

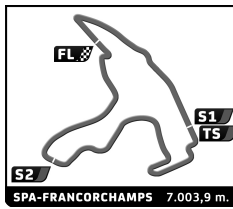
# CLASSIC ENDURANCE RACING 2

## SPA-CLASSIC QUALIFYING

### Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	
<b>1</b>		Cheetah G602 1976 1. Beat EGGIMANN						P-2L								
1	1	3:10.913	1:07.249	1:21.583	42.081	152.1	3:10.913									
2	1	2:38.434	45.518	1:12.116	40.800	200.1	5:49.347									
3	1	2:36.192	43.871	1:12.291	40.030	223.7	8:25.539									
4	1	2:37.947	44.088	1:13.013	40.846	224.7	11:03.486									
5	1	2:36.373	45.191	1:11.629	39.553	205.3	13:39.859									
6	1	2:34.339	44.319	1:10.340	39.680	214.3	16:14.198									
7	1	2:34.946	44.476	1:10.741	39.729	224.7	18:49.144									
8	1	2:34.751	44.221	1:10.599	39.931	224.7	21:23.895									
9	1	10:23.260 B	8:20.962	1:20.433	41.865	194.7	31:47.155									
10	1	2:35.579	44.975	1:11.406	39.198	209.9	34:22.734									
11	1	2:33.086	43.689	1:10.086	39.311	225.7	36:55.820									
12	1	2:33.104	43.917	1:10.037	39.150	227.2	39:28.924									
13	1	2:32.705	43.680	1:09.097	39.928	225.7	42:01.629									
14	1	2:34.012	43.238	1:11.639	39.135	226.7	44:35.641									
15	1	2:31.664	43.331	1:08.746	39.587	230.3	47:07.305									
<b>2</b>		Lola T298 1979 1. Frédéric DA ROCHA						P-2L								
1	1	4:03.291	1:49.939	1:28.791	44.561	133.0	4:03.291									
2	1	2:43.563	45.445	1:16.500	41.618	191.5	6:46.854									
3	1	2:45.056	45.809	1:13.684	45.563	214.3	9:31.910									
4	1	2:38.267	45.386	1:12.155	40.726	217.1	12:10.177									
5	1	2:37.690	45.723	1:11.610	40.357	222.7	14:47.867									
6	1	2:38.076	44.311	1:12.312	41.453	219.4	17:25.943									
7	1	5:02.773 B	3:09.892	1:12.278	40.603	197.4	22:28.716									
8	1	2:37.112	45.549	1:10.893	40.670	220.3	25:05.828									
9	1	2:37.320	45.356	1:11.492	40.472	223.7	27:43.148									
10	1	2:42.067	44.134	1:14.893	43.040	223.7	30:25.215									
11	1	2:37.121	44.226	1:11.621	41.274	225.7	33:02.336									
12	1	2:36.602	44.611	1:11.295	40.696	227.2	35:38.938									
<b>4</b>		Chevrolet Camaro IMSA GTO 1981 1. Gilles CERON						GT2								
1	1	3:42.753	1:32.334	1:27.111	43.308	126.1	3:42.753									
2	1	2:44.994	44.263	1:18.854	41.877	187.9	6:27.747									
3	1	2:42.185	43.460	1:16.290	42.435	209.1	9:09.932									
4	1	2:43.152	43.288	1:17.397	42.467	197.0	11:53.084									
<b>7</b>		Chevron B21 1972 1. Jean LEGRAS						P-2L								
1	1	4:56.928	2:31.546	1:36.128	49.254	133.0	4:56.928									
2	1	2:58.262	52.045	1:20.206	46.011	157.1	7:55.190									
3	1	2:43.539	47.889	1:14.308	41.342	177.8	10:38.729									
4	1	2:40.004	45.207	1:13.260	41.537	178.7	13:18.733									
5	1	2:38.735	45.668	1:12.182	40.885	191.5	15:57.468									
6	1	2:36.637	44.707	1:11.528	40.402	210.4	18:34.105									
7	1	6:33.831 B	4:32.000	1:18.231	43.600	176.0	25:07.936									
8	1	2:47.394	47.954	1:15.472	43.968	190.7	27:55.330									
