	21	1:36.925	1 Lap	17	1:33.752	5.641
17	1:30.276	2.438	23	1:32.129		17	1:44.217	1'43.280	52	1:39.315	20.889	33	1:37.376	1 Lap
30	1:40.525	2 Laps	5	1:36.954	1 Lap	33	1:36.477	1'51.545	34	1:40.182	2 Laps	52	1:32.937	15.071
32	1:36.228	1 Lap	33	1:37.521	1 Lap	<b>Lap 19</b>			1	1:34.091	34.433	5	1:37.155	1 Lap
29	1:41.393	1 Lap	17	1:31.989	2.958	52	1:32.802		29	1:43.735	2 Laps	44	1:47.843	5 Laps
49	1:41.324	1 Lap	44	1:46.174	2 Laps	1	2:59.959	1 Lap	4	3:12.863	52.092	49	1:43.802	2 Laps
34	1:41.411	1 Lap	21	1:37.395	1 Lap	7	1:44.935	5 Laps	30	1:39.283	2 Laps	7	7:35.700	8 Laps
52	1:33.245	24.372	26	1:47.247	2 Laps	30	1:45.518	3 Laps	26	1:43.873	2 Laps	21	1:37.160	1 Lap
1	1:33.250	26.537	24	1:46.379	2 Laps	4	1:35.706	16.878	24	1:47.399	2 Laps	6	1:39.676	4 Laps
6	4:52.695	3 Laps	7	6:46.766	4 Laps	32	1:39.323	1 Lap	2	1:37.032	1'27.571	1	1:34.079	32.049
4	1:33.866	32.266	52	1:32.546	30.696	49	1:44.084	2 Laps	44	1:51.063	4 Laps	34	1:38.519	2 Laps
2	1:36.430	1'00.750	30	1:40.497	2 Laps	2	2:55.598	1 Lap	12	1:41.184	1'28.095	4	1:34.294	55.253
12	1:37.435	1'02.852	32	1:38.023	1 Lap	23	3:03.362	54.617	<b>Lap 22</b>			29	1:42.285	2 Laps
44	1:44.716	1 Lap	1	1:33.599	34.834	12	1:34.894	57.224	23	1:34.910		30	1:38.971	2 Laps
26	1:44.264	1 Lap	4	1:33.986	42.479	5	2:58.940	1 Lap	49	1:42.490	2 Laps	32	1:37.599	1 Lap
24	1:44.744	1 Lap	29	1:42.769	1 Lap	21	2:56.305	1 Lap	17	1:33.704	7.093	12	1:34.170	1'28.404
5	1:36.475	1'20.616	6	1:40.483	3 Laps	17	1:35.877	1'10.412	33	1:36.731	1 Lap	2	1:36.234	1'32.417
33	1:36.877	1'21.236	12	1:36.252	1'18.179	34	1:43.034	2 Laps	5	1:36.688	1 Lap	<b>Lap 25</b>		
21	1:39.345	1'25.364	2	1:37.115	1'18.349	29	2:04.910	2 Laps	6	1:40.233	4 Laps	23	1:34.686	
<b>Lap 14</b>			<b>Lap 17</b>			1	1:38.055	1'38.128	21	1:37.355	1 Lap	17	1:34.170	5.125
23	1:30.566		23	1:30.091		7	1:38.409	4 Laps	52	1:32.836	18.815	26	1:43.605	3 Laps
17	1:30.652	2.524	5	1:37.010	1 Lap	24	3:10.264	2 Laps	34	1:39.146	2 Laps	24	1:44.899	3 Laps
30	1:40.489	2 Laps	33	1:37.037	1 Lap	26	3:20.276	2 Laps	1	1:33.853	33.376	52	1:33.043	13.428
32	1:36.856	1 Lap	21	1:37.067	1 Lap	<b>Lap 20</b>			29	1:42.812	2 Laps	33	1:37.353	1 Lap
52	1:33.959	27.765	44	1:44.533	2 Laps	4	1:34.169		4	1:38.997	56.179	5	1:36.088	1 Lap
1	1:33.956	29.927	26	1:43.574	2 Laps	30	1:39.769	3 Laps	32	3:08.589	1 Lap	49	1:42.322	2 Laps
29	1:42.422	1 Lap	24	1:45.628	2 Laps	32	1:37.852	1 Lap	30	1:38.529	2 Laps	21	1:39.134	1 Lap
49	1:42.556	1 Lap	52	1:32.900	33.505	49	1:42.937	2 Laps	26	1:45.296	2 Laps	6	1:40.738	4 Laps
34	1:42.653	1 Lap	1	1:34.302	39.045	2	1:42.901	1 Lap	24	1:44.985	2 Laps	1	1:34.649	32.012
4	1:33.737	35.437	32	1:37.077	1 Lap	6	3:15.082	4 Laps	12	1:35.493	1'28.678	44	1:47.997	5 Laps
6	1:48.004	3 Laps	49	3:00.974	2 Laps	23	1:41.525	45.095	2	1:36.098	1'28.759	7	1:51.488	8 Laps
2	1:36.410	1'06.594	4	1:33.810	46.198	33	2:56.143	1 Lap	<b>Lap 23</b>			34	1:38.111	2 Laps
12	1:35.025	1'07.311	6	1:41.098	3 Laps	17	1:34.909	54.274	23	1:35.065		4	1:33.804	54.371
44	1:43.191	1 Lap	34	3:38.480	2 Laps	5	1:43.109	1 Lap	44	1:47.416	5 Laps	29	1:41.432	2 Laps
26	1:43.745	1 Lap	2	1:36.617	1'24.875	21	1:42.069	1 Lap	17	1:34.070	6.098	30	1:38.820	2 Laps
5	1:36.430	1'26.480	12	1:36.999	1'25.087	52	2:53.392	1'02.345	49	1:42.848	2 Laps	32	1:37.308	1 Lap
33	1:35.828	1'26.498	17	2:56.382	1'29.249	34	1:40.451	2 Laps	33	1:36.166	1 Lap	12	1:34.736	1'28.454
24	1:45.158	1 Lap	<b>Lap 18</b>			29	1:46.466	2 Laps	5	1:36.319	1 Lap	<b>Lap 26</b>		
<b>Lap 15</b>			23	1:30.186		1	1:34.032	1'21.113	52	1:32.593	16.343	23	1:34.511	
23	1:29.964		5	1:36.730	1 Lap	30	1:39.130	2 Laps	21	1:37.368	1 Lap	2	1:36.819	1 Lap
21	1:36.667	1 Lap	33	1:36.382	1 Lap	32	1:38.374	1'44.548	6	1:40.474	4 Laps	17	1:33.825	4.439
17	1:30.538	3.098	21	1:36.816	1 Lap	24	1:53.111	2 Laps	1	1:33.868	32.179	52	1:32.681	11.598
30	1:39.902	2 Laps	7	3:07.720	5 Laps	26	1:51.063	2 Laps	34	1:40.444	2 Laps	26	1:43.796	3 Laps
32	1:40.658	1 Lap	52	1:32.624	35.943	44	7:07.505	4 Laps	29	1:40.862	2 Laps	24	1:44.364	3 Laps
52	1:32.478	30.279	30	3:04.180	3 Laps	12	3:01.505	2'07.682	4	1:34.054	55.168	33	1:36.816	1 Lap
1	1:33.401	33.364	26	1:43.676	2 Laps	2	1:37.914	2'11.310	30	1:38.873	2 Laps	5	1:36.181	1 Lap
4	1:35.149	40.622	24	1:45.575	2 Laps	49	1:43.299	1 Lap	32	1:47.328	1 Lap	1	1:34.940	32.441
29	1:41.866	1 Lap	32	1:37.255	1 Lap	<b>Lap 21</b>			12	1:34.830	1'28.443	49	1:43.867	2 Laps
49	1:41.604	1 Lap	4	1:33.905	49.917	23	1:35.676		2	1:36.698	1'30.392	6	1:39.708	4 Laps
34	1:41.280	1 Lap	49	1:49.753	2 Laps	17	1:34.796	8.299	26	1:44.529	2 Laps	44	1:46.283	5 Laps
6	1:41.111	3 Laps	29	3:29.837	2 Laps	33	1:41.368	1 Lap	24	1:45.178	2 Laps	34	1:37.899	2 Laps
2	1:36.733	1'13.363	6	1:40.884	3 Laps	6	1:46.982	4 Laps	<b>Lap 24</b>			7	1:42.414	8 Laps
									4	1:34.317	54.177			

