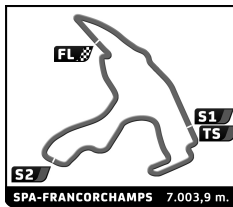


ENDURANCE RACING LEGENDS SPA-CLASSIC RACE 2

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 |
|-----------|--|------|----------|----------|----------|--------|---------|----------|----|----------|----------|----------|----------|--------|-----------|
| 11 | Porsche 993 GT2 1998 1. Robert OFFLEY GT2A | | | | | | | 13 | 1 | 2:42.708 | 45.944 | 1:14.675 | 42.089 | 194.7 | 37:28.788 |
| | 1 | 1 | 3:02.299 | 1:00.407 | 1:18.886 | 43.006 | | 3:02.299 | 14 | 1 | 2:42.505 | 45.910 | 1:14.790 | 41.805 | 192.2 |
| 12 | Porsche 993 GT2 1996 1. Henrique GEMPERLE 2. Marc de SIEBENTHAL GT2A | | | | | | | 15 | 1 | 2:53.899 | 46.042 | 1:24.432 | 43.425 | 187.9 | 43:05.192 |
| | 1 | 1 | 2:56.539 | 55.984 | 1:17.251 | 43.304 | | 2:56.539 | 2 | 1 | 2:47.876 | 46.561 | 1:18.132 | 43.183 | 206.1 |
| 14 | Riley & Scott MK III C 2003 1. Xavier MICHERON 2. Antoine WEIL LMP1B | | | | | | | 3 | 1 | 2:45.166 | 47.160 | 1:15.435 | 42.571 | 219.9 | 8:29.581 |
| | 1 | 1 | 2:30.825 | 42.886 | 1:09.452 | 38.487 | | 2:30.825 | 4 | 1 | 2:45.303 | 46.279 | 1:16.656 | 42.368 | 196.6 |
| 16 | Aston Martin V8 Vantage GT2 2010 1. Pierre-Alain FRANCE 2. Erwin FRANCE GT2C | | | | | | | 5 | 1 | 2:45.649 | 46.764 | 1:15.158 | 43.727 | 215.7 | 14:00.533 |
| | 1 | 1 | 2:54.200 | 52.702 | 1:18.580 | 42.918 | | 2:54.200 | 6 | 1 | 2:45.394 | 47.101 | 1:15.396 | 42.897 | 225.2 |
| 19 | Panoz LMP 01 2001 1. Jake HILL LMP1B | | | | | | | 7 | 1 | 2:44.852 | 46.255 | 1:15.490 | 43.107 | 205.3 | 19:30.779 |
| | 1 | 1 | 2:16.215 | 38.577 | 1:02.474 | 35.164 | 252.4 | 4:34.450 | 8 | 1 | 2:47.145 | 46.541 | 1:16.452 | 44.152 | 212.6 |
| 20 | MG EX257 2004 1. Christian GLÄSEL LMP1B | | | | | | | 9 | 1 | 2:47.410 | 47.389 | 1:16.095 | 50.926 | 204.9 | 25:12.334 |
| | 1 | 1 | 2:22.947 | 41.965 | 1:05.211 | 35.771 | | 2:22.947 | 10 | 1 | 2:40.463 | 2:00.699 | 1:16.038 | 43.726 | 208.2 |
| 22 | Porsche 993 GT2 Evo 1998 1. Sebastian GLASER GT2A | | | | | | | 11 | 1 | 2:50.224 | 47.289 | 1:18.119 | 44.816 | 207.4 | 32:03.021 |
| | 1 | 1 | 2:36.984 | 45.836 | 1:12.050 | 39.098 | | 2:36.984 | 12 | 1 | 2:45.586 | 45.919 | 1:16.828 | 42.839 | 222.7 |
| 25 | Lola-MG EX257 2001 1. Mike NEWTON LMP2B | | | | | | | 13 | 1 | 2:47.111 | 46.137 | 1:16.761 | 44.213 | 220.3 | 37:35.718 |
| | 1 | 1 | 2:27.110 | 42.405 | 1:07.980 | 36.725 | | 2:27.110 | 14 | 1 | 2:46.488 | 47.050 | 1:16.361 | 43.077 | 216.6 |