9	1	2:38.049	44.872	1:12.593	40.584	192.9	30:33.379									
10	1	2:36.160	44.533	1:11.590	40.037	205.7	33:09.539									
11	1	2:49.684	47.211	1:17.932	44.541	192.9	35:59.223									
12	1	2:45.618	47.393	1:15.335	42.890	183.6	38:44.841									
13	1	2:36.126	44.579	1:11.986	39.561	205.3	41:20.967									
<b>10</b>		Osella PA5 1977 1. Roberto TURRIZIANI 2. Davide MAZZOLENI						P-2L								
1	1	3:49.821	1:24.375	1:39.009	46.437	100.9	3:49.821									
2	1	2:46.421	49.035	1:15.231	42.155	185.6	6:36.242									
3	1	2:50.724	46.432	1:21.162	43.130	190.4	9:26.966									
4	1	2:46.100	44.980	1:13.080	48.040	204.5	12:13.066									
5	2	14:52.036 B	...	1:11.712	39.225	191.8	27:05.102									
6	2	2:29.504	43.055	1:07.815	38.634	221.3	29:34.606									
7	2	2:32.499	42.870	1:11.091	38.538	226.2	32:07.105									
8	2	2:29.075	42.796	1:07.339	38.940	224.2	34:36.180									
9	2	2:27.066	42.202	1:06.864	38.000	227.2	37:03.246									
<b>15</b>		Lola T294 1975 1. Michel BAUDOIN 2. Paul CHATEAUX						P-2L								
1	1	3:51.120	1:39.599	1:28.358	43.163	154.9	3:51.120									
2	1	2:53.394	49.607	1:20.404	43.383	188.3	6:44.514									
3	1	2:47.271	45.973	1:16.778	44.520	223.7	9:31.785									
4	1	2:51.881	48.747	1:18.396	44.738	191.5	12:23.666									
5	1	2:56.592	47.325	1:18.003	51.264	209.9	15:20.258									
6	2	6:35.679 B	4:31.232	1:20.469	43.978	183.6	21:55.937									
7	2	2:47.775	48.648	1:16.289	42.838	212.1	24:43.712									
8	2	2:43.121	46.656	1:15.610	40.855	213.4	27:26.833									
9	2	2:43.443	46.131	1:15.833	41.479	191.1	30:10.276									
10	2	2:43.287	45.705	1:16.064	41.518	198.1	32:53.563									
11	2	2:42.342	45.907	1:14.790	41.645	214.8	35:35.905									
<b>21</b>		Chevron B26 1974 1. John EMBERSON 2. Nigel GREENSALL						P-2L								
1	1	3:08.826	1:01.842	1:22.191	44.793	137.2	3:08.826									
2	1	2:40.813	45.988	1:13.185	41.640	190.7	5:49.639									
3	1	2:40.605	44.882	1:12.991	42.732	202.1	8:30.244									
4	2	5:41.734 B	3:42.917	1:15.562	43.255	160.5	14:11.978									
<b>22</b>		Chevron B31 1975 1. Russell BÜSST						P-2L								
1	1	7:54.010	5:51.617	1:19.925	42.468	171.0	7:54.010									
2	1	2:34.913	43.660	1:12.048	39.205	217.5	10:28.923									
3	1	2:48.703	44.772	1:17.923	46.008	181.6	13:17.626									
4	1	7:03.702 B	5:08.701	1:13.146	41.855	192.5	20:21.328									
5	1	2:33.124	43.627	1:09.589	39.908	223.2	22:54.452									
6	1	2:32.684	43.296	1:10.321	39.067	224.2	25:27.136									
7	1	2:33.953	43.416	1:10.753	39.784	226.2	28:01.089									
8	1	9:57.576 B	7:34.885	1:28.109	54.582	166.0	37:58.665									
9	1	2:32.852	43.254	1:10.114	39.484	222.7	40:31.517									
10	1	2:34.393	44.324	1:10.056	40.013	213.4	43:05.910									
11	1	2:32.181	43.629	1:09.835	38.717	227.7	45:38.091									