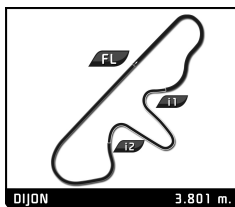


HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
RACE

Analysis by lap

Lapped

Nr	Lap Time	Gap	Nr	Lap Time	Gap	Nr	Lap Time	Gap	Nr	Lap Time	Gap	Nr	Lap Time	Gap
29	1:42.110	2 Laps	24	1:43.819	3 Laps	2	1:37.647	1 Lap	49	1:43.070	3 Laps	44	2:06.550	7 Laps
32	1:37.298	1 Lap	4	1:34.559	56.169	29	1:41.535	3 Laps	32	1:38.056	2 Laps	7	1:40.517	9 Laps
30	1:38.792	2 Laps	6	1:40.201	4 Laps	33	1:35.919	1 Lap	30	1:39.124	3 Laps	32	1:40.012	2 Laps
12	1:34.913	1'28.856	34	1:37.933	2 Laps	1	1:34.612	38.530	2	1:37.408	1 Lap	24	1:44.795	4 Laps
<b>Lap 27</b>			49	1:43.670	2 Laps	4	1:34.781	56.692	1	1:34.965	41.753	26	1:47.956	4 Laps
23	1:33.812		7	1:41.695	8 Laps	34	1:37.152	2 Laps	33	1:36.845	1 Lap	2	1:38.562	1 Lap
2	1:37.631	1 Lap	44	1:47.843	5 Laps	6	1:39.971	4 Laps	29	1:41.257	3 Laps	49	1:45.577	3 Laps
17	1:33.704	4.331	32	1:38.243	1 Lap	26	1:44.437	3 Laps	4	1:35.018	1'00.827	30	1:40.275	3 Laps
52	1:32.441	10.227	12	1:34.459	1'33.258	24	1:44.395	3 Laps	44	1:54.507	6 Laps	1	1:38.040	51.494
33	1:37.274	1 Lap	<b>Lap 30</b>			49	1:42.115	2 Laps	34	1:39.067	2 Laps	33	1:37.888	1 Lap
5	1:36.559	1 Lap	23	1:33.453		7	1:40.230	8 Laps	6	1:40.339	4 Laps	4	1:35.603	1'07.811
26	1:45.566	3 Laps	30	1:40.099	3 Laps	<b>Lap 33</b>			29	1:41.923	3 Laps	34	1:38.277	2 Laps
24	1:44.280	3 Laps	17	1:34.323	5.174	23	1:33.492		52	1:32.896				
1	1:34.886	33.515	52	1:32.670	6.412	52	1:32.473	1.161	17	1:32.857	2.269			
6	1:41.482	4 Laps	29	1:43.270	3 Laps	17	1:32.998	2.405	23	1:33.732	2.432			
49	1:44.043	2 Laps	2	1:37.602	1 Lap	12	1:35.533	1 Lap	12	1:35.620	1 Lap			
34	1:37.338	2 Laps	33	1:35.995	1 Lap	32	1:38.076	2 Laps	26	1:44.967	4 Laps			
4	1:34.374	54.739	5	1:35.952	1 Lap	30	1:39.315	3 Laps	7	1:40.186	9 Laps			
7	1:43.659	8 Laps	1	1:35.178	38.198	2	1:37.550	1 Lap	24	1:45.160	4 Laps			
44	1:47.176	5 Laps	4	1:34.430	57.146	29	1:42.497	3 Laps	49	1:43.063	3 Laps			
32	1:38.516	1 Lap	26	1:43.737	3 Laps	33	1:36.577	1 Lap	32	1:41.848	2 Laps			
30	1:39.484	2 Laps	34	1:37.518	2 Laps	44	1:49.673	6 Laps	30	1:38.954	3 Laps			
29	1:43.719	2 Laps	24	1:44.700	3 Laps	1	1:34.555	39.593	2	1:37.367	1 Lap			
12	1:35.846	1'30.890	6	1:39.963	4 Laps	4	1:34.818	58.018	1	1:35.205	44.062			
<b>Lap 28</b>			49	1:42.306	2 Laps	34	1:37.275	2 Laps	33	1:37.255	1 Lap			
23	1:33.729		7	1:41.241	8 Laps	6	1:39.821	4 Laps	29	1:41.656	3 Laps			
17	1:33.677	4.279	<b>Lap 31</b>			26	1:44.487	3 Laps	4	1:34.504	1'02.435			
2	1:38.093	1 Lap	23	1:35.258		24	1:44.771	3 Laps	34	1:40.196	2 Laps			
52	1:32.110	8.608	12	1:37.230	1 Lap	<b>Lap 34</b>			26	1:46.095	4 Laps			
33	1:36.446	1 Lap	17	1:34.050	3.966	23	1:34.260		24	1:44.188	4 Laps			
5	1:36.413	1 Lap	52	1:32.869	4.023	52	1:33.242	0.143	49	1:42.888	3 Laps			
1	1:35.288	35.074	32	1:41.018	2 Laps	17	1:33.493	1.638	32	1:39.389	2 Laps			
26	1:45.036	3 Laps	44	1:48.508	6 Laps	12	1:34.387	1 Lap	30	1:38.579	3 Laps			
24	1:45.112	3 Laps	30	1:39.648	3 Laps	49	1:44.912	3 Laps	2	1:37.116	1 Lap			
6	1:39.094	4 Laps	29	1:40.783	3 Laps	7	1:42.917	9 Laps	1	1:35.430	46.716			
34	1:37.348	2 Laps	2	1:37.795	1 Lap	32	1:39.020	2 Laps	33	1:37.021	1 Lap			
4	1:34.192	55.202	33	1:35.953	1 Lap	30	1:39.378	3 Laps	4	1:35.811	1'05.470			
49	1:42.580	2 Laps	1	1:35.302	38.242	2	1:38.061	1 Lap	29	1:42.054	3 Laps			
7	1:42.376	8 Laps	4	1:34.347	56.235	33	1:37.192	1 Lap	34	1:37.124	2 Laps			
44	1:48.318	5 Laps	34	1:37.084	2 Laps	1	1:34.835	40.168	<b>Lap 37</b>					
32	1:37.933	1 Lap	26	1:43.844	3 Laps	29	1:42.443	3 Laps	52	1:32.776				
30	1:39.275	2 Laps	6	1:39.663	4 Laps	44	1:50.737	6 Laps	17	1:32.942	2.435			
12	1:35.230	1'32.391	24	1:44.283	3 Laps	4	1:35.431	59.189	44	1:53.291	7 Laps			
<b>Lap 29</b>			49	1:42.436	2 Laps	34	1:36.865	2 Laps	23	1:33.638	3.294			
23	1:33.592		7	1:41.915	8 Laps	6	1:39.910	4 Laps	6	1:41.207	5 Laps			
29	1:43.062	3 Laps	<b>Lap 32</b>			<b>Lap 35</b>			12	1:35.204	1 Lap			
17	1:33.617	4.304	23	1:34.324		52	1:33.237		7	1:40.383	9 Laps			
52	1:32.179	7.195	52	1:32.481	2.180	23	1:34.976	1.596	26	1:46.095	4 Laps			
2	1:37.947	1 Lap	12	1:34.913	1 Lap	17	1:34.050	2.308	24	1:45.898	4 Laps			
33	1:35.706	1 Lap	17	1:33.257	2.899	12	1:35.837	1 Lap	7	1:42.917	9 Laps			
5	1:36.196	1 Lap	32	1:38.526	2 Laps	26	1:48.787	4 Laps	32	1:39.020	2 Laps			
1	1:34.991	36.473	30	1:39.895	3 Laps	24	1:45.898	4 Laps	26	1:46.095	4 Laps			
26	1:43.031	3 Laps	44	1:49.496	6 Laps	7	1:39.758	9 Laps	24	1:44.188	4 Laps			
<b>Lap 30</b>			<b>Lap 33</b>			<b>Lap 36</b>			<b>Lap 39</b>			<b>Lap 42</b>		
<b>Lap 31</b>			<b>Lap 34</b>			<b>Lap 37</b>			<b>Lap 40</b>			<b>Lap 43</b>		
<b>Lap 32</b>			<b>Lap 35</b>			<b>Lap 40</b>			<b>Lap 41</b>			<b>Lap 44</b>		
<b>Lap 33</b>			<b>Lap 36</b>			<b>Lap 41</b>			<b>Lap 42</b>			<b>Lap 45</b>		
<b>Lap 34</b>			<b>Lap 37</b>			<b>Lap 42</b>			<b>Lap 43</b>			<b>Lap 46</b>		
<b>Lap 35</b>			<b>Lap 38</b>			<b>Lap 43</b>			<b>Lap 44</b>			<b>Lap 47</b>		
<b>Lap 36</b>			<b>Lap 39</b>			<b>Lap 44</b>			<b>Lap 45</b>			<b>Lap 48</b>		
<b>Lap 37</b>			<b>Lap 40</b>			<b>Lap 45</b>			<b>Lap 46</b>			<b>Lap 49</b>		
<b>Lap 38</b>			<b>Lap 41</b>			<b>Lap 46</b>			<b>Lap 47</b>			<b>Lap 50</b>		
<b>Lap 39</b>			<b>Lap 42</b>			<b>Lap 47</b>			<b>Lap 48</b>			<b>Lap 51</b>		
<b>Lap 40</b>			<b>Lap 43</b>			<b>Lap 48</b>			<b>Lap 49</b>			<b>Lap 52</b>		
<b>Lap 41</b>			<b>Lap 44</b>			<b>Lap 49</b>			<b>Lap 50</b>			<b>Lap 53</b>		
<b>Lap 42</b>			<b>Lap 45</b>			<b>Lap 50</b>			<b>Lap 51</b>			<b>Lap 54</b>		
<b>Lap 43</b>			<b>Lap 46</b>			<b>Lap 51</b>			<b>Lap 52</b>			<b>Lap 55</b>		
<b>Lap 44</b>			<b>Lap 47</b>			<b>Lap 52</b>			<b>Lap 53</b>			<b>Lap 56</b>		
<b>Lap 45</b>			<b>Lap 48</b>			<b>Lap 53</b>			<b>Lap 54</b>			<b>Lap 57</b>		
<b>Lap 46</b>			<b>Lap 49</b>			<b>Lap 54</b>			<b>Lap 55</b>			<b>Lap 58</b>		
<b>Lap 47</b>			<b>Lap 50</b>			<b>Lap 55</b>			<b>Lap 56</b>			<b>Lap 59</b>		
<b>Lap 48</b>			<b>Lap 51</b>			<b>Lap 56</b>			<b>Lap 57</b>			<b>Lap 60</b>		
<b>Lap 49</b>			<b>Lap 52</b>			<b>Lap 57</b>			<b>Lap 58</b>			<b>Lap 61</b>		
<b>Lap 50</b>			<b>Lap 53</b>			<b>Lap 58</b>			<b>Lap 59</b>			<b>Lap 62</b>		
<b>Lap 51</b>			<b>Lap 54</b>			<b>Lap 59</b>			<b>Lap 60</b>			<b>Lap 63</b>		
<b>Lap 52</b>			<b>Lap 55</b>			<b>Lap 60</b>			<b>Lap 61</b>			<b>Lap 64</b>		
<b>Lap 53</b>			<b>Lap 56</b>			<b>Lap 61</b>			<b>Lap 62</b>			<b>Lap 65</b>		
<b>Lap 54</b>			<b>Lap 57</b>			<b>Lap 62</b>			<b>Lap 63</b>			<b>Lap 66</b>		
<b>Lap 55</b>			<b>Lap 58</b>			<b>Lap 63</b>			<b>Lap 64</b>			<b>Lap 67</b>		
<b>Lap 56</b>			<b>Lap 59</b>			<b>Lap 64</b>			<b>Lap 65</b>			<b>Lap 68</b>		
<b>Lap 57</b>			<b>Lap 60</b>			<b>Lap 65</b>			<b>Lap 66</b>			<b>Lap 69</b>		
<b>Lap 58</b>			<b>Lap 61</b>			<b>Lap 66</b>			<b>Lap 67</b>			<b>Lap 70</b>		
<b>Lap 59</b>			<b>Lap 62</b>			<b>Lap 67</b>			<b>Lap 68</b>			<b>Lap 71</b>		
<b>Lap 60</b>			<b>Lap 63</b>			<b>Lap 68</b>			<b>Lap 69</b>			<b>Lap 72</b>		
<b>Lap 61</b>			<b>Lap 64</b>			<b>Lap 69</b>			<b>Lap 70</b>			<b>Lap 73</b>		
<b>Lap 62</b>			<b>Lap 65</b>			<b>Lap 70</b>			<b>Lap 71</b>			<b>Lap 74</b>		
<b>Lap 63</b>			<b>Lap 66</b>			<b>Lap 71</b>			<b>Lap 72</b>			<b>Lap 75</b>		
<b>Lap 64</b>			<b>Lap 67</b>			<b>Lap 72</b>			<b>Lap 73</b>			<b>Lap 76</b>		
<b>Lap 65</b>			<b>Lap 68</b>			<b>Lap 73</b>			<b>Lap 74</b>			<b>Lap 77</b>		
<b>Lap 66</b>			<b>Lap 69</b>			<b>Lap 74</b>			<b>Lap 75</b>			<b>Lap 78</b>		
<b>Lap 67</b>			<b>Lap 70</b>			<b>Lap 75</b>			<b>Lap 76</b>			<b>Lap 79</b>		
<b>Lap 68</b>			<b>Lap 71</b>			<b>Lap 76</b>			<b>Lap 77</b>			<b>Lap 80</b>		
<b>Lap 69</b>			<b>Lap 72</b>			<b>Lap 77</b>			<b>Lap 78</b>			<b>Lap 81</b>		
<b>Lap 70</b>			<b>Lap 73</b>			<b>Lap 78</b>			<b>Lap 79</b>			<b>Lap 82</b>		
<b>Lap 71</b>			<b>Lap 74</b>			<b>Lap 79</b>			<b>Lap 80</b>			<b>Lap 83</b>		
<b>Lap 72</b>			<b>Lap 75</b>			<b>Lap 80</b>			<b>Lap 81</b>			<b>Lap 84</b>		
<b>Lap 73</b>			<b>Lap 76</b>			<b>Lap 81</b>			<b>Lap 82</b>			<b>Lap 85</b>		
<b>Lap 74</b>			<b>Lap 77</b>			<b>Lap 82</b>			<b>Lap 83</b>			<b>Lap 86</b>		
<b>Lap 75</b>			<b>Lap 78</b>			<b>Lap 83</b>			<b>Lap 84</b>			<b>Lap 87</b>		
<b>Lap 76</b>			<b>Lap 79</b>			<b>Lap 84</b>			<b>Lap 85</b>			<b>Lap 88</b>		
<b>Lap 77</b>			<b>Lap 80</b>			<b>Lap 85</b>			<b>Lap 86</b>			<b>Lap 89</b>		
<b>Lap 78</b>			<b>Lap 81</b>			<b>Lap 86</b>			<b>Lap 87</b>			<b>Lap 90</b>		
<b>Lap 79</b>			<b>Lap 82</b>			<b>Lap 87</b>			<b>Lap 88</b>					



HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
RACE

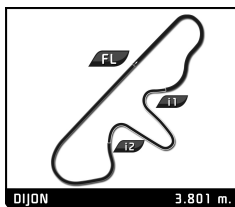
Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
<b>1</b> 1. Steve DANCE FORD Capri 2600 RS 1972 TC2 1972-1984								<b>3</b> 1. Grant TROMANS 2. Richard MEADEN FORD Capri 3100 RS 1974 TC2 1972-1984							
1	1	1:39.883	32.605	33.895	33.383	137.0	1:39.883	14	1	1:36.410	26.565	34.726	35.119	141.9	23:32.011
2	1	1:38.438	<b>25.417</b>	33.952	39.069	139.0	3:18.321	15	1	1:36.733	26.497	35.271	34.965	141.5	25:08.744
3	1	2:32.338	39.111	1:06.056	47.171	89.8	5:50.659	16	1	1:37.115	26.947	35.044	35.124	140.9	26:45.859
4	1	1:33.001	26.165	33.416	33.420	147.1	7:23.660	17	1	1:36.617	26.929	34.916	34.772	141.6	28:22.476
5	1	<b>1:32.204</b>	25.752	<b>33.219</b>	<b>33.233</b>	148.4	8:55.864	18	1	2:55.598 <b>B</b>	26.298	34.572	1:54.728	77.9	31:18.074
6	1	1:32.973	26.023	33.548	33.402	147.2	10:28.837	19	1	1:42.901	32.489	35.195	35.217	133.0	33:00.975
7	1	1:33.008	25.665	33.654	33.689	147.1	12:01.845	20	1	1:37.914	27.083	35.449	35.382	139.8	34:38.889
8	1	1:33.207	25.972	33.566	33.669	146.8	13:35.052	21	1	1:37.032	26.731	35.091	35.210	141.0	36:15.921
9	1	1:33.365	26.191	33.613	33.561	146.6	15:08.417	22	1	1:36.098	26.427	34.826	34.845	142.4	37:52.019
10	1	1:33.683	25.731	33.979	33.973	146.1	16:42.100	23	1	1:36.698	26.654	35.138	34.906	141.5	39:28.717
11	1	1:33.180	25.847	33.738	33.595	146.9	18:15.280	24	1	1:36.234	26.230	35.053	34.951	142.2	41:04.951
12	1	1:32.858	25.766	33.585	33.507	147.4	19:48.138	25	1	1:36.819	26.651	35.131	35.037	141.3	42:41.770
13	1	1:33.250	25.811	33.823	33.616	146.7	21:21.388	26	1	1:37.631	27.029	35.545	35.057	140.2	44:19.401
14	1	1:33.956	25.672	34.519	33.765	145.6	22:55.344	27	1	1:38.093	27.284	35.494	35.315	139.5	45:57.494
15	1	1:33.401	25.916	33.746	33.739	146.5	24:28.745	28	1	1:37.947	26.860	35.465	35.622	139.7	47:35.441
16	1	1:33.599	26.038	33.888	33.673	146.2	26:02.344	29	1	1:37.602	26.746	35.481	35.375	140.2	49:13.043
17	1	1:34.302	26.167	34.207	33.928	145.1	27:36.646	30	1	1:37.795	26.835	35.745	35.215	139.9	50:50.838
18	1	2:59.959 <b>B</b>	26.250	33.970	1:59.739	76.0	30:36.605	31	1	1:37.647	26.858	35.572	35.217	140.1	52:28.485
19	1	1:38.055	30.471	33.891	33.693	139.6	32:14.660	32	1	1:37.550	26.912	35.398	35.240	140.3	54:06.035
20	1	1:34.032	26.237	34.078	33.717	145.5	33:48.692	33	1	1:38.061	27.036	35.588	35.437	139.5	55:44.096
21	1	1:34.091	26.134	34.261	33.696	145.4	35:22.783	34	1	1:37.408	26.754	35.492	35.162	140.5	57:21.504
22	1	1:33.853	25.994	34.027	33.832	145.8	36:56.636	35	1	1:37.367	26.780	35.405	35.182	140.5	58:58.871
23	1	1:33.868	26.022	33.975	33.871	145.8	38:30.504	36	1	1:37.116	26.547	35.517	35.052	140.9	1:00:35.987
24	1	1:34.079	26.023	34.119	33.937	145.4	40:04.583	37	1	1:38.562	27.466	36.004	35.092	138.8	1:02:14.549
25	1	1:34.649	26.404	34.457	33.788	144.6	41:39.232	<b>4</b> 1. Christophe VAN RIET 2. Raphaël DE BORMAN FORD Escort 1600 RS 1972 -2000 1972-1984							
26	1	1:34.940	26.097	34.860	33.983	144.1	43:14.172	1	1	1:38.965	31.623	33.274	34.068	138.3	1:38.965
27	1	1:34.886	26.183	34.443	34.260	144.2	44:49.058	2	1	1:38.058	<b>25.269</b>	34.215	38.574	139.5	3:17.023
28	1	1:35.288	26.362	34.638	34.288	143.6	46:24.346	3	1	2:33.425	39.441	1:06.191	47.793	89.2	5:50.448
29	1	1:34.991	26.493	34.439	34.059	144.1	47:59.337	4	1	<b>1:32.214</b>	25.587	<b>32.596</b>	<b>34.031</b>	148.4	7:22.662
30	1	1:35.178	26.386	34.679	34.113	143.8	49:34.515	5	1	1:32.887	25.746	32.753	34.388	147.3	8:55.549
31	1	1:35.302	26.438	34.560	34.304	143.6	51:09.817	6	1	1:33.431	25.855	32.979	34.597	146.5	10:28.980
32	1	1:34.612	26.479	34.263	33.870	144.6	52:44.429	7	1	1:34.699	26.338	33.706	34.655	144.5	12:03.679
33	1	1:34.555	26.198	34.444	33.913	144.7	54:18.984	8	1	1:33.429	25.742	33.208	34.479	146.5	13:37.108
34	1	1:34.835	26.195	34.418	34.222	144.3	55:53.819	9	1	1:33.389	25.547	33.389	34.453	146.5	15:10.497
35	1	1:34.965	26.330	34.528	34.107	144.1	57:28.784	10	1	1:34.591	25.840	33.783	34.968	144.7	16:45.088
36	1	1:35.205	26.445	34.694	34.066	143.7	59:03.989	11	1	1:34.248	26.046	33.594	34.608	145.2	18:19.336
37	1	1:35.430	26.412	34.852	34.166	143.4	1:00:39.419	12	1	1:33.915	26.000	33.351	34.564	145.7	19:53.251
38	1	1:38.040	27.719	35.038	35.283	139.6	1:02:17.459	13	1	1:33.866	25.879	33.493	34.494	145.8	21:27.117
<b>2</b> 1. Paul BEDDOW 2. Richard HOPE BMW 635 Csi 1984 TC2 1972-1984								14	1	1:33.737	25.967	33.402	34.368	146.0	23:00.854
1	1	1:45.461	34.282	35.972	35.207	129.8	1:45.461	15	1	1:35.149	26.657	33.920	34.572	143.8	24:36.003
2	1	1:40.936	26.996	35.367	38.573	135.6	3:26.397	16	1	1:33.986	25.964	33.523	34.499	145.6	26:09.989
3	1	2:27.484	33.987	1:06.055	47.442	92.8	5:53.881	17	1	1:33.810	25.891	33.376	34.543	145.9	27:43.799
4	1	1:36.965	27.343	34.707	34.915	141.1	7:30.846	18	1	1:33.905	26.061	33.473	34.371	145.7	29:17.704
5	1	1:35.859	26.222	34.662	34.975	142.7	9:06.705	19	1	1:35.706	26.053	34.434	35.219	143.0	30:53.410
6	1	1:36.950	26.684	35.423	34.843	141.1	10:43.655								
7	1	1:35.879	26.388	<b>34.561</b>	34.930	142.7	12:19.534								
8	1	1:35.985	26.513	34.764	34.708	142.6	13:55.519								
9	1	1:36.114	26.312	34.787	35.015	142.4	15:31.633								
10	1	1:35.897	26.609	34.627	<b>34.661</b>	142.7	17:07.530								
11	1	<b>1:35.586</b>	<b>26.154</b>	34.696	34.736	143.2	18:43.116								
12	1	1:36.055	26.554	34.651	34.850	142.5	20:19.171								
13	1	1:36.430	26.181	35.013	35.236	141.9	21:55.601								