ENDURANCE RACING LEGENDS

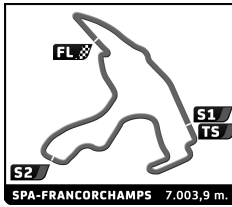
SPA-CLASSIC

RACE 2

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 |
|-----------------------------------|---|-----------------|---------------|-----------------|---------------|--------|-----------|-------------------------------------|---|-----------------|---------------|-----------------|---------------|--------|-----------|
| 6 | 1 | 2:25.273 | 42.236 | 1:06.351 | 36.686 | 250.0 | 14:26.038 | 7 | 1 | 2:43.912 | 45.806 | 1:15.354 | 42.752 | 191.8 | 19:23.041 |
| 7 | 1 | 2:23.605 | 38.832 | 1:06.694 | 38.079 | 250.0 | 16:49.643 | 8 | 1 | 2:55.713 | B 45.998 | 1:16.152 | 53.563 | 204.9 | 22:18.754 |
| 8 | 1 | 2:39.958 | B 41.249 | 1:10.737 | 47.972 | 227.2 | 19:29.601 | 9 | 2 | 3:59.760 | 2:01.583 | 1:15.172 | 43.005 | 181.3 | 26:18.514 |
| 9 | 1 | 3:57.114 | 2:10.003 | 1:09.854 | 37.257 | 238.3 | 23:26.715 | 10 | 2 | 2:45.546 | 46.002 | 1:16.924 | 42.620 | 169.6 | 29:04.060 |
| 10 | 1 | 2:28.356 | 43.177 | 1:07.901 | 37.278 | 228.2 | 25:55.071 | 11 | 2 | 2:43.499 | 46.410 | 1:14.859 | 42.230 | 188.3 | 31:47.559 |
| 11 | 1 | 2:23.713 | 39.102 | 1:06.960 | 37.651 | 248.8 | 28:18.784 | 12 | 2 | 2:44.516 | 45.896 | 1:16.365 | 42.255 | 202.9 | 34:32.075 |
| 12 | 1 | 2:22.130 | 39.091 | 1:06.513 | 36.526 | 250.0 | 30:40.914 | 13 | 2 | 2:44.757 | 45.486 | 1:16.195 | 43.076 | 193.6 | 37:16.832 |
| 13 | 1 | 2:26.207 | 40.642 | 1:08.243 | 37.322 | 200.5 | 33:07.121 | 14 | 2 | 2:45.460 | 46.680 | 1:15.179 | 43.601 | 181.6 | 40:02.292 |
| 14 | 1 | 2:23.317 | 39.499 | 1:06.741 | 37.077 | 247.0 | 35:30.438 | 15 | 2 | 2:45.039 | 47.163 | 1:15.514 | 42.362 | 198.5 | 42:47.331 |
| 15 | 1 | 2:25.451 | 39.162 | 1:06.946 | 39.343 | 254.3 | 37:55.889 | 33 Ferrari 333SP 1999 | | | | | | | |
| 16 | 1 | 2:27.152 | 40.248 | 1:08.956 | 37.948 | 247.0 | 40:23.041 | 1. Michel LECOURT LMP1A | | | | | | | |
| 17 | 1 | 2:33.251 | 41.432 | 1:13.221 | 38.598 | 233.4 | 42:56.292 | 2. Raymond NARAC | | | | | | | |
| 29 Porsche 996 GT3-RS 2004 | | | | | | | | GT2C | | | | | | | |
| 1. Christian TRABER | | | | | | | | | | | | | | | |
| 2. Nicolas TRABER | | | | | | | | | | | | | | | |
| 1 | 1 | 2:49.825 | 52.240 | 1:16.130 | 41.455 | | 2:49.825 | 1 | 1 | 2:30.642 | 41.954 | 1:10.062 | 38.626 | | 2:30.642 |
| 2 | 1 | 2:39.848 | 44.256 | 1:14.223 | 41.369 | 215.2 | 5:29.673 | 2 | 1 | 2:29.272 | 41.894 | 1:08.599 | 38.779 | 210.4 | 4:59.914 |
| 3 | 1 | 2:37.268 | 44.615 | 1:12.234 | 40.419 | 215.7 | 8:06.941 | 3 | 1 | 2:30.221 | 42.139 | 1:09.290 | 38.792 | 216.2 | 7:30.135 |
| 4 | 1 | 2:38.165 | 44.077 | 1:12.959 | 41.129 | 220.8 | 10:45.106 | 4 | 1 | 2:29.190 | 41.540 | 1:08.649 | 39.001 | 216.2 | 9:59.325 |
| 5 | 1 | 2:38.981 | 45.190 | 1:12.042 | 41.749 | 209.9 | 13:24.087 | 5 | 1 | 2:28.830 | 41.839 | 1:08.386 | 38.605 | 212.6 | 12:28.155 |
| 6 | 1 | 2:49.913 | B 47.076 | 1:13.445 | 49.392 | 196.2 | 16:14.000 | 6 | 1 | 2:30.208 | 41.562 | 1:08.509 | 40.137 | 221.3 | 14:58.363 |