<b>24</b>		Ferrari 512 BBLM 1979 1. Alexander RITTWEGGER 2. Sam HANCOCK						GT2								
1	1	3:37.655	1:28.676	1:26.565	42.414	138.9	3:37.655									
2	1	2:38.914	46.414	1:12.159	40.341	207.4	6:16.569									
3	1	2:34.011	44.392	1:09.812	39.807	227.2	8:50.580									
4	1	8:00.264 B	5:54.398	1:21.124	44.742	181.0	16:50.844									
5	1	2:45.078	46.899	1:15.803	42.376	207.0	19:35.922									
6	1	2:41.420	46.019	1:13.195	42.206	202.9	22:17.342									
7	1	2:40.865	44.943	1:14.112	41.810	211.7	24:58.207									



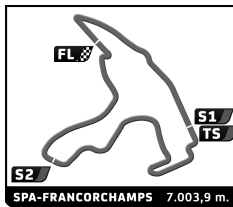
# CLASSIC ENDURANCE RACING 2

## SPA-CLASSIC QUALIFYING

### Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed							
8	1	2:39.799	45.855	1:13.172	40.772	202.1	27:38.006	6	1	2:40.296	43.760	1:14.846	41.690	204.5	20:46.268							
9	1	2:41.539	45.910	1:13.680	41.949	208.7	30:19.545	7	1	2:38.703	43.153	1:14.017	41.533	216.2	23:24.971							
10	1	2:38.696	44.888	1:13.017	40.791	209.1	32:58.241	8	1	2:38.143	43.093	1:12.864	42.186	206.5	26:03.114							
11	1	2:44.552	45.265	1:14.099	45.188	219.4	35:42.793	9	1	5:59.676 B	4:00.859	1:15.421	43.396	160.3	32:02.790							
12	1	2:41.740	45.336	1:14.391	42.013	218.5	38:24.533	10	1	3:53.751 B	1:58.021	1:15.186	40.544	194.4	35:56.541							
<b>25</b> Porsche 930 Turbo Groupe IV 1976 1. Pascal DUHAMEL GT2 2. Sébastien CRUBILE								<b>32</b> Lola T296 1976 1. Bert SMEETS P-2L														
1	1	3:51.125	1:44.164	1:23.160	43.801	161.3	3:51.125	1	1	3:58.413	1:45.121	1:26.569	46.723	137.1	3:58.413							
2	1	3:04.377	49.998	1:25.979	48.400	189.7	6:55.502	2	1	2:52.847	47.513	1:20.492	44.842	200.1	6:51.260							
3	1	2:43.731	46.195	1:14.837	42.699	202.1	9:39.233	3	1	2:49.515	47.029	1:18.797	43.689	194.4	9:40.775							
4	1	2:48.451	46.360	1:15.417	46.674	203.3	12:27.684	4	1	2:47.644	48.217	1:16.216	43.211	195.1	12:28.419							
5	1	8:55.670 B	6:46.729	1:23.109	45.832	187.9	21:23.354	5	1	2:46.631	46.483	1:16.443	43.705	207.0	15:15.050							
6	1	2:55.404	50.575	1:20.130	44.699	195.5	24:18.758	6	1	2:45.186	46.919	1:15.856	42.411	207.8	18:00.236							
7	1	2:53.320	50.236	1:18.435	44.649	210.4	27:12.078	7	1	3:04.841	49.696	1:23.465	51.680	181.9	21:05.077							
8	1	2:52.264	49.859	1:17.669	44.736	209.5	30:04.342	8	1	7:04.825 B	4:59.458	1:22.614	42.753	166.2	28:09.902							
9	1	2:53.069	49.634	1:18.785	44.650	207.0	32:57.411	9	1	2:43.228	46.852	1:14.581	41.795	197.8	30:53.130							
10	1	2:58.038	54.114	1:19.108	44.816	203.3	35:55.449	10	1	2:40.824	45.881	1:13.637	41.306	207.0	33:33.954							
11	1	2:51.597	49.636	1:18.258	43.703	207.8	38:47.046	11	1	2:39.141	45.515	1:13.091	40.535	221.8	36:13.095							
12	1	3:15.916	56.329	1:23.486	56.101	211.2	42:02.962	12	1	3:00.975	45.550	1:26.946	48.479	200.9	39:14.070							