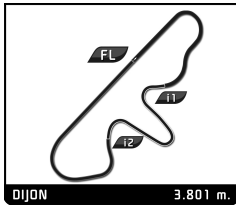




HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
RACE

Analysis

							Personal Best		Session Best		B Crossing the finish line in pit lane															
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed											
25	1	1:42.917	30.665	35.935	36.317	133.0	55:21.433	23	1	1:34.830	26.134	33.822	34.874	144.3	39:26.768											
26	1	1:39.758	28.141	35.280	36.337	137.2	57:01.191	24	1	1:34.170	26.458	33.350	34.362	145.3	41:00.938											
27	1	1:40.186	28.232	35.369	36.585	136.6	58:41.377	25	1	1:34.736	26.774	33.462	34.500	144.4	42:35.674											
28	1	1:40.383	28.558	35.921	35.904	136.3	1:00:21.760	26	1	1:34.913	26.792	33.689	34.432	144.2	44:10.587											
29	1	1:40.517	28.632	35.274	36.611	136.1	1:02:02.277	27	1	1:35.846	27.335	33.732	34.779	142.8	45:46.433											
<b>8</b> 1. Julien BUSSOLINI ALFA ROMEO GTV6 1984 TC2 1972-1984							28									1	1:35.230	26.907	33.729	34.594	143.7	47:21.663				
1	1	1:49.084	35.884	36.915	36.285	125.4	1:49.084	29									1	1:34.459	26.377	33.577	34.505	144.9	48:56.122			
2	1	1:47.149	27.850	36.709	42.590	127.7	3:36.233	30									1	1:37.230	28.086	34.202	34.942	140.7	50:33.352			
3	1	2:23.279	30.815	1:04.049	48.415	95.5	5:59.512	31									1	1:34.913	26.545	33.743	34.625	144.2	52:08.265			
4	1	1:39.169	28.026	35.649	35.494	138.0	7:38.681	32									1	1:35.533	27.322	33.907	34.304	143.2	53:43.798			
5	1	1:37.166	26.790	35.258	35.118	140.8	9:15.847	33									1	1:34.387	26.398	33.579	34.410	145.0	55:18.185			
6	1	1:37.211	26.487	35.550	35.174	140.8	10:53.058	34									1	1:35.837	26.881	33.887	35.069	142.8	56:54.022			
7	1	1:37.846	26.765	36.471	34.610	139.8	12:30.904	35									1	1:35.620	26.712	34.221	34.687	143.1	58:29.642			
8	1	1:36.757	26.431	35.377	34.949	141.4	14:07.661	36									1	1:35.204	26.946	33.462	34.796	143.7	1:00:04.846			
<b>10</b> 1. Richard HOPE BMW 635 Csi 1984 TC2 1972-1984							<b>17</b> 1. Claude BOISSY FORD Escort 1600 RS 1974 -2000 1972-1984 2. Patrick BOURGUIGNON									37				1	1:35.484	27.045	33.863	34.576	143.3	1:01:40.330
1	1	1:49.195	35.695	36.583	36.917	125.3	1:49.195	1									1	1:37.532	30.939	33.812	32.781	140.3	1:37.532			
2	1	1:46.162	27.476	36.562	42.124	128.9	3:35.357	2									1	1:37.839	25.696	33.871	38.272	139.9	3:15.371			
3	1	2:23.251	31.300	1:03.950	48.001	95.5	5:58.608	3									1	2:32.992	39.394	1:06.441	47.157	89.4	5:48.363			
4	1	1:39.108	27.608	35.676	35.824	138.1	7:37.716	4									1	1:30.515	25.370	32.864	32.281	151.2	7:18.878			
5	1	1:37.688	26.766	35.661	35.261	140.1	9:15.404	5									1	1:30.683	24.586	33.483	32.614	150.9	8:49.561			
6	1	1:37.327	26.675	35.473	35.179	140.6	10:52.731	6									1	1:31.521	25.145	33.735	32.641	149.5	10:21.082			
7	1	1:36.899	26.549	35.254	35.096	141.2	12:29.630	7									1	1:30.988	24.913	33.574	32.501	150.4	11:52.070			
8	1	1:37.765	27.283	35.192	35.290	140.0	14:07.395	8									1	1:30.510	24.786	33.159	32.565	151.2	13:22.580			
9	1	1:36.583	26.503	35.214	34.866	141.7	15:43.978	9									1	1:30.957	25.045	33.182	32.730	150.4	14:53.537			
10	1	1:36.334	26.281	34.844	35.209	142.0	17:20.312	10									1	1:30.381	24.821	32.800	32.760	151.4	16:23.918			
11	1	1:36.466	26.525	35.067	34.874	141.8	18:56.778	11									1	1:30.657	24.929	33.312	32.416	150.9	17:54.575			
12	1	1:43.866	26.362	42.892	34.612	131.7	20:40.644	12									1	1:32.438	26.609	32.770	33.059	148.0	19:27.013			
<b>12</b> 1. Ben GILL FORD Escort 1600 RS 1975 -2000 1972-1984							13									1	1:30.276	25.006	32.556	32.714	151.6	20:57.289				
1	1	1:42.582	33.527	34.479	34.576	133.4	1:42.582	14									1	1:30.652	25.067	32.963	32.622	150.9	22:27.941			
2	1	1:41.278	27.201	35.450	38.627	135.1	3:23.860	15									1	1:30.538	25.186	32.597	32.755	151.1	23:58.479			
3	1	2:29.656	35.441	1:05.980	48.235	91.4	5:53.516	16									1	1:31.989	25.273	33.458	33.258	148.8	25:30.468			
4	1	1:37.416	28.065	34.622	34.729	140.5	7:30.932	17									1	2:56.382 B	26.054	33.006	1:57.322	77.6	28:26.850			
5	1	1:36.301	26.850	34.274	35.177	142.1	9:07.233	18									1	1:44.217	35.445	34.322	34.450	131.3	30:11.067			
6	1	1:36.533	27.178	34.666	34.689	141.8	10:43.766	19									1	1:35.877	27.336	34.606	33.935	142.7	31:46.944			
7	1	1:35.913	26.748	34.405	34.760	142.7	12:19.679	20									1	1:34.909	26.654	34.077	34.178	144.2	33:21.853			
8	1	1:36.373	26.914	34.604	34.855	142.0	13:56.052	21									1	1:34.796	26.278	33.847	34.671	144.3	34:56.649			
9	1	1:36.451	26.460	34.143	35.848	141.9	15:32.503	22									1	1:33.704	26.183	33.870	33.651	146.0	36:30.353			
10	1	1:35.435	26.599	34.032	34.804	143.4	17:07.938	23									1	1:34.070	26.413	33.901	33.756	145.5	38:04.423			
11	1	1:35.286	26.765	34.176	34.345	143.6	18:43.224	24									1	1:33.752	26.189	33.617	33.946	146.0	39:38.175			
12	1	1:37.044	27.121	34.192	35.731	141.0	20:20.268	25									1	1:34.170	26.399	33.829	33.942	145.3	41:12.345			
13	1	1:37.435	27.117	35.585	34.733	140.4	21:57.703	26									1	1:33.825	26.402	33.801	33.622	145.8	42:46.170			
14	1	1:35.025	26.696	33.862	34.467	144.0	23:32.728	27									1	1:33.704	26.321	33.745	33.638	146.0	44:19.874			
15	1	1:36.709	26.777	35.620	34.312	141.5	25:09.437	28									1	1:33.677	26.424	33.792	33.461	146.1	45:53.551			
16	1	1:36.252	27.206	34.244	34.802	142.2	26:45.689	29									1	1:33.617	26.036	34.200	33.381	146.2	47:27.168			
17	1	1:36.999	28.038	34.118	34.843	141.1	28:22.688	30									1	1:34.323	26.200	34.535	33.588	145.1	49:01.491			
18	1	1:36.174	27.158	33.630	35.386	142.3	29:58.862	31									1	1:34.050	26.591	33.727	33.732	145.5	50:35.541			
19	1	1:34.894	26.728	33.817	34.349	144.2	31:33.756	32									1	1:33.257	26.252	33.717	33.288	146.7	52:08.798			
20	1	3:01.505 B	26.756	33.759	2:00.990	75.4	34:35.261	33									1	1:32.998	25.952	33.782	33.264	147.1	53:41.796			
21	1	1:41.184	31.117	35.449	34.618	135.2	36:16.445	34									1	1:33.493	26.044	34.228	33.221	146.4	55:15.289			
22	1	1:35.493	26.748	34.039	34.706	143.3	37:51.938	35									1	1:34.050	26.371	34.140	33.539	145.5	56:49.339			
							36									1	1:32.857	26.048	33.566	33.243	147.4	58:22.196				
							37									1	1:32.942	25.651	33.737	33.554	147.2	59:55.138				
							38									1	1:33.126	25.898	33.681	33.547	146.9	1:01:28.264				

