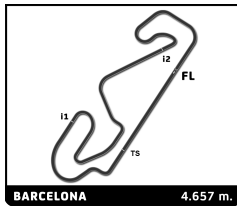


HERITAGE TOURING CUP 1 ESPÍRITU DE MONTJUÏC PRIVATE PRACTICE

Sector Analysis

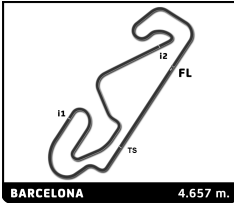
| Lap under Red Flag | | | | | | | Invalidated Lap | | Personal Best | | Session Best | | B Crossing the pit lane | | |
|--------------------|--|------------|----------|----------|----------|--------|-----------------|-----|---------------|------------|--------------|----------|-------------------------|--------|-----------|
| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed |
| 1 | Ford Capri RS 3100 1975 1. Maxime GUENAT TC2 | | | | | | | 5 | 1 | 2:48.475 | 49.581 | 1:07.259 | 51.635 | 162.2 | 25:17.288 |
| | 1 | 2:19.097 | 48.101 | 53.738 | 37.258 | 131.1 | 2:19.097 | 6 | 1 | 2:47.494 | 55.005 | 1:04.433 | 48.056 | 140.6 | 28:04.782 |
| | 2 | 1:57.083 | 35.687 | 46.638 | 34.758 | 232.3 | 4:16.180 | 7 | 1 | 3:08.789 B | 48.377 | 1:06.300 | 1:14.112 | 136.0 | 31:13.571 |
| | 3 | 1:54.657 | 34.104 | 46.205 | 34.348 | 246.6 | 6:10.837 | | | | | | | | |
| | 4 | 1:54.289 | 33.622 | 45.992 | 34.675 | 250.6 | 8:05.126 | | | | | | | | |
| | 5 | 2:08.357 B | 35.228 | 46.822 | 46.307 | 240.5 | 10:13.483 | | | | | | | | |
| | 6 | 4:28.758 | 3:07.325 | 46.630 | 34.803 | 179.7 | 14:42.241 | | | | | | | | |
| | 7 | 1:58.572 | 37.074 | 46.633 | 34.865 | 251.2 | 16:40.813 | | | | | | | | |
| | 8 | 1:54.726 | 34.318 | 45.946 | 34.462 | 250.6 | 18:35.539 | | | | | | | | |
| | 9 | 1:55.605 | 34.225 | 46.033 | 35.347 | 250.6 | 20:31.144 | | | | | | | | |
| | 10 | 2:19.548 B | 35.416 | 52.470 | 51.662 | 225.9 | 22:50.692 | | | | | | | | |
| 34 | BMW 3.0 CSL 1975 1. Olivier BREITTMAYER 2. Emile BREITTMAYER TC2 | | | | | | | 1 | 1 | 2:54.194 | 1:07.060 | 1:04.058 | 43.076 | 106.4 | 2:54.194 |
| | 2 | 1:57.083 | 35.687 | 46.638 | 34.758 | 232.3 | 4:16.180 | 2 | 1 | 2:11.990 | 40.153 | 53.512 | 38.325 | 178.2 | 5:06.184 |
| | 3 | 1:54.657 | 34.104 | 46.205 | 34.348 | 246.6 | 6:10.837 | 3 | 1 | 2:03.853 | 37.443 | 49.581 | 36.829 | 216.4 | 7:10.037 |
| | 4 | 1:54.289 | 33.622 | 45.992 | 34.675 | 250.6 | 8:05.126 | 4 | 1 | 2:01.159 | 36.273 | 48.323 | 36.563 | 227.8 | 9:11.196 |
| | 5 | 2:08.357 B | 35.228 | 46.822 | 46.307 | 240.5 | 10:13.483 | 5 | 1 | 2:18.859 B | 36.140 | 50.667 | 52.052 | 218.2 | 11:30.055 |