<b>26</b> Chevron B36 1976 1. Claude LE JEAN P-2L 2. Lucien ROSSIAUD								<b>34</b> Ferrari 512 BBLM 1982 1. Olivier HART GT2 2. Nicky PASTORELLI														
1	1	3:20.194	1:09.377	1:25.162	45.655	151.9	3:20.194	1	1	37:42.718	...	1:19.958	43.604	161.0	37:42.718							
2	1	2:56.917	47.883	1:21.914	47.120	177.2	6:17.111	2	1	2:34.032	43.624	1:10.523	39.885	230.8	40:16.750							
3	1	2:57.161	48.033	1:21.256	47.872	209.5	9:14.272	3	1	2:30.071	42.641	1:08.653	38.777	234.0	42:46.821							
4	1	2:53.398	47.833	1:20.620	44.945	197.8	12:07.670	4	1	2:30.532	42.272	1:09.057	39.203	237.2	45:17.353							
5	1	6:18.270 B	4:09.896	1:23.091	45.283	173.0	18:25.940	<b>37</b> Porsche 935 K3 1981 1. Christian BOURIEZ GT2 2. Yvan MAHE														
6	1	2:53.297	49.405	1:20.051	43.841	162.0	21:19.237	1	1	5:40.494	3:35.023	1:20.986	44.485	187.9	5:40.494							
7	1	2:53.186	48.103	1:19.305	45.778	200.1	24:12.423	2	1	2:50.931	47.813	1:17.979	45.139	192.9	8:31.425							
8	1	3:04.005	51.995	1:24.282	47.728	173.6	27:16.428	3	1	6:31.711 B	4:15.581	1:28.333	47.797	131.8	15:03.136							
9	1	6:45.443 B	4:38.903	1:21.416	45.124	165.2	34:01.871	4	1	3:02.939	52.003	1:24.877	46.059	167.6	18:06.075							
10	1	2:52.256	48.401	1:19.332	44.523	194.4	36:54.127	5	1	2:57.921	50.216	1:21.023	46.682	172.4	21:03.996							
<b>28</b> Lola T280 1972 1. Chris FOX P+2L 2. Nick PINK								6								1	2:58.006	49.348	1:21.434	47.224	168.4	24:02.002
1	1	2:56.345	53.742	1:19.492	43.111	176.0	2:56.345	7	1	2:57.617	48.398	1:22.382	46.837	177.2	26:59.619							
2	1	2:44.688	45.639	1:16.838	42.211	194.7	5:41.033	8	1	7:40.261 B	5:32.344	1:22.969	44.948	146.3	34:39.880							
3	1	2:41.560	44.399	1:15.893	41.268	195.5	8:22.593	9	1	2:51.985	48.592	1:19.279	44.114	178.1	37:31.865							
4	1	2:40.543	43.926	1:15.768	40.849	195.5	11:03.136	10	1	2:54.239	48.077	1:19.911	46.251	192.5	40:26.104							
5	1	2:41.761	43.959	1:16.864	40.938	195.5	13:44.897	11	1	2:56.184	49.639	1:20.440	46.105	174.5	43:22.288							
6	1	2:40.158	43.729	1:15.692	40.737	193.6	16:25.055	12	1	2:52.908	48.146	1:19.887	44.875	183.6	46:15.196							
7	1	2:45.426	43.519	1:17.116	44.791	198.9	19:10.481	<b>40</b> BMW 320 i Turbo 1979 1. Erik QVICK GT2														
8	2	7:43.292 B	5:42.297	1:18.630	42.365	160.5	26:53.773	1	1	4:20.285	2:02.812	1:29.872	47.601	122.4	4:20.285							
9	2	2:37.606	43.064	1:14.309	40.233	200.1	29:31.379	2	1	3:00.711	50.442	1:22.017	48.252	181.0	7:20.996							
10	2	2:38.029	42.858	1:14.794	40.377	200.9	32:09.408	3	1	10:32.108 B	8:21.838	1:23.868	46.402	144.8	17:53.104							
11	2	2:36.243	42.793	1:13.350	40.100	207.0	34:45.651	4	1	2:55.793	50.672	1:20.337	44.784	177.8	20:48.897							
12	2	2:36.620	42.710	1:13.776	40.134	198.9	37:22.271	5	1	2:51.748	49.794	1:17.788	44.166	188.6	23:40.645							
13	2	2:58.286	45.994	1:22.904	49.388	189.0	40:20.557	6	1	2:50.987	49.709	1:17.009	44.269	189.7	26:31.632							