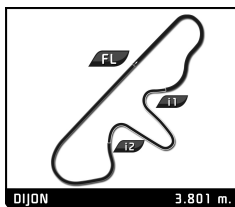


HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
RACE

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
<b>21</b>	1.Christian BOURIEZ 2.Christophe VAN RIET							BMW 635 Csi 1984 TC2 1972-1984							
	1	1	1:47.752	35.150	36.128	36.474	127.0	1:47.752	28	1	1:33.729	26.613	33.926	33.190	146.0
2	1	1:41.697	27.103	36.294	38.300	134.6	3:29.449	29	1	1:33.592	26.579	33.921	33.092	146.2	47:22.864
3	1	2:27.216	34.722	1:04.048	48.446	92.9	5:56.665	30	1	1:33.453	26.344	34.405	32.704	146.4	48:56.317
4	1	1:40.217	28.220	35.528	36.469	136.5	7:36.882	31	1	1:35.258	27.434	34.275	33.549	143.6	50:31.575
5	1	1:38.649	26.559	36.071	36.019	138.7	9:15.531	32	1	1:34.324	27.175	34.058	33.091	145.1	52:05.899
6	1	1:38.648	27.156	35.467	36.025	138.7	10:54.179	33	1	1:33.492	26.623	33.892	32.977	146.4	53:39.391
7	1	1:38.219	26.512	35.741	35.966	139.3	12:32.398	34	1	1:34.260	26.423	34.749	33.088	145.2	55:13.651
8	1	1:37.276	26.907	34.629	35.740	140.7	14:09.674	35	1	1:34.976	26.411	35.362	33.203	144.1	56:48.627
9	1	1:37.183	26.482	34.843	35.858	140.8	15:46.857	36	1	1:33.732	27.155	33.822	32.755	146.0	58:22.359
10	1	1:37.806	26.572	35.296	35.938	139.9	17:24.663	37	1	1:33.638	26.037	34.550	33.051	146.1	59:55.997
11	1	1:37.848	26.549	34.906	36.393	139.8	19:02.511	38	1	1:33.619	26.406	34.535	32.678	146.2	1:01:29.616
12	1	1:38.359	27.028	35.794	35.537	139.1	20:40.870								
13	1	1:39.345	26.655	37.106	35.584	137.7	22:20.215								
14	1	1:36.667	26.230	34.861	35.576	141.6	23:56.882								
15	1	1:37.395	26.656	35.060	35.679	140.5	25:34.277								
16	1	1:37.067	26.795	34.481	35.791	141.0	27:11.344								
17	1	1:36.816	26.588	34.581	35.647	141.3	28:48.160								
18	1	2:56.305B	26.975	34.513	1:54.817	77.6	31:44.465								
19	1	1:42.069	31.444	35.069	35.556	134.1	33:26.534								
20	1	1:36.925	26.443	34.999	35.483	141.2	35:03.459								
21	1	1:37.355	26.587	35.159	35.609	140.6	36:40.814								
22	1	1:37.368	26.338	35.035	35.995	140.5	38:18.182								
23	1	1:37.160	26.697	34.960	35.503	140.8	39:55.342								
24	1	1:39.134	26.784	36.084	36.266	138.0	41:34.476								
<b>22</b>	1.Glynn ALLEN 2.Darren ROBERTS							ALFA ROMEO 2000GTV 1971 TC1							
	1	1	2:02.539	41.535	40.434	40.570	111.7	2:02.539	1	1	1:55.596	29.522	41.724	44.350	118.4
2	1	2:12.546	33.843	47.485	51.218	103.2	6:10.681	3	1	2:12.546	33.843	47.485	51.218	103.2	6:10.681
3	1	1:48.225	30.231	38.183	39.811	126.4	7:58.906	4	1	1:46.753	29.416	38.114	39.223	128.2	9:45.659
4	1	1:46.675	29.440	37.945	39.290	128.3	11:32.334	5	1	1:46.621	28.932	38.051	39.638	128.3	13:18.955
5	1	1:47.158	30.473	37.405	39.280	127.7	15:06.113	6	1	1:47.055	29.572	37.778	39.705	127.8	16:53.168
6	1	1:44.869	28.363	37.804	38.702	130.5	18:38.037	7	1	1:45.355	28.408	37.330	39.617	129.9	20:23.392
7	1	1:44.744	28.521	37.434	38.789	130.6	22:08.136	8	1	1:45.158	28.610	37.523	39.025	130.1	23:53.294
8	1	1:45.158	28.610	37.523	39.025	130.1	25:39.673	9	1	1:46.379	29.316	38.052	39.011	128.6	27:25.301
9	1	1:45.628	28.851	37.476	39.301	129.5	29:10.876	10	1	1:45.628	28.851	37.476	39.301	129.5	29:10.876
10	1	1:45.575	28.692	37.773	39.110	129.6	29:10.876	11	1	1:45.575	28.692	37.773	39.110	129.6	29:10.876
11	1	3:10.264B	28.632	37.214	2:04.418	71.9	32:21.140	12	1	1:53.111	35.189	38.786	39.136	121.0	34:14.251
12	1	1:53.111	35.189	38.786	39.136	121.0	34:14.251	13	1	1:47.399	30.715	37.940	38.744	127.4	36:01.650
13	1	1:47.399	30.715	37.940	38.744	127.4	36:01.650	14	1	1:44.985	29.193	37.226	38.566	130.3	37:46.635
14	1	1:44.985	29.193	37.226	38.566	130.3	37:46.635	15	1	1:45.178	28.840	37.595	38.743	130.1	39:31.813
15	1	1:44.899	28.978	37.132	38.789	130.4	41:16.712	16	1	1:44.899	28.978	37.132	38.789	130.4	41:16.712
16	1	1:44.364	28.722	37.469	38.173	131.1	43:01.076	17	1	1:44.280	28.629	37.512	38.139	131.2	44:45.356
17	1	1:44.280	28.629	37.512	38.139	131.2	44:45.356	18	1	1:45.112	28.599	38.002	38.511	130.2	46:30.468
18	1	1:45.112	28.599	38.002	38.511	130.2	46:30.468	19	1	1:44.700	28.692	37.831	38.177	130.7	49:58.987
19	1	1:44.700	28.692	37.831	38.177	130.7	49:58.987	20	1	1:44.283	28.861	37.225	38.197	131.2	51:43.270
20	1	1:44.283	28.861	37.225	38.197	131.2	51:43.270	21	1	1:44.395	28.703	37.212	38.480	131.1	53:27.665
21	1	1:44.395	28.703	37.212	38.480	131.1	53:27.665	22	1	1:44.771	28.786	37.372	38.613	130.6	55:12.436
22	1	1:44.771	28.786	37.372	38.613	130.6	55:12.436	23	1	1:45.898	30.083	37.743	38.072	129.2	56:58.334
23	1	1:45.898	30.083	37.743	38.072	129.2	56:58.334	24	1	1:45.160	28.920	37.285	38.955	130.1	58:43.494
24	1	1:45.160	28.920	37.285	38.955	130.1	58:43.494	25	1	1:44.188	28.610	37.546	38.032	131.3	1:00:27.682
25	1	1:44.188	28.610	37.546	38.032	131.3	1:00:27.682	26	1	1:44.795	29.093	36.967	38.735	130.6	1:02:12.477
26	1	1:44.795	29.093	36.967	38.735	130.6	1:02:12.477								
<b>23</b>	1.David HUXLEY 2.Nigel GREENSHALL							FORD Mustang GT Firepac 1984 (GRA) TC2 1972-1984							
	1	1	1:37.046	30.649	33.788	32.609	141.0	1:37.046	1	1	1:57.718	40.202	39.172	38.344	116.2
2	1	1:37.840	25.956	33.363	38.521	139.9	3:14.886	2	1	1:47.666	29.821	38.310	39.535	127.1	3:45.384
3	1	2:32.188	39.161	1:06.598	46.429	89.9	5:47.074	3	1	2:22.761	30.888	1:00.850	51.023	95.8	6:08.145
4	1	1:30.706	25.474	32.958	32.274	150.9	7:17.780	4	1	1:47.260	30.506	37.683	39.071	127.6	7:55.405
5	1	1:30.956	25.243	33.205	32.508	150.4	8:48.736	5	1	1:47.908	30.489	38.667	38.752	126.8	9:43.313
6	1	1:31.822	25.918	33.576	32.328	149.0	10:20.558	6	1	1:46.020	29.528	38.058	38.434	129.1	11:29.333
7	1	1:30.833	25.260	33.205	32.368	150.6	11:51.391								
8	1	1:30.099	25.200	32.777	32.122	151.9	13:21.490								
9	1	1:31.250	25.814	33.181	32.255	150.0	14:52.740								
10	1	1:30.482	25.154	33.060	32.268	151.2	16:23.222								
11	1	1:29.987	25.066	32.717	32.204	152.1	17:53.209								
12	1	1:30.771	25.569	32.927	32.275	150.7	19:23.980								
13	1	1:30.871	25.425	32.907	32.539	150.6	20:54.851								
14	1	1:30.566	25.437	32.822	32.307	151.1	22:25.417								
15	1	1:29.964	25.199	32.608	32.157	152.1	23:55.381								
16	1	1:32.129	25.673	33.786	32.670	148.5	25:27.510								
17	1	1:30.091	25.287	32.670	32.134	151.9	26:57.601								
18	1	1:30.186	25.093	32.836	32.257	151.7	28:27.787								
19	1	3:03.362B	26.159	32.868	2:04.335	74.6	31:31.149								
20	1	1:41.525	33.791	34.319	33.415	134.8	33:12.674								
21	1	1:35.676	27.475	34.318	33.883	143.0	34:48.350								
22	1	1:34.910	27.035	33.876	33.999	144.2	36:23.260								
23	1	1:35.065	26.987	34.443	33.635	143.9	37:58.325								
24	1	1:34.209	26.969	33.950	33.290	145.2	39:32.534								
25	1	1:34.686	27.086	34.285	33.315	144.5	41:07.220								
26	1	1:34.511	26.857	34.239	33.415	144.8	42:41.731								
27	1	1:33.812	26.783	33.802	33.227	145.9</									



HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
RACE

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
7	1	1:45.476	29.544	37.729	38.203	129.7	13:14.809	27	1	1:43.270	28.855	37.608	36.807	132.5	49:07.702
8	1	1:47.631	30.156	39.121	38.354	127.1	15:02.440	28	1	1:40.783	28.548	36.266	35.969	135.8	50:48.485
9	1	1:48.091	29.683	39.686	38.722	126.6	16:50.531	29	1	1:41.535	28.276	37.414	35.845	134.8	52:30.020
10	1	1:45.451	29.485	37.754	38.212	129.8	18:35.982	30	1	1:42.497	28.168	37.516	36.813	133.5	54:12.517
11	1	1:45.673	29.339	37.521	38.813	129.5	20:21.655	31	1	1:42.443	28.478	37.794	36.171	133.6	55:54.960
12	1	1:44.264	29.171	37.197	37.896	131.2	22:05.919	32	1	1:41.257	28.136	36.706	36.415	135.1	57:36.217
13	1	1:43.745	28.901	37.082	37.762	131.9	23:49.664	33	1	1:41.656	28.090	37.925	35.641	134.6	59:17.873
14	1	1:47.247	29.188	39.463	38.596	127.6	25:36.911	34	1	1:42.054	28.278	37.547	36.229	134.1	1:00:59.927
15	1	1:43.574	28.797	36.944	37.833	132.1	27:20.485	35	1	1:41.923	28.253	37.431	36.239	134.3	1:02:41.850
16	1	1:43.676	28.665	37.106	37.905	132.0	29:04.161								
17	1	3:20.276 B	28.981	37.541	2:13.754	68.3	32:24.437								
18	1	1:51.063	34.148	38.572	38.343	123.2	34:15.500								
19	1	1:43.873	29.202	37.298	37.373	131.7	35:59.373								
20	1	1:45.296	29.086	37.847	38.363	130.0	37:44.669								
21	1	1:44.529	29.003	36.843	38.683	130.9	39:29.198								
22	1	1:43.605	28.600	37.724	37.281	132.1	41:12.803								
23	1	1:43.796	28.933	36.881	37.982	131.8	42:56.599								
24	1	1:45.566	28.813	37.428	39.325	129.6	44:42.165								
25	1	1:45.036	29.293	37.325	38.418	130.3	46:27.201								
26	1	1:43.031	29.068	36.708	37.255	132.8	48:10.232								
27	1	1:43.737	28.950	37.289	37.498	131.9	49:53.969								
28	1	1:43.844	28.703	37.556	37.585	131.8	51:37.813								
29	1	1:44.437	28.617	38.207	37.613	131.0	53:22.250								
30	1	1:44.487	29.721	37.315	37.451	131.0	55:06.737								
31	1	1:48.787	30.444	40.138	38.205	125.8	56:55.524								
32	1	1:44.967	29.401	37.377	38.189	130.4	58:40.491								
33	1	1:46.095	30.919	37.564	37.612	129.0	1:00:26.586								
34	1	1:47.956	31.707	38.571	37.678	126.8	1:02:14.542								