| | 6 | 4:28.758 | 3:07.325 | 46.630 | 34.803 | 179.7 | 14:42.241 | 6 | 2 | 3:48.199 | 2:23.291 | 49.365 | 35.543 | 160.5 | 15:18.254 |
| | 7 | 1:58.572 | 37.074 | 46.633 | 34.865 | 251.2 | 16:40.813 | 7 | 2 | 1:56.525 | 34.930 | 46.430 | 35.165 | 230.8 | 17:14.779 |
| | 8 | 1:54.726 | 34.318 | 45.946 | 34.462 | 250.6 | 18:35.539 | 8 | 2 | 1:55.905 | 35.011 | 46.121 | 34.773 | 235.8 | 19:10.684 |
| | 9 | 1:55.605 | 34.225 | 46.033 | 35.347 | 250.6 | 20:31.144 | 9 | 2 | 1:55.913 | 34.673 | 46.171 | 35.069 | 236.3 | 21:06.597 |
| | 10 | 2:19.548 B | 35.416 | 52.470 | 51.662 | 225.9 | 22:50.692 | 10 | 2 | 1:57.837 | 34.881 | 47.313 | 35.643 | 237.9 | 23:04.434 |
| | | | | | | | | 11 | 2 | 1:57.530 | 34.908 | 47.203 | 35.419 | 237.9 | 25:01.964 |
| | | | | | | | | 12 | 2 | 1:58.018 | 35.306 | 47.006 | 35.706 | 236.8 | 26:59.982 |
| | | | | | | | | 13 | 2 | 1:58.787 | 35.318 | 47.678 | 35.791 | 232.8 | 28:58.769 |
| | | | | | | | | 14 | 2 | 2:22.205 B | 34.965 | 50.025 | 57.215 | 237.4 | 31:20.974 |
| 37 | Ford Escort RS 1600 1972 1. Raphaël de BORMAN TC2 | | | | | | | 1 | 1 | 2:49.667 | 1:17.841 | 53.406 | 38.420 | 126.6 | 2:49.667 |
| | 2 | 1:57.083 | 35.687 | 46.638 | 34.758 | 232.3 | 4:16.180 | 2 | 1 | 2:06.332 | 38.395 | 50.396 | 37.541 | 204.9 | 4:55.999 |
| | 3 | 1:54.657 | 34.104 | 46.205 | 34.348 | 246.6 | 6:10.837 | 3 | 1 | 2:04.283 | 37.621 | 49.188 | 37.474 | 204.2 | 7:00.282 |
| | 4 | 1:54.289 | 33.622 | 45.992 | 34.675 | 250.6 | 8:05.126 | 4 | 1 | 2:05.129 | 37.556 | 49.906 | 37.667 | 204.5 | 9:05.411 |
| | 5 | 2:08.357 B | 35.228 | 46.822 | 46.307 | 240.5 | 10:13.483 | 5 | 1 | 2:19.022 B | 39.850 | 50.366 | 48.806 | 204.9 | 11:24.433 |
| | 6 | 4:28.758 | 3:07.325 | 46.630 | 34.803 | 179.7 | 14:42.241 | 6 | 1 | 4:13.314 | 2:44.299 | 51.196 | 37.819 | 152.5 | 15:37.747 |
| | 7 | 1:58.572 | 37.074 | 46.633 | 34.865 | 251.2 | 16:40.813 | 7 | 1 | 2:06.763 | 37.845 | 51.094 | 37.824 | 204.9 | 17:44.510 |
| | 8 | 1:54.726 | 34.318 | 45.946 | 34.462 | 250.6 | 18:35.539 | 8 | 1 | 2:04.879 | 37.767 | 49.472 | 37.640 | 204.5 | 19:49.389 |
| | 9 | 1:55.605 | 34.225 | 46.033 | 35.347 | 250.6 | 20:31.144 | 9 | 1 | 2:04.535 | 37.918 | 49.110 | 37.507 | 205.3 | 21:53.924 |