<b>31</b> Lola T280 1972 1. Carlos BARBOT P+2L								7								1	2:51.970	49.785	1:17.844	44.341	187.9	29:23.602
1	1	3:40.582	1:03.717	1:53.307	43.558	154.7	3:40.582	8	1	6:28.608 B	4:17.979	1:21.288	49.341	179.1	35:52.210							
2	1	2:49.482	46.203	1:20.222	43.057	184.9	6:30.064															
3	1	2:44.912	44.802	1:16.386	43.724	201.7	9:14.976															
4	1	2:42.701	45.018	1:15.557	42.126	199.7	11:57.677															
5	1	6:08.295 B	4:09.808	1:17.149	41.338	182.9	18:05.972															



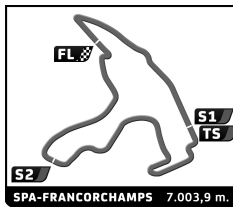
# CLASSIC ENDURANCE RACING 2

## SPA-CLASSIC QUALIFYING

### Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed		
<b>42</b>		Chevron B36 1979 1. Philipp BRUEHWILER						P-2L	<b>59</b>		BMW M1 Procar 1979 1. Sebastian GLASER						GT2
1	1	4:10.360	1:48.423	1:32.575	49.362	125.3	4:10.360	1	1	4:15.681	1:59.885	1:27.179	48.617	98.5	4:15.681		
2	1	2:49.842	50.693	1:17.707	41.442	176.0	7:00.202	2	1	2:40.069	46.387	1:13.091	40.591	211.2	6:55.750		
3	1	2:38.006	45.181	1:12.205	40.620	220.3	9:38.208	3	1	2:36.307	44.289	1:10.957	41.061	225.2	9:32.057		
4	1	2:37.162	43.877	1:13.099	40.186	221.8	12:15.370	4	1	9:06.152 B	6:58.525	1:13.299	54.328	193.6	18:38.209		
5	1	2:33.996	44.315	1:10.637	39.044	219.9	14:49.366	5	1	2:34.851	44.133	1:10.698	40.020	228.7	21:13.060		
6	1	2:32.922	43.157	1:10.606	39.159	235.0	17:22.288	6	1	2:35.103	44.097	1:11.036	39.970	228.2	23:48.163		
7	1	3:02.579	48.996	1:24.227	49.356	189.3	20:24.867	7	1	10:17.620 B	8:18.359	1:15.414	43.847	200.1	34:05.783		
8	1	10:18.786 B	8:22.945	1:15.206	40.635	188.6	30:43.653	8	1	2:35.294	44.038	1:11.511	39.745	228.2	36:41.077		
9	1	2:32.383	43.664	1:09.549	39.170	229.8	33:16.036										
10	1	2:32.539	42.924	1:10.606	39.009	234.0	35:48.575										
11	1	2:31.316	42.549	1:09.842	38.925	234.0	38:19.891										
12	1	2:31.120	42.912	1:09.298	38.910	229.8	40:51.011										
13	1	3:12.135	50.946	1:27.346	53.843	172.7	44:03.146										
<b>50</b>		Lola T286 1976 1. Maxime GUENAT						P+2L	<b>64</b>		Porsche 934/5 1976 1. Hans-Jörg HÜBNER						GT2
1	1	3:04.070	1:06.209	1:16.801	41.060	183.2	3:04.070	1	1	3:36.662	1:15.229	1:32.185	49.248	168.4	3:36.662		
2	1	2:30.061	41.266	1:10.355	38.440	241.1	5:34.131	2	1	2:56.934	48.636	1:21.332	46.966	188.6	6:33.596		
3	1	2:26.967	41.212	1:07.888	37.867	244.0	8:01.098	3	1	2:58.648	47.957	1:23.030	47.661	195.1	9:32.244		
4	1	6:13.014 B	4:26.194	1:09.054	37.766	233.4	14:14.112	4	1	2:51.097	47.452	1:18.820	44.825	190.4	12:23.341		
5	1	2:26.688	41.412	1:07.521	37.755	235.6	16:40.800	5	1	2:49.308	46.484	1:18.390	44.434	198.1	15:12.649		
6	1	2:26.135	41.531	1:06.782	37.822	240.6	19:06.935	6	1	9:31.047 B	7:21.168	1:23.059	46.820	165.2	24:43.696		