**30** 1.Christian TRABER BMW 2002 Ti 1970  
2.Nicolas TRABER -2000 1966-1971

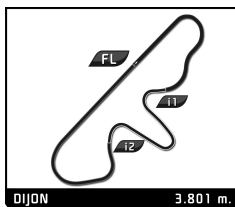
1	1	1:53.256	37.992	38.719	36.545	120.8	1:53.256
2	1	1:47.526	29.665	38.221	39.640	127.3	3:40.782
3	1	2:23.091	30.804	1:03.317	48.970	95.6	6:03.873
4	1	1:42.164	28.391	37.043	36.730	133.9	7:46.037
5	1	1:41.149	27.686	36.571	36.892	135.3	9:27.186
6	1	2:56.648 B	27.690	37.269	1:51.689	77.5	12:23.834
7	1	1:50.392	36.251	37.053	37.088	124.0	14:14.226
8	1	1:42.176	28.337	36.909	36.930	133.9	15:56.402
9	1	1:41.452	28.076	36.567	36.809	134.9	17:37.854
10	1	1:40.470	27.883	36.175	36.412	136.2	19:18.324
11	1	1:40.525	27.941	35.994	36.590	136.1	20:58.849
12	1	1:40.489	27.659	36.236	36.594	136.2	22:39.338
13	1	1:39.902	27.555	35.752	36.595	137.0	24:19.240
14	1	1:40.497	27.879	35.681	36.937	136.2	25:59.737
15	1	3:04.180 B	28.140	37.876	1:58.164	74.3	29:03.917
16	1	1:45.518	32.905	36.058	36.555	129.7	30:49.435
17	1	1:39.769	27.832	35.709	36.228	137.2	32:29.204
18	1	1:39.130	27.508	35.475	36.147	138.0	34:08.334
19	1	1:39.283	27.316	35.469	36.498	137.8	35:47.617
20	1	1:38.529	27.100	35.273	36.156	138.9	37:26.146
21	1	1:38.873	27.369	35.272	36.232	138.4	39:05.019
22	1	1:38.971	27.143	35.108	36.720	138.3	40:43.990
23	1	1:38.820	27.680	35.053	36.087	138.5	42:22.810
24	1	1:38.792	27.501	35.493	35.798	138.5	44:01.602
25	1	1:39.484	27.045	35.852	36.587	137.5	45:41.086
26	1	1:39.275	27.262	35.479	36.534	137.8	47:20.361
27	1	1:40.099	27.169	36.952	35.978	136.7	49:00.460
28	1	1:39.648	28.274	35.507	35.867	137.3	50:40.108
29	1	1:39.895	27.486	35.950	36.459	137.0	52:20.003
30	1	1:39.315	27.372	35.624	36.319	137.8	53:59.318
31	1	1:39.378	27.284	35.662	36.432	137.7	55:38.696
32	1	1:39.124	27.393	35.476	36.255	138.0	57:17.820
33	1	1:38.954	27.304	35.530	36.120	138.3	58:56.774
34	1	1:38.579	27.186	35.405	35.988	138.8	1:00:35.353
35	1	1:40.275	28.587	35.856	35.832	136.5	1:02:15.628

**29** 1.Christian DUMOLIN FORD Mustang 289 1965 TC1  
2.Thierry DE LATRE DU BOSQUEA

1	1	1:53.045	38.812	38.165	36.068	121.0	1:53.045
2	1	1:45.828	29.337	36.975	39.516	129.3	3:38.873
3	1	2:21.782	31.007	1:02.765	48.010	96.5	6:00.655
4	1	1:41.898	29.041	36.401	36.456	134.3	7:42.553
5	1	1:40.953	28.589	36.733	35.631	135.5	9:23.506
6	1	1:41.303	28.351	36.777	36.175	135.1	11:04.809
7	1	1:41.722	28.788	37.017	35.917	134.5	12:46.531
8	1	1:41.600	28.722	36.846	36.032	134.7	14:28.131
9	1	1:41.682	28.579	37.099	36.004	134.6	16:09.813
10	1	1:41.637	28.767	36.660	36.210	134.6	17:51.450
11	1	1:43.302	29.788	37.386	36.128	132.5	19:34.752
12	1	1:41.393	28.899	36.429	36.065	135.0	21:16.145
13	1	1:42.422	28.653	37.734	36.035	133.6	22:58.567
14	1	1:41.866	28.846	37.059	35.961	134.3	24:40.433
15	1	1:42.769	28.907	37.357	36.505	133.1	26:23.202
16	1	3:29.837 B	29.198	37.156	2:23.483	65.2	29:53.039
17	1	2:04.910	43.957	41.379	39.574	109.5	31:57.949
18	1	1:46.466	31.164	38.027	37.275	128.5	33:44.415
19	1	1:43.735	29.147	37.987	36.601	131.9	35:28.150
20	1	1:42.812	28.516	37.834	36.462	133.1	37:10.962
21	1	1:40.862	28.433	36.595	35.834	135.7	38:51.824
22	1	1:42.285	29.124	37.068	36.093	133.8	40:34.109
23	1	1:41.432	28.370	36.565	36.497	134.9	42:15.541
24	1	1:42.110	28.581	37.166	36.363	134.0	43:57.651
25	1	1:43.719	28.863	37.788	37.068	131.9	45:41.370
26	1	1:43.062	29.061	37.637	36.364	132.8	47:24.432

**32** 1.Richard DEPAGNEUX BMW 530 1981 TC2 1972-1984

1	1	1:54.642	40.304	37.569	36.769	119.4	1:54.642
2	1	1:45.195	28.605	36.770	39.820	130.1	3:39.837
3	1	2:22.738	30.916	1:02.793	49.029	95.9	6:02.575
4	1	1:40.899	28.132	36.082	36.685	135.6	7:43.474
5	1	1:41.252	27.973	36.842	36.437	135.1	9:24.726
6	1	1:41.016	28.077	36.376	36.563	135.5	11:05.742
7	1	1:42.073	28.167	37.141	36.765	134.1	12:47.815

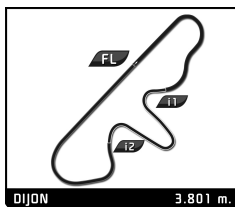


HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
RACE

Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	
8	1	1:41.411	27.867	36.669	36.875	134.9	14:29.226	26	1	1:37.274	26.750	35.128	35.396	140.7	44:38.559	
9	1	1:41.501	27.880	37.112	36.509	134.8	16:10.727	27	1	1:36.446	26.572	35.067	34.807	141.9	46:15.005	
10	1	1:41.507	28.141	36.605	36.761	134.8	17:52.234	28	1	1:35.706	26.418	34.863	34.425	143.0	47:50.711	
11	1	1:38.247	27.738	35.237	35.272	139.3	19:30.481	29	1	1:35.995	26.493	35.013	34.489	142.5	49:26.706	
12	1	1:36.228	26.635	34.437	35.156	142.2	21:06.709	30	1	1:35.953	26.621	34.838	34.494	142.6	51:02.659	
13	1	1:36.856	26.602	34.721	35.533	141.3	22:43.565	31	1	1:35.919	26.442	34.968	34.509	142.7	52:38.578	
14	1	1:40.658	26.702	37.816	36.140	135.9	24:24.223	32	1	1:36.577	26.754	35.443	34.380	141.7	54:15.155	
15	1	1:38.023	27.226	35.257	35.540	139.6	26:02.246	33	1	1:37.192	26.640	36.101	34.451	140.8	55:52.347	
16	1	1:37.077	27.294	34.695	35.088	141.0	27:39.323	34	1	1:36.845	26.803	35.079	34.963	141.3	57:29.192	
17	1	1:37.255	27.011	34.883	35.361	140.7	29:16.578	35	1	1:37.255	27.402	35.103	34.750	140.7	59:06.447	
18	1	1:39.323	26.949	36.241	36.133	137.8	30:55.901	36	1	1:37.021	26.615	35.237	35.169	141.0	1:00:43.468	
19	1	1:37.852	27.122	35.202	35.528	139.8	32:33.753	37	1	1:37.888	27.378	35.537	34.973	139.8	1:02:21.356	
20	1	1:38.374	26.979	35.338	36.057	139.1	34:12.127								FORD Escort 1600 RS 1972	
21	1	3:08.589B	27.412	35.892	2:05.285	72.6	37:20.716								-2000 1972-1984	
22	1	1:47.328	35.251	35.917	36.160	127.5	39:08.044									
23	1	1:37.599	27.071	35.094	35.434	140.2	40:45.643									
24	1	1:37.308	26.936	35.162	35.210	140.6	42:22.951									
25	1	1:37.298	26.929	35.086	35.283	140.6	44:00.249									
26	1	1:38.516	27.077	35.682	35.757	138.9	45:38.765									
27	1	1:37.933	27.210	34.911	35.812	139.7	47:16.698									
28	1	1:38.243	27.043	35.638	35.562	139.3	48:54.941									
29	1	1:41.018	29.180	36.441	35.397	135.5	50:35.959									
30	1	1:38.526	27.375	35.551	35.600	138.9	52:14.485									
31	1	1:38.076	27.043	35.385	35.648	139.5	53:52.561									
32	1	1:39.020	27.394	35.640	35.986	138.2	55:31.581									
33	1	1:38.056	27.417	35.089	35.550	139.5	57:09.637									
34	1	1:41.848	27.128	38.241	36.479	134.4	58:51.485									
35	1	1:39.389	27.125	35.861	36.403	137.7	1:00:30.874									
36	1	1:40.012	27.948	36.597	35.467	136.8	1:02:10.886									
								BMW 635 Csi 1984 (GR.A)								
								TC2 1972-1984								
33								1.Robert BOOS								
								2.François JAKUBOWSKI								
1	1	1:49.883	38.328	36.515	35.040	124.5	1:49.883									
2	1	1:40.604	27.667	36.366	36.571	136.0	3:30.487									
3	1	2:27.444	35.070	1:04.207	48.167	92.8	5:57.931									
4	1	1:38.057	27.660	35.468	34.929	139.5	7:35.988									
5	1	1:38.197	27.044	36.110	35.043	139.3	9:14.185									
6	1	1:37.855	26.891	35.336	35.628	139.8	10:52.040									
7	1	1:37.538	26.614	35.256	35.668	140.3	12:29.578									
8	1	1:38.315	27.126	36.392	34.797	139.2	14:07.893									
9	1	1:37.469	26.884	35.558	35.027	140.4	15:45.362									
10	1	1:37.932	27.061	35.574	35.297	139.7	17:23.294									
11	1	1:37.748	26.754	35.332	35.662	140.0	19:01.042									
12	1	1:38.168	28.053	35.551	34.564	139.4	20:39.210									
13	1	1:36.877	27.089	35.405	34.383	141.2	22:16.087									
14	1	1:35.828	26.593	34.949	34.286	142.8	23:51.915									
15	1	1:37.521	27.410	35.399	34.712	140.3	25:29.436									
16	1	1:37.037	27.034	35.389	34.614	141.0	27:06.473									
17	1	1:36.382	26.806	35.037	34.539	142.0	28:42.855									
18	1	1:36.477	26.789	35.162	34.526	141.8	30:19.332									
19	1	2:56.143B	26.734	35.131	1:54.278	77.7	33:15.475									
20	1	1:41.368	30.581	35.356	35.431	135.0	34:56.843									
21	1	1:36.731	26.874	35.036	34.821	141.5	36:33.574									
22	1	1:36.166	26.581	34.974	34.611	142.3	38:09.740									
23	1	1:37.376	26.991	35.379	35.006	140.5	39:47.116									
24	1	1:37.353	27.085	35.577	34.691	140.6	41:24.469									
25	1	1:36.816	26.864	35.461	34.491	141.3	43:01.285									
								CHEVROLET Camaro Z28 1969								
								TC2 1966-1971								
44								1.Geofoyy PETER								
								2.Jean Marc MERLIN								
1	1	1:59.566	40.857	39.932	38.777	114.4	1:59.566									
2	1	1:47.794	30.187	38.448	39.159	126.9	3:47.360									
3	1	2:21.568	30.776	59.712	51.080	96.7	6:08.928									