| | 10 | 2:19.548 B | 35.416 | 52.470 | 51.662 | 225.9 | 22:50.692 | 10 | 1 | 2:04.156 | 37.416 | 49.142 | 37.598 | 204.5 | 23:58.080 |
| | | | | | | | | 11 | 1 | 2:29.964 B | 40.393 | 51.013 | 58.558 | 159.5 | 26:28.044 |
| 49 | BMW 3.0 CSL 1975 1. Dominique GUENAT 2. Guillaume MAHE TC2 | | | | | | | 1 | 2 | 2:48.969 | 1:13.635 | 56.018 | 39.316 | 101.0 | 2:48.969 |
| | 2 | 1:57.083 | 35.687 | 46.638 | 34.758 | 232.3 | 4:16.180 | 2 | 2 | 1:59.763 | 35.854 | 47.758 | 36.151 | 228.8 | 4:48.732 |
| | 3 | 1:54.657 | 34.104 | 46.205 | 34.348 | 246.6 | 6:10.837 | 3 | 2 | 1:56.484 | 34.739 | 46.674 | 35.071 | 250.0 | 6:45.216 |
| | 4 | 1:54.289 | 33.622 | 45.992 | 34.675 | 250.6 | 8:05.126 | 4 | 2 | 1:55.460 | 34.466 | 46.141 | 34.853 | 238.9 | 8:40.676 |
| | 5 | 2:08.357 B | 35.228 | 46.822 | 46.307 | 240.5 | 10:13.483 | 5 | 2 | 2:10.195 B | 35.498 | 47.579 | 47.118 | 244.3 | 10:50.871 |
| 52 | Ford Capri RS 3100 Cologne 1973 1. Yves SCEMAMA TC2 | | | | | | | 1 | 1 | 2:25.156 | 52.653 | 54.254 | 38.249 | 132.8 | 2:25.156 |
| | 2 | 1:57.083 | 35.687 | 46.638 | 34.758 | 232.3 | 4:16.180 | 2 | 1 | 2:03.226 | 37.497 | 49.354 | 36.375 | 200.4 | 4:28.382 |
| | 3 | 1:54.657 | 34.104 | 46.205 | 34.348 | 246.6 | 6:10.837 | 3 | 1 | 2:01.864 | 36.692 | 49.378 | 35.794 | 226.4 | 6:30.246 |
| | 4 | 1:54.289 | 33.622 | 45.992 | 34.675 | 250.6 | 8:05.126 | 4 | 1 | 1:58.269 | 35.402 | 47.551 | 35.316 | 237.4 | 8:28.515 |
| | 5 | 2:08.357 B | 35.228 | 46.822 | 46.307 | 240.5 | 10:13.483 | 5 | 1 | 1:59.253 | 36.173 | 47.567 | 35.513 | 225.9 | 10:27.768 |
| | 6 | 4:28.758 | 3:07.325 | 46.630 | 34.803 | 179.7 | 14:42.241 | 6 | 1 | 1:59.139 | 35.513 | 47.767 | 35.859 | 230.8 | 12:26.907 |
| | 7 | 1:58.572 | 37.074 | 46.633 | 34.865 | 251.2 | 16:40.813 | 7 | 1 | 2:09.586 B | 35.150 | 47.697 | 46.739 | 245.5 | 14:36.493 |
| 17 | BMW 3.0 CSL 1976 1. Jose OLIVEIRA TC2 | | | | | | | 1 | 1 | 3:18.192 | 1:19.233 | 1:09.097 | 49.862 | 111.1 | 3:18.192 |
| | 2 | 1:57.083 | 35.687 | 46.638 | 34.758 | 232.3 | 4:16.180 | 2 | 1 | 3:11.788 B | 54.031 | 1:12.465 | 1:05.292 | 144.2 | 6:29.980 |
| | 3 | 1:54.657 | 34.104 | 46.205 | 34.348 | 246.6 | 6:10.837 | 3 | 1 | 13:07.160 | ... | 1:09.551 | 52.657 | 97.3 | 19:37.140 |
| | 4 | 1:54.289 | 33.622 | 45.992 | 34.675 | 250.6 | 8:05.126 | 4 | 1 | 2:51.673 | 52.700 | 1:07.622 | 51.351 | 125.1 | 22:28.813 |