7	1	11:11.882 B	9:20.842	1:12.195	38.845	201.7	30:18.817	7	1	2:50.601	47.924	1:18.099	44.578	196.2	27:34.297		
8	1	2:30.030	41.175	1:10.713	38.142	238.9	32:48.847	8	1	2:51.744	49.090	1:18.391	44.263	186.2	30:26.041		
9	1	2:29.307	41.924	1:08.710	38.673	235.6	35:18.154	9	1	8:36.762 B	6:30.391	1:20.997	45.374	169.3	39:02.803		
10	1	2:25.795	41.105	1:06.746	37.944	248.8	37:43.949	10	1	2:50.965	47.676	1:17.977	45.312	181.0	41:53.768		
								11	1	2:49.390	46.237	1:19.154	43.999	200.9	44:43.158		
								12	1	2:53.642	47.335	1:18.451	47.856	183.6	47:36.800		
<b>52</b>		TOJ SC304 1976 1. Yves SCEMAMA						P+2L	<b>70</b>		BMW M1 Procar 1979 1. Nikolaus DITTING						GT2
1	1	3:27.268	1:22.555	1:24.501	40.212	114.2	3:27.268	1	1	3:24.088	1:05.609	1:31.490	46.989	142.0	3:24.088		
2	1	2:31.424	42.915	1:10.658	37.851	222.3	5:58.692	2	1	2:53.788	50.257	1:18.734	44.797	178.7	6:17.876		
3	1	2:28.258	41.270	1:07.976	39.012	223.7	8:26.950	3	1	2:54.113	54.300	1:15.998	43.815	200.1	9:11.989		
4	1	2:26.228	41.192	1:07.863	37.173	216.6	10:53.178	4	1	2:43.615	46.429	1:15.156	42.030	207.4	11:55.604		
5	1	2:25.281	40.308	1:07.624	37.349	238.3	13:18.459	5	1	2:42.273	46.530	1:13.863	41.880	220.3	14:37.877		
6	1	2:25.617	40.888	1:07.909	36.820	231.3	15:44.076	6	1	2:48.192	48.546	1:14.522	45.124	213.9	17:26.069		
7	1	2:45.909 B	40.520	1:14.754	50.635	231.3	18:29.985	7	1	2:45.217	47.442	1:15.188	42.587	216.6	20:11.286		
8	1	4:12.561	2:17.863	1:13.390	41.308	169.0	22:42.546	8	1	2:55.452 B	46.982	1:15.071	53.399	214.3	23:06.738		
9	1	6:17.301 B	4:30.895	1:08.809	37.597	206.1	28:59.847	9	1	8:28.943	6:27.607	1:18.710	42.626	182.9	31:35.681		
10	1	2:27.442	41.467	1:08.428	37.547	235.0	31:27.289	10	1	2:46.739	49.141	1:15.298	42.300	210.8	34:22.420		
11	1	2:25.126	40.466	1:07.680	36.980	221.8	33:52.415	11	1	2:44.359	46.946	1:14.425	42.988	222.3	37:06.779		
12	1	2:25.661	41.017	1:07.497	37.147	236.1	36:18.076	12	1	2:41.566	46.479	1:13.916	41.171	217.5	39:48.345		
13	1	3:33.589 B	1:45.398	1:10.305	37.886	212.1	39:51.665	13	1	2:46.346	47.419	1:16.278	42.649	214.8	42:34.691		
14	1	2:29.419	42.935	1:08.546	37.938	234.0	42:21.084										
15	1	2:25.339	40.518	1:07.816	37.005	242.3	44:46.423										
16	1	2:34.292	43.399	1:09.896	40.997	231.8	47:20.715										
<b>58</b>		Chevron B21 1972 1. Carlos TAVARES						P-2L	<b>73</b>		Osella PA8 1981 1. Jean-Michel VILLOT						P-2L
1	1	3:47.215	1:22.880	1:36.235	48.100	113.1	3:47.215	1	1	4:23.738	2:05.436	1:31.231	47.071	144.6	4:23.738		
2	1	2:53.910	49.043	1:19.649	45.218	190.7	6:41.125	2	1	2:55.158	50.444	1:19.156	45.558	202.9	7:18.896		
3	1	2:49.380	46.690	1:16.959	45.731	189.3	9:30.505	3	1	2:54.067	48.352	1:20.278	45.437	207.8	10:12.963		
4	1	2:45.818	46.862	1:16.051	42.905	184.9	12:16.323	4	1	2:54.679	49.795	1:20.516	44.368	196.2	13:07.642		
								5	1	2:51.433	48.681	1:18.929	43.823	199.3	15:59.075		