HERITAGE TOURING CUP  
GRAND PRIX DE L'AGE D'OR  
RACE

Analysis

							<span style="color: green;">■</span> Personal Best <span style="color: purple;">■</span> Session Best <span style="color: blue;">■</span> Crossing the finish line in pit lane																																																																																																																																																																																																																																																																																																																							
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed																																																																																																																																																																																																																																																																																																															
4	1	1:45.648	30.119	37.859	37.670	129.5	7:54.576	27	1	1:43.670	28.921	37.726	37.023	132.0	48:28.196																																																																																																																																																																																																																																																																																																															
5	1	1:46.057	29.754	38.088	38.215	129.0	9:40.633	28	1	1:42.306	28.524	36.822	36.960	133.8	50:10.502																																																																																																																																																																																																																																																																																																															
6	1	1:46.651	30.799	38.321	37.531	128.3	11:27.284	29	1	1:42.436	28.738	36.836	36.862	133.6	51:52.938																																																																																																																																																																																																																																																																																																															
7	1	1:45.780	30.033	38.039	37.708	129.4	13:13.064	30	1	1:42.115	28.380	36.906	36.829	134.0	53:35.053																																																																																																																																																																																																																																																																																																															
8	1	1:47.038	30.273	39.563	37.202	127.8	15:00.102	31	1	1:44.912	28.346	39.461	37.105	130.4	55:19.965																																																																																																																																																																																																																																																																																																															
9	1	1:48.175	30.475	39.005	38.695	126.5	16:48.277	32	1	1:43.070	28.786	37.037	37.247	132.8	57:03.035																																																																																																																																																																																																																																																																																																															
10	1	1:46.002	30.545	38.234	37.223	129.1	18:34.279	33	1	1:43.063	28.868	36.984	37.211	132.8	58:46.098																																																																																																																																																																																																																																																																																																															
11	1	1:44.623	29.906	37.724	36.993	130.8	20:18.902	34	1	1:42.888	28.745	36.998	37.145	133.0	1:00:28.986																																																																																																																																																																																																																																																																																																															
12	1	1:44.716	30.631	37.343	36.742	130.7	22:03.618	35	1	1:45.577	29.564	38.532	37.481	129.6	1:02:14.563																																																																																																																																																																																																																																																																																																															
13	1	<span style="color: green;">1:43.191</span>	29.358	<span style="color: green;">37.223</span>	36.610	132.6	23:46.809	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>52</b> 1.Yves SCEMAMA                      FORD Capri 2600 RS 1971                      TC2 1966-1971                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>1:41.029</td><td>32.804</td><td>34.617</td><td>33.608</td><td>135.4</td><td>1:41.029</td></tr> <tr><td>2</td><td>1</td><td>1:38.235</td><td>26.071</td><td>33.976</td><td>38.188</td><td>139.3</td><td>3:19.264</td></tr> <tr><td>3</td><td>1</td><td>2:31.860</td><td>38.860</td><td>1:06.115</td><td>46.885</td><td>90.1</td><td>5:51.124</td></tr> <tr><td>4</td><td>1</td><td>1:32.293</td><td>26.143</td><td>33.708</td><td>33.442</td><td>146.7</td><td>7:24.417</td></tr> <tr><td>5</td><td>1</td><td>1:32.749</td><td>25.735</td><td>33.626</td><td>33.388</td><td>147.5</td><td>8:57.166</td></tr> <tr><td>6</td><td>1</td><td>1:32.134</td><td>25.446</td><td>33.424</td><td>33.264</td><td>148.5</td><td>10:29.300</td></tr> <tr><td>7</td><td>1</td><td>1:32.530</td><td>25.654</td><td>33.593</td><td>33.283</td><td>147.9</td><td>12:01.830</td></tr> <tr><td>8</td><td>1</td><td>1:33.290</td><td>26.309</td><td>33.496</td><td>33.485</td><td>146.7</td><td>13:35.120</td></tr> <tr><td>9</td><td>1</td><td>1:32.551</td><td>25.683</td><td><span style="color: green;">33.280</span></td><td>33.588</td><td>147.8</td><td>15:07.671</td></tr> <tr><td>10</td><td>1</td><td>1:33.365</td><td>25.590</td><td>34.100</td><td>33.675</td><td>146.6</td><td>16:41.036</td></tr> <tr><td>11</td><td>1</td><td>1:32.378</td><td>25.670</td><td>33.398</td><td>33.310</td><td>148.1</td><td>18:13.414</td></tr> <tr><td>12</td><td>1</td><td>1:32.564</td><td>25.751</td><td>33.315</td><td>33.498</td><td>147.8</td><td>19:45.978</td></tr> <tr><td>13</td><td>1</td><td>1:33.245</td><td>25.715</td><td>33.709</td><td>33.821</td><td>146.7</td><td>21:19.223</td></tr> <tr><td>14</td><td>1</td><td>1:33.959</td><td>26.182</td><td>34.092</td><td>33.685</td><td>145.6</td><td>22:53.182</td></tr> <tr><td>15</td><td>1</td><td>1:32.478</td><td>25.570</td><td>33.483</td><td>33.425</td><td>148.0</td><td>24:25.660</td></tr> <tr><td>16</td><td>1</td><td>1:32.546</td><td>25.724</td><td>33.475</td><td>33.347</td><td>147.9</td><td>25:58.206</td></tr> <tr><td>17</td><td>1</td><td>1:32.900</td><td>25.644</td><td>33.513</td><td>33.743</td><td>147.3</td><td>27:31.106</td></tr> <tr><td>18</td><td>1</td><td>1:32.624</td><td>25.459</td><td>33.518</td><td>33.647</td><td>147.7</td><td>29:03.730</td></tr> <tr><td>19</td><td>1</td><td>1:32.802</td><td>25.546</td><td>33.571</td><td>33.685</td><td>147.4</td><td>30:36.532</td></tr> <tr><td>20</td><td>1</td><td>2:53.392 <b>B</b></td><td>25.667</td><td>33.500</td><td>1:54.225</td><td>78.9</td><td>33:29.924</td></tr> <tr><td>21</td><td>1</td><td>1:39.315</td><td>31.775</td><td>33.768</td><td>33.772</td><td>137.8</td><td>35:09.239</td></tr> <tr><td>22</td><td>1</td><td>1:32.836</td><td>25.665</td><td>33.688</td><td>33.483</td><td>147.4</td><td>36:42.075</td></tr> <tr><td>23</td><td>1</td><td>1:32.593</td><td>25.565</td><td>33.668</td><td>33.360</td><td>147.8</td><td>38:14.668</td></tr> <tr><td>24</td><td>1</td><td>1:32.937</td><td>25.788</td><td>33.770</td><td>33.379</td><td>147.2</td><td>39:47.605</td></tr> <tr><td>25</td><td>1</td><td>1:33.043</td><td>25.550</td><td>33.684</td><td>33.809</td><td>147.1</td><td>41:20.648</td></tr> <tr><td>26</td><td>1</td><td>1:32.681</td><td>25.457</td><td>33.559</td><td>33.665</td><td>147.6</td><td>42:53.329</td></tr> <tr><td>27</td><td>1</td><td>1:32.441</td><td>25.589</td><td>33.554</td><td>33.298</td><td>148.0</td><td>44:25.770</td></tr> <tr><td>28</td><td>1</td><td><span style="color: green;">1:32.110</span></td><td>25.522</td><td>33.481</td><td><span style="color: green;">33.107</span></td><td>148.6</td><td>45:57.880</td></tr> <tr><td>29</td><td>1</td><td>1:32.179</td><td>25.507</td><td>33.380</td><td>33.292</td><td>148.4</td><td>47:30.059</td></tr> <tr><td>30</td><td>1</td><td>1:32.670</td><td>25.530</td><td>33.728</td><td>33.412</td><td>147.7</td><td>49:02.729</td></tr> <tr><td>31</td><td>1</td><td>1:32.869</td><td>25.877</td><td>33.656</td><td>33.336</td><td>147.3</td><td>50:35.598</td></tr> <tr><td>32</td><td>1</td><td>1:32.481</td><td><span style="color: green;">25.436</span></td><td>33.714</td><td>33.331</td><td>148.0</td><td>52:08.079</td></tr> <tr><td>33</td><td>1</td><td>1:32.473</td><td>25.551</td><td>33.631</td><td>33.291</td><td>148.0</td><td>53:40.552</td></tr> <tr><td>34</td><td>1</td><td>1:33.242</td><td>25.672</td><td>34.035</td><td>33.535</td><td>146.8</td><td>55:13.794</td></tr> <tr><td>35</td><td>1</td><td>1:33.237</td><td>26.127</td><td>33.614</td><td>33.496</td><td>146.8</td><td>56:47.031</td></tr> <tr><td>36</td><td>1</td><td>1:32.896</td><td>25.885</td><td>33.668</td><td>33.343</td><td>147.3</td><td>58:19.927</td></tr> <tr><td>37</td><td>1</td><td>1:32.776</td><td>25.662</td><td>33.589</td><td>33.525</td><td>147.5</td><td>59:52.703</td></tr> <tr><td>38</td><td>1</td><td>1:33.262</td><td>25.974</td><td>33.604</td><td>33.684</td><td>146.7</td><td>1:01:25.965</td></tr> </table>							1	1	1:41.029	32.804	34.617	33.608	135.4	1:41.029	2	1	1:38.235	26.071	33.976	38.188	139.3	3:19.264	3	1	2:31.860	38.860	1:06.115	46.885	90.1	5:51.124	4	1	1:32.293	26.143	33.708	33.442	146.7	7:24.417	5	1	1:32.749	25.735	33.626	33.388	147.5	8:57.166	6	1	1:32.134	25.446	33.424	33.264	148.5	10:29.300	7	1	1:32.530	25.654	33.593	33.283	147.9	12:01.830	8	1	1:33.290	26.309	33.496	33.485	146.7	13:35.120	9	1	1:32.551	25.683	<span style="color: green;">33.280</span>	33.588	147.8	15:07.671	10	1	1:33.365	25.590	34.100	33.675	146.6	16:41.036	11	1	1:32.378	25.670	33.398	33.310	148.1	18:13.414	12	1	1:32.564	25.751	33.315	33.498	147.8	19:45.978	13	1	1:33.245	25.715	33.709	33.821	146.7	21:19.223	14	1	1:33.959	26.182	34.092	33.685	145.6	22:53.182	15	1	1:32.478	25.570	33.483	33.425	148.0	24:25.660	16	1	1:32.546	25.724	33.475	33.347	147.9	25:58.206	17	1	1:32.900	25.644	33.513	33.743	147.3	27:31.106	18	1	1:32.624	25.459	33.518	33.647	147.7	29:03.730	19	1	1:32.802	25.546	33.571	33.685	147.4	30:36.532	20	1	2:53.392 <b>B</b>	25.667	33.500	1:54.225	78.9	33:29.924	21	1	1:39.315	31.775	33.768	33.772	137.8	35:09.239	22	1	1:32.836	25.665	33.688	33.483	147.4	36:42.075	23	1	1:32.593	25.565	33.668	33.360	147.8	38:14.668	24	1	1:32.937	25.788	33.770	33.379	147.2	39:47.605	25	1	1:33.043	25.550	33.684	33.809	147.1	41:20.648	26	1	1:32.681	25.457	33.559	33.665	147.6	42:53.329	27	1	1:32.441	25.589	33.554	33.298	148.0	44:25.770	28	1	<span style="color: green;">1:32.110</span>	25.522	33.481	<span style="color: green;">33.107</span>	148.6	45:57.880	29	1	1:32.179	25.507	33.380	33.292	148.4	47:30.059	30	1	1:32.670	25.530	33.728	33.412	147.7	49:02.729	31	1	1:32.869	25.877	33.656	33.336	147.3	50:35.598	32	1	1:32.481	<span style="color: green;">25.436</span>	33.714	33.331	148.0	52:08.079	33	1	1:32.473	25.551	33.631	33.291	148.0	53:40.552	34	1	1:33.242	25.672	34.035	33.535	146.8	55:13.794	35	1	1:33.237	26.127	33.614	33.496	146.8	56:47.031	36	1	1:32.896	25.885	33.668	33.343	147.3	58:19.927	37	1	1:32.776	25.662	33.589	33.525	147.5	59:52.703	38	1	1:33.262	25.974	33.604	33.684	146.7	1:01:25.965
1	1	1:41.029	32.804	34.617	33.608	135.4	1:41.029																																																																																																																																																																																																																																																																																																																							
2	1	1:38.235	26.071	33.976	38.188	139.3	3:19.264																																																																																																																																																																																																																																																																																																																							
3	1	2:31.860	38.860	1:06.115	46.885	90.1	5:51.124																																																																																																																																																																																																																																																																																																																							
4	1	1:32.293	26.143	33.708	33.442	146.7	7:24.417																																																																																																																																																																																																																																																																																																																							
5	1	1:32.749	25.735	33.626	33.388	147.5	8:57.166																																																																																																																																																																																																																																																																																																																							
6	1	1:32.134	25.446	33.424	33.264	148.5	10:29.300																																																																																																																																																																																																																																																																																																																							
7	1	1:32.530	25.654	33.593	33.283	147.9	12:01.830																																																																																																																																																																																																																																																																																																																							
8	1	1:33.290	26.309	33.496	33.485	146.7	13:35.120																																																																																																																																																																																																																																																																																																																							
9	1	1:32.551	25.683	<span style="color: green;">33.280</span>	33.588	147.8	15:07.671																																																																																																																																																																																																																																																																																																																							
10	1	1:33.365	25.590	34.100	33.675	146.6	16:41.036																																																																																																																																																																																																																																																																																																																							
11	1	1:32.378	25.670	33.398	33.310	148.1	18:13.414																																																																																																																																																																																																																																																																																																																							
12	1	1:32.564	25.751	33.315	33.498	147.8	19:45.978																																																																																																																																																																																																																																																																																																																							
13	1	1:33.245	25.715	33.709	33.821	146.7	21:19.223																																																																																																																																																																																																																																																																																																																							
14	1	1:33.959	26.182	34.092	33.685	145.6	22:53.182																																																																																																																																																																																																																																																																																																																							
15	1	1:32.478	25.570	33.483	33.425	148.0	24:25.660																																																																																																																																																																																																																																																																																																																							
16	1	1:32.546	25.724	33.475	33.347	147.9	25:58.206																																																																																																																																																																																																																																																																																																																							
17	1	1:32.900	25.644	33.513	33.743	147.3	27:31.106																																																																																																																																																																																																																																																																																																																							
18	1	1:32.624	25.459	33.518	33.647	147.7	29:03.730																																																																																																																																																																																																																																																																																																																							
19	1	1:32.802	25.546	33.571	33.685	147.4	30:36.532																																																																																																																																																																																																																																																																																																																							
20	1	2:53.392 <b>B</b>	25.667	33.500	1:54.225	78.9	33:29.924																																																																																																																																																																																																																																																																																																																							
21	1	1:39.315	31.775	33.768	33.772	137.8	35:09.239																																																																																																																																																																																																																																																																																																																							
22	1	1:32.836	25.665	33.688	33.483	147.4	36:42.075																																																																																																																																																																																																																																																																																																																							
23	1	1:32.593	25.565	33.668	33.360	147.8	38:14.668																																																																																																																																																																																																																																																																																																																							
24	1	1:32.937	25.788	33.770	33.379	147.2	39:47.605																																																																																																																																																																																																																																																																																																																							
25	1	1:33.043	25.550	33.684	33.809	147.1	41:20.648																																																																																																																																																																																																																																																																																																																							
26	1	1:32.681	25.457	33.559	33.665	147.6	42:53.329																																																																																																																																																																																																																																																																																																																							
27	1	1:32.441	25.589	33.554	33.298	148.0	44:25.770																																																																																																																																																																																																																																																																																																																							
28	1	<span style="color: green;">1:32.110</span>	25.522	33.481	<span style="color: green;">33.107</span>	148.6	45:57.880																																																																																																																																																																																																																																																																																																																							
29	1	1:32.179	25.507	33.380	33.292	148.4	47:30.059																																																																																																																																																																																																																																																																																																																							
30	1	1:32.670	25.530	33.728	33.412	147.7	49:02.729																																																																																																																																																																																																																																																																																																																							
31	1	1:32.869	25.877	33.656	33.336	147.3	50:35.598																																																																																																																																																																																																																																																																																																																							
32	1	1:32.481	<span style="color: green;">25.436</span>	33.714	33.331	148.0	52:08.079																																																																																																																																																																																																																																																																																																																							
33	1	1:32.473	25.551	33.631	33.291	148.0	53:40.552																																																																																																																																																																																																																																																																																																																							
34	1	1:33.242	25.672	34.035	33.535	146.8	55:13.794																																																																																																																																																																																																																																																																																																																							
35	1	1:33.237	26.127	33.614	33.496	146.8	56:47.031																																																																																																																																																																																																																																																																																																																							
36	1	1:32.896	25.885	33.668	33.343	147.3	58:19.927																																																																																																																																																																																																																																																																																																																							
37	1	1:32.776	25.662	33.589	33.525	147.5	59:52.703																																																																																																																																																																																																																																																																																																																							
38	1	1:33.262	25.974	33.604	33.684	146.7	1:01:25.965																																																																																																																																																																																																																																																																																																																							