HERITAGE TOURING CUP 1 ESPÍRITU DE MONTJUÏC PRIVATE PRACTICE

Sector Analysis

| Lap under Red Flag | | | | | | | Invalidated Lap | | Personal Best | | Session Best | | B Crossing the pit lane | | | |
|--------------------|---|------------------|---------------|---------------|---------------|--------|-----------------|-----|---------------|-----------------|---------------|---------------|-------------------------|--------|-----------|----------|
| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | |
| 60 | Ford Capri RS 3100 Cologne 1974 1.Armand MILLE | | | | | | | TC2 | 2 | 1 | 2:28.266 | 46.183 | 1:00.100 | 41.983 | 154.3 | 5:33.550 |
| | 1 | 2:29.305 | 1:00.236 | 51.894 | 37.175 | 107.8 | 2:29.305 | 3 | 1 | 2:17.353 | 42.196 | 55.026 | 40.131 | 167.2 | 7:50.903 | |
| | 2 | 2:01.073 | 36.239 | 48.989 | 35.845 | 208.9 | 4:30.378 | 4 | 1 | 2:33.976B | 44.313 | 54.291 | 55.372 | 205.7 | 10:24.879 | |
| | 3 | 1:58.001 | 35.082 | 47.756 | 35.163 | 232.8 | 6:28.379 | 5 | 1 | 4:02.978 | 2:30.222 | 53.377 | 39.379 | 131.7 | 14:27.857 | |
| | 4 | 1:57.297 | 34.805 | 47.185 | 35.307 | 239.5 | 8:25.676 | 6 | 1 | 2:12.882 | 40.300 | 53.123 | 39.459 | 204.9 | 16:40.739 | |
| | 5 | 1:57.092 | 34.676 | 46.704 | 35.712 | 241.1 | 10:22.768 | 7 | 1 | 2:26.356B | 40.543 | 53.160 | 52.653 | 199.6 | 19:07.095 | |
| | 6 | 1:56.711 | 34.749 | 46.709 | 35.253 | 241.6 | 12:19.479 | | | | | | | | | |
| | 7 | 2:11.209B | 36.659 | 49.248 | 45.302 | 191.5 | 14:30.688 | | | | | | | | | |
| 64 | Ford Escort I RS 1600 1975 1.Hervé ORDIONI | | | | | | | TC2 | | | | | | | | |
| | 1 | 3:19.103 | 1:27.387 | 1:03.802 | 47.914 | 116.9 | 3:19.103 | | | | | | | | | |
| | 2 | 2:28.690 | 48.599 | 56.557 | 43.534 | 134.7 | 5:47.793 | | | | | | | | | |
| | 3 | 2:13.095 | 40.553 | 53.099 | 39.443 | 185.6 | 8:00.888 | | | | | | | | | |
| | 4 | 2:15.642 | 40.019 | 54.293 | 41.330 | 198.5 | 10:16.530 | | | | | | | | | |
| | 5 | 2:10.533 | 39.617 | 51.481 | 39.435 | 205.3 | 12:27.063 | | | | | | | | | |
| | 6 | 2:12.994 | 42.159 | 51.751 | 39.084 | 214.3 | 14:40.057 | | | | | | | | | |
| | 7 | 2:27.392B | 42.159 | 51.533 | 53.700 | 170.1 | 17:07.449 | | | | | | | | | |
| | 8 | 6:04.309 | 4:32.109 | 52.964 | 39.236 | 147.9 | 23:11.758 | | | | | | | | | |