								6	1	2:48.809	48.096	1:18.038	42.675	200.1	18:47.884		
								7	1	2:48.449	48.111	1:17.373	42.965	205.7	21:36.333		
								8	1	2:52.958	48.231	1:18.096	46.631	208.2	24:29.291		
								9	1	13:02.415 B	...	1:18.914	43.147	179.7	37:31.706		
								10	1	2:48.864	47.603	1:16.411	44.850	208.2	40:20.570		
								11	1	2:47.065	47.374	1:16.115	43.576	209.9	43:07.635		
								12	1	2:49.247	46.897	1:16.122	46.228	213.4	45:56.882		



# CLASSIC ENDURANCE RACING 2

## SPA-CLASSIC QUALIFYING

### Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	
<b>81</b>		Ford Capri Zakspeed Turbo Gr. V 1981														
		1.Emile BREITTMAYER														GT2
1	1	4:27.322	2:13.076	1:27.415	46.831	133.1	4:27.322	7	1	2:33.864	44.676	1:10.087	39.101	195.5	29:03.039	
2	1	2:52.983	49.551	1:17.182	46.250	176.9	7:20.305	8	1	2:32.886	43.341	1:10.317	39.228	222.3	31:35.925	
3	1	2:47.411	47.962	1:16.699	42.750	199.7	10:07.716	9	1	2:36.351	44.926	1:11.192	40.233	198.9	34:12.276	
4	1	2:43.259	46.801	1:14.353	42.105	199.7	12:50.975	10	1	2:31.718	43.241	1:09.510	38.967	222.7	36:43.994	
5	1	2:45.682	45.827	1:17.059	42.796	187.3	15:36.657	11	1	3:43.360	1:05.132	1:36.366	1:01.862	121.6	40:27.354	
6	1	2:43.820	45.496	1:16.025	42.299	190.7	18:20.477									
7	1	2:42.183	44.841	1:13.134	44.208	203.3	21:02.660									
8	1	2:40.901	45.424	1:14.200	41.277	198.5	23:43.561									
9	1	3:10.643	54.664	1:27.804	48.175	142.6	26:54.204									
10	1	5:51.953	B 3:50.823	1:17.530	43.600	166.0	32:46.157									
11	1	2:37.786	44.832	1:12.349	40.605	195.1	35:23.943									
12	1	2:37.577	45.284	1:12.105	40.188	211.7	38:01.520									
13	1	2:36.027	44.878	1:11.188	39.961	217.1	40:37.547									
14	1	3:08.999	52.174	1:27.598	49.227	164.9	43:46.546									
<b>181</b>		BMW M1 Procar 1981														
		1.Olivier BREITTMAYER														GT2
1	1	4:19.164	2:01.618	1:27.806	49.740	113.5	4:19.164									
2	1	2:51.072	48.647	1:17.377	45.048	198.5	7:10.236									
3	1	2:44.134	47.033	1:15.121	41.980	206.1	9:54.370									
4	1	2:42.764	46.017	1:14.389	42.358	203.7	12:37.134									
5	1	4:42.655	B 2:37.830	1:19.487	45.338	185.9	17:19.789									
6	1	2:44.810	46.718	1:15.046	43.046	210.4	20:04.599									
7	1	2:41.103	46.113	1:13.700	41.290	204.5	22:45.702									
8	1	2:49.617	46.870	1:17.083	45.664	193.6	25:35.319									
<b>600</b>		Lola T600 1981														
		1.Philippe SCEMAMA														P+2L
		2.Laurent FORT														
1	1	2:54.383	55.868	1:17.685	40.830	186.2	2:54.383									
2	1	2:31.891	42.262	1:10.859	38.770	230.8	5:26.274									
3	1	2:30.166	41.273	1:09.931	38.962	228.7	7:56.440									
4	1	2:30.246	41.568	1:10.164	38.514	232.4	10:26.686									
5	1	2:31.139	41.336	1:11.232	38.571	214.3	12:57.825									
6	1	2:32.609	42.402	1:11.932	38.275	218.0	15:30.434									