14	1	1:46.174	29.953	39.245	36.976	128.9	25:32.983							
15	1	1:44.533	30.309	37.674	36.550	130.9	27:17.516							
16	1	7:07.505 **B**	29.425	37.386	6:00.694	32.0	34:25.021							
17	1	1:51.063	34.855	38.524	37.684	123.2	36:16.084							
18	1	1:47.416	30.204	39.264	37.948	127.4	38:03.500							
19	1	1:47.843	30.233	38.020	39.590	126.9	39:51.343							
20	1	1:47.997	30.471	38.680	38.846	126.7	41:39.340							
21	1	1:46.283	29.992	38.216	38.075	128.7	43:25.623							
22	1	1:47.176	30.987	37.787	38.402	127.7	45:12.799							
23	1	1:48.318	29.431	37.791	41.096	126.3	47:01.117							
24	1	1:47.843	29.433	38.106	40.304	126.9	48:48.960							
25	1	1:48.508	29.188	37.702	41.618	126.1	50:37.468							
26	1	1:49.496	30.142	37.998	41.356	125.0	52:26.964							
27	1	1:49.673	30.525	37.780	41.368	124.8	54:16.637							
28	1	1:50.737	30.597	37.561	42.579	123.6	56:07.374							
29	1	1:54.507	32.983	40.383	41.141	119.5	58:01.881							
30	1	1:53.291	29.031	38.972	45.288	120.8	59:55.172							
31	1	2:06.550	34.562	39.047	52.941	108.1	1:02:01.722							
  

							ALFA ROMEO 1750 GTAM 1969 -2000 1966-1971								
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
1	1	1:55.457	39.281	38.669	37.507	118.5	1:55.457								
2	1	1:46.018	28.318	37.952	39.748	129.1	3:41.475								
3	1	2:25.260	31.070	1:03.228	50.962	94.2	6:06.735								
4	1	1:42.083	28.864	36.318	36.901	134.0	7:48.818								
5	1	1:41.047	27.710	36.753	36.584	135.4	9:29.865								
6	1	1:40.693	27.878	36.257	36.558	135.9	11:10.558								
7	1	1:40.666	27.815	36.320	36.531	135.9	12:51.224								
8	1	<span style="color: green;">1:40.081</span>	<span style="color: green;">27.709</span>	<span style="color: green;">36.038</span>	<span style="color: green;">36.334</span>	136.7	14:31.305								
9	1	1:40.744	27.813	36.423	36.508	135.8	16:12.049								
10	1	1:41.128	28.057	36.515	36.556	135.3	17:53.177								
11	1	1:42.866	28.906	36.864	37.096	133.0	19:36.043								
12	1	1:41.324	27.962	36.501	36.861	135.0	21:17.367								
13	1	1:42.556	28.050	37.579	36.927	133.4	22:59.923								
14	1	1:41.604	28.517	36.516	36.571	134.7	24:41.527								
15	1	3:00.974 <b>B</b>	28.308	37.337	1:55.329	75.6	27:42.501								
16	1	1:49.753	34.104	37.807	37.842	124.7	29:32.254								
17	1	1:44.084	29.042	37.433	37.609	131.5	31:16.338								
18	1	1:42.937	28.714	36.867	37.356	132.9	32:59.275								
19	1	1:43.299	28.657	37.214	37.428	132.5	34:42.574								
20	1	1:42.490	28.587	36.672	37.231	133.5	36:25.064								
21	1	1:42.848	28.762	36.876	37.210	133.0	38:07.912								
22	1	1:43.802	28.680	37.599	37.523	131.8	39:51.714								
23	1	1:42.322	28.654	36.831	36.837	133.7	41:34.036								
24	1	1:43.867	28.442	38.440	36.985	131.7	43:17.903								
25	1	1:44.043	28.683	38.242	37.118	131.5	45:01.946								
26	1	1:42.580	28.672	37.043	36.865	133.4	46:44.526								

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1. Lucien GUITTENY  
2. Maxime BOCHET