| | 9 | 2:09.347 | 39.293 | 50.964 | 39.090 | 193.2 | 25:21.105 | | | | | | | | | |
| | 10 | 2:36.546B | 50.460 | 53.305 | 52.781 | 138.6 | 27:57.651 | | | | | | | | | |
| 71 | BMW 3.0 CSL 1975 1.Ross HYETT 2.Nick HYETT | | | | | | | TC2 | | | | | | | | |
| | 1 | 2:23.991 | 50.636 | 53.863 | 39.492 | 130.1 | 2:23.991 | | | | | | | | | |
| | 2 | 2:09.543 | 39.135 | 51.807 | 38.601 | 193.9 | 4:33.534 | | | | | | | | | |
| | 3 | 2:06.957 | 37.950 | 51.181 | 37.826 | 208.5 | 6:40.491 | | | | | | | | | |
| | 4 | 2:18.886B | 37.495 | 50.458 | 50.933 | 215.1 | 8:59.377 | | | | | | | | | |
| | 5 | 2:45.321 | 3:25.208 | 53.651 | 39.462 | 142.3 | 13:57.698 | | | | | | | | | |
| | 6 | 2:08.817 | 38.735 | 51.359 | 38.723 | 196.7 | 16:06.515 | | | | | | | | | |
| | 7 | 2:09.230 | 38.297 | 51.714 | 39.219 | 207.3 | 18:15.745 | | | | | | | | | |
| | 8 | 2:06.951 | 38.039 | 50.513 | 38.399 | 221.8 | 20:22.696 | | | | | | | | | |
| | 9 | 2:06.744 | 37.794 | 50.485 | 38.465 | 213.9 | 22:29.440 | | | | | | | | | |
| | 10 | 2:07.533 | 37.740 | 50.233 | 39.560 | 221.8 | 24:36.973 | | | | | | | | | |
| | 11 | 2:07.833 | 38.753 | 50.347 | 38.733 | 201.5 | 26:44.806 | | | | | | | | | |
| | 12 | 2:30.256B | 37.967 | 55.060 | 57.229 | 219.5 | 29:15.062 | | | | | | | | | |
| 73 | BMW 3.5 CSL 1973 1.Matthew SANDERS | | | | | | | TC2 | | | | | | | | |
| | 1 | 3:03.745 | 1:03.656 | 1:09.940 | 50.149 | 109.6 | 3:03.745 | | | | | | | | | |
| | 2 | 2:47.698 | 48.197 | 1:06.376 | 53.125 | 149.6 | 5:51.443 | | | | | | | | | |
| | 3 | 2:32.739 | 44.723 | 1:02.288 | 45.728 | 168.0 | 8:24.182 | | | | | | | | | |
| | 4 | 2:29.706 | 47.495 | 58.551 | 43.660 | 179.4 | 10:53.888 | | | | | | | | | |
| | 5 | 2:31.158 | 44.394 | 1:00.800 | 45.964 | 183.1 | 13:25.046 | | | | | | | | | |
| | 6 | 2:30.118 | 44.680 | 1:01.632 | 43.806 | 157.0 | 15:55.164 | | | | | | | | | |
| | 7 | 2:31.983 | 43.417 | 1:02.431 | 46.135 | 188.5 | 18:27.147 | | | | | | | | | |
| | 8 | 2:53.380B | 44.603 | 1:05.878 | 1:02.899 | 180.9 | 21:20.527 | | | | | | | | | |
| 75 | BMW 3.0 CSL 1974 1.Eric MESTDAGH | | | | | | | TC2 | | | | | | | | |
| | 1 | 3:05.284 | 1:13.706 | 1:03.695 | 47.883 | 94.7 | 3:05.284 | | | | | | | | | |
| 97 | Rover Vitesse 1983 1.Stephen KEATING | | | | | | | INV | 2 | 1 | 2:28.266 | 46.183 | 1:00.100 | 41.983 | 154.3 | 5:33.550 |