7	1	2:32.073	41.148	1:11.889	39.036	234.5	18:02.507									
8	1	2:42.589	42.294	1:15.975	44.320	207.4	20:45.096									
9	2	5:49.556	B 3:53.498	1:16.284	39.774	139.9	26:34.652									
10	2	2:31.936	42.384	1:11.369	38.183	201.7	29:06.588									
11	2	2:30.882	41.447	1:10.831	38.604	203.7	31:37.470									
12	2	2:30.509	41.622	1:10.317	38.570	213.4	34:07.979									
13	2	2:39.592	42.580	1:11.970	45.042	196.2	36:47.571									
14	2	2:49.053	46.779	1:17.316	44.958	205.7	39:36.624									
15	2	2:30.610	41.951	1:10.136	38.523	225.2	42:07.234									
16	2	2:43.730	41.466	1:13.944	48.320	218.5	44:50.964									
<b>83</b>		Aston Martin RHAM/1 1977														
		1.Paul CHASE-GARDENER														GT2
1	1	4:05.774	1:44.418	1:31.365	49.991	130.4	4:05.774									
2	1	3:05.449	52.835	1:24.546	48.068	166.8	7:11.223									
3	1	3:03.394	52.812	1:23.091	47.491	169.3	10:14.617									
4	1	2:59.829	51.649	1:22.174	46.006	175.1	13:14.446									
5	1	2:58.565	50.801	1:22.098	45.666	179.4	16:13.011									
6	1	2:56.164	51.085	1:19.855	45.224	177.2	19:09.175									
7	1	2:57.552	50.441	1:20.762	46.349	176.9	22:06.727									
8	1	2:57.214	50.698	1:20.979	45.537	174.8	25:03.941									
9	1	2:59.915	52.654	1:20.796	46.465	174.2	28:03.856									
10	1	5:01.349	B 2:38.817	1:29.725	52.807	143.6	33:05.205									
11	1	2:58.067	51.738	1:20.997	45.332	175.7	36:03.272									
12	1	2:54.379	50.075	1:19.392	44.912	180.3	38:57.651									
13	1	2:52.747	49.483	1:17.527	45.737	187.9	41:50.398									
14	1	2:55.210	49.995	1:20.034	45.181	178.1	44:45.608									
15	1	2:55.063	49.707	1:18.315	47.041	179.1	47:40.671									
<b>88</b>		March 75S 1975														
		1.Kevin COOKE														P-2L
1	1	3:37.032	1:22.372	1:28.205	46.455	116.6	3:37.032									
2	1	2:56.633	50.217	1:20.097	46.319	170.4	6:33.665									
3	1	2:51.613	48.293	1:20.316	43.004	190.4	9:25.278									
4	1	2:43.221	46.602	1:14.948	41.671	190.4	12:08.499									
5	1	5:01.820	B 3:03.104	1:16.879	41.837	187.6	17:10.319									
6	1	2:41.918	46.523	1:14.183	41.212	202.9	19:52.237									
7	1	2:47.647	47.677	1:15.160	44.810	192.2	22:39.884									
8	1	7:17.628	B 5:17.494	1:16.794	43.340	165.2	29:57.512									
9	1	5:04.961	B 3:04.262	1:17.660	43.039	183.6	35:02.473									
10	1	2:43.502	48.095	1:13.370	42.037	207.4	37:45.975									
<b>120</b>		Lola T298 1981														
		1.Stéphane NGUYEN														P-2L
1	1	6:48.585	4:46.409	1:19.776	42.400	146.9	6:48.585									
2	1	5:40.661	B 3:44.923	1:12.733	43.005	184.9	12:29.246									
3	1	2:41.374	46.313	1:14.022	41.039	211.7	15:10.620									
4	1	2:37.615	45.108	1:11.882	40.625	184.2	17:48.235									
5	1	2:37.250	44.825	1:11.936	40.489	208.7	20:25.485									
6	1	6:03.690	B 4:11.703	1:11.698	40.289	187.9	26:29.175									