| | 1 | 3:10.618 | 1:20.146 | 1:05.188 | 45.284 | 112.4 | 3:10.618 | 3 | 1 | 2:17.353 | 42.196 | 55.026 | 40.131 | 167.2 | 7:50.903 | |
| | 2 | 2:26.285 | 43.764 | 58.594 | 43.927 | 177.6 | 5:36.903 | 4 | 1 | 2:33.976B | 44.313 | 54.291 | 55.372 | 205.7 | 10:24.879 | |
| | 3 | 2:19.199 | 41.864 | 56.473 | 40.862 | 188.2 | 7:56.102 | 5 | 1 | 4:02.978 | 2:30.222 | 53.377 | 39.379 | 131.7 | 14:27.857 | |
| | 4 | 2:37.673B | 41.418 | 55.711 | 1:00.544 | 194.9 | 10:33.775 | 6 | 1 | 2:12.882 | 40.300 | 53.123 | 39.459 | 204.9 | 16:40.739 | |
| | 5 | 4:58.478 | 3:21.661 | 55.988 | 40.829 | 135.0 | 15:32.253 | 7 | 1 | 2:26.356B | 40.543 | 53.160 | 52.653 | 199.6 | 19:07.095 | |
| | 6 | 2:15.712 | 40.153 | 55.758 | 39.801 | 191.5 | 17:47.965 | | | | | | | | | |
| | 7 | 2:15.268 | 40.252 | 54.736 | 40.280 | 199.6 | 20:03.233 | | | | | | | | | |
| | 8 | 2:17.525 | 40.693 | 55.957 | 40.875 | 194.9 | 22:20.758 | | | | | | | | | |
| | 9 | 2:15.643 | 40.388 | 54.938 | 40.317 | 201.9 | 24:36.401 | | | | | | | | | |
| | 10 | 2:16.627 | 41.098 | 54.668 | 40.861 | 193.5 | 26:53.028 | | | | | | | | | |
| | 11 | 2:17.790 | 40.868 | 56.334 | 40.588 | 191.5 | 29:10.818 | | | | | | | | | |
| | 12 | 2:56.317B | 40.664 | 1:07.731 | 1:07.922 | 197.4 | 32:07.135 | | | | | | | | | |
| 100 | Ford Escort I RS 1600 1975 1.Pierre-Alain FRANCE 2.Erwin FRANCE | | | | | | | TC2 | 2 | 1 | 2:28.266 | 46.183 | 1:00.100 | 41.983 | 154.3 | 5:33.550 |
| | 1 | 3:19.597 | 1:28.220 | 1:03.596 | 47.781 | 118.4 | 3:19.597 | 3 | 1 | 2:17.353 | 42.196 | 55.026 | 40.131 | 167.2 | 7:50.903 | |
| | 2 | 2:28.493 | 48.513 | 56.655 | 43.325 | 131.7 | 5:48.090 | 4 | 1 | 2:33.976B | 44.313 | 54.291 | 55.372 | 205.7 | 10:24.879 | |
| | 3 | 2:13.844 | 40.746 | 53.697 | 39.401 | 190.5 | 8:01.934 | 5 | 1 | 4:02.978 | 2:30.222 | 53.377 | 39.379 | 131.7 | 14:27.857 | |
| | 4 | 2:25.945B | 40.233 | 52.081 | 53.631 | 193.5 | 10:27.879 | 6 | 1 | 2:12.882 | 40.300 | 53.123 | 39.459 | 204.9 | 16:40.739 | |
| | 5 | 5:21.677 | 3:44.768 | 56.424 | 40.485 | 152.3 | 15:49.556 | 7 | 1 | 2:26.356B | 40.543 | 53.160 | 52.653 | 199.6 | 19:07.095 | |
| | 6 | 2:11.553 | 39.785 | 52.347 | 39.421 | 207.7 | 18:01.109 | | | | | | | | | |
| | 7 | 2:12.851 | 39.170 | 54.254 | 39.427 | 213.9 | 20:13.960 | | | | | | | | | |
| | 8 | 2:10.157 | 38.888 | 51.918 | 39.351 | 215.1 | 22:24.117 | | | | | | | | | |
| | 9 | 2:10.792 | 38.457 | 53.194 | 39.141 | 216.0 | 24:34.909 | | | | | | | | | |
| | 10 | 2:28.206B | 41.707 | 52.379 | 54.120 | 176.8 | 27:03.115 | | | | | | | | | |
| 138 | BMW 3.0 CSL 1975 1.Franz WUNDERLICH | | | | | | | TC2 | 2 | 1 | 2:28.266 | 46.183 | 1:00.100 | 41.983 | 154.3 | 5:33.550 |
| | 1 | 3:03.133B | 1:00.885 | 1:02.087 | 1:00.161 | 118.3 | 3:03.133 | 3 | 1 | 2:17.353 | 42.196 | 55.026 | 40.131 | 167.2 | 7:50.903 | |
| | 2 | 2:57.286B | 1:05.035 | 57.539 | 54.712 | 136.5 | 6:00.419 | 4 | 1 | 2:33.976B | 44.313 | 54.291 | 55.372 | 205.7 | 10:24.879 | |
| | 3 | 7:21.844 | 5:33.390 | 1:03.521 | 44.933 | 113.2 | 13:22.263 | 5 | 1 | 4:02.978 | 2:30.222 | 53.377 | 39.379 | 131.7 | 14:27.857 | |
| | 4 | 2:27.227 | 44.854 | 58.325 | 44.048 | 163.6 | 15:49.490 | 6 | 1 | 2:12.882 | 40.300 | 53.123 | 39.459 | 204.9 | 16:40.739 | |
| | 5 | 2:37.532B | 43.518 | 57.039 | 56.975 | 157.4 | 18:27.022 | 7 | 1 | 2:26.356B | 40.543 | 53.160 | 52.653 | 199.6 | 19:07.095 | |
| | 6 | 8:28.206 | 6:49.847 | 56.723 | 41.636 | 133.3 | 26:55.228 | | | | | | | | | |
| | 7 | 2:30.178B | 41.325 | 54.823 | 54.030 | 175.6 | 29:25.406 | | | | | | | | | |
| 171 | BMW 3.0 CSL 1977 1.Robin GREENHALGH 2.Jerome GREENHALGH | | | | | | | TC2 | 2 | 1 | 2:28.266 | 46.183 | 1:00.100 | 41.983 | 154.3 | 5:33.550 |
| | 1 | 3:05.809 | 1:14.491 | 1:03.449 | 47.869 | 99.6 | 3:05.809 | 3 | 1 | 2:17.353 | 42.196 | 55.026 | 40.131 | 167.2 | 7:50.903 | |
| | 2 | 2:28.156 | 46.286 | 1:00.233 | 41.637 | 155.2 | 5:33.965 | 4 | | | | | | | | |



HERITAGE TOURING CUP 1 ESPÍRITU DE MONTJUÏC PRIVATE PRACTICE

BARCELONA 4.657 m.

Sector Analysis

Lap under Red Flag Invalidated Lap ■ Personal Best ■ Session Best **B** Crossing the pit lane

| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed |
|-----|---|-------------------|--|--|--|--------|-----------|-----|---|------|----------|----------|----------|--------|---------|
| 7 | 1 | 2:10.505 | 39.665 | 51.721 | 39.119 | 211.4 | 16:34.738 | | | | | | | | |
| 8 | 1 | 2:11.618 | 40.186 | 52.913 | 38.519 | 213.0 | 18:46.356 | | | | | | | | |
| 9 | 1 | 2:22.729 B | 38.608 | 51.374 | 52.747 | 211.4 | 21:09.085 | | | | | | | | |