| 7 | 2 | 4:19.144 | 2:08.527 | 1:25.865 | 44.752 | 181.6 | 20:33.144 | 7 | 1 | 2:32.543 | 42.305 | 1:11.342 | 38.896 | 225.7 | 17:30.906 |
| 8 | 2 | 2:50.278 | 47.833 | 1:18.040 | 44.405 | 175.1 | 23:23.422 | 8 | 1 | 2:39.519 | B 41.724 | 1:08.911 | 48.884 | 196.2 | 20:10.425 |
| 9 | 2 | 2:49.544 | 48.383 | 1:16.994 | 44.167 | 181.3 | 26:12.966 | 9 | 2 | 4:15.263 | 2:26.394 | 1:10.397 | 38.472 | 183.9 | 24:25.688 |
| 10 | 2 | 2:48.879 | 47.347 | 1:17.596 | 43.936 | 184.2 | 29:01.845 | 10 | 2 | 2:26.227 | 41.297 | 1:07.607 | 37.323 | 217.5 | 26:51.915 |
| 11 | 2 | 2:50.483 | 48.739 | 1:18.059 | 43.685 | 164.4 | 31:52.328 | 11 | 2 | 2:28.872 | 41.744 | 1:07.967 | 39.161 | 223.7 | 29:20.787 |
| 12 | 2 | 2:50.706 | 47.049 | 1:20.468 | 43.189 | 183.2 | 34:43.034 | 12 | 2 | 2:33.995 | 44.625 | 1:09.983 | 39.387 | 207.4 | 31:54.782 |
| 13 | 2 | 2:48.521 | 45.212 | 1:19.497 | 43.812 | 200.1 | 37:31.555 | 13 | 2 | 2:29.496 | 41.774 | 1:09.513 | 38.209 | 206.5 | 34:24.278 |
| 14 | 2 | 2:44.436 | 45.365 | 1:16.223 | 42.848 | 194.7 | 40:15.991 | 14 | 2 | 2:26.623 | 41.199 | 1:08.481 | 36.943 | 241.7 | 36:50.901 |
| 15 | 2 | 2:53.775 | 45.962 | 1:18.365 | 49.448 | 195.5 | 43:09.766 | 15 | 2 | 2:30.197 | 40.617 | 1:10.382 | 39.198 | 232.4 | 39:21.098 |
| 30 Porsche 996 GT3-R 2000 | | | | | | | | GT2B | | | | | | | |
| 1. Lee MAXTED-PAGE | | | | | | | | | | | | | | | |
| 1 | 1 | 2:58.803 | 56.593 | 1:18.524 | 43.686 | | 2:58.803 | 1 | 1 | 2:55.672 | 54.149 | 1:18.539 | 42.984 | | 2:55.672 |
| 2 | 1 | 2:46.874 | 45.913 | 1:18.170 | 42.791 | 190.0 | 5:45.677 | 2 | 1 | 2:43.600 | 45.476 | 1:16.686 | 41.438 | 204.5 | 5:39.272 |
| 3 | 1 | 2:48.121 | 47.365 | 1:18.271 | 42.485 | 177.5 | 8:33.798 | 3 | 1 | 2:42.332 | 45.020 | 1:15.985 | 41.327 | 213.9 | 8:21.604 |
| 4 | 1 | 2:43.994 | 46.285 | 1:15.933 | 41.776 | 203.3 | 11:17.792 | 4 | 1 | 2:43.233 | 44.469 | 1:17.085 | 41.679 | 228.7 | 11:04.837 |
| 5 | 1 | 2:42.775 | 45.512 | 1:14.668 | 42.595 | 185.2 | 14:00.567 | 5 | 1 | 2:41.560 | 44.500 | 1:15.980 | 41.080 | 227.2 | 13:46.397 |
| 6 | 1 | 2:46.743 | 47.560 | 1:16.485 | 42.698 | 197.4 | 16:47.310 | 6 | 1 | 2:42.423 | 44.451 | 1:16.032 | 41.940 | 218.0 | 16:28.820 |
| 7 | 1 | 2:54.536 | B 47.157 | 1:16.044 | 51.335 | 175.4 | 19:41.846 | 7 | 1 | 2:43.930 | 44.687 | 1:16.901 | 42.342 | 223.2 | 19:12.750 |
| 8 | 1 | 4:04.846 | 2:05.525 | 1:17.821 | 41.500 | 187.3 | 23:46.692 | 8 | 1 | 2:50.843 | B 44.906 | 1:15.905 | 50.032 | 209.1 | 22:03.593 |
| 9 | 1 | 2:42.928 | 45.534 | 1:15.301 | 42.093 | 180.3 | 26:29.620 | 9 | 1 | 4:09.902 | 2:12.220 | 1:15.352 | 42.330 | 227.2 | 26:13.495 |
| 10 | 1 | 2:43.285 | 45.638 | 1:14.445 | 43.202 | 187.3 | 29:12.905 | 10 | 1 | 2:42.696 | 44.505 | 1:15.885 | 42.306 | 227.2 | 28:56.191 |
| 11 | 1 | 2:42.069 | 46.041 | 1:14.141 | 41.887 | 187.6 | 31:54.974 | 11 | 1 | 2:43.644 | 44.860 | 1:16.859 | 41.925 | 215.7 | 31:39.835 |
| 12 | 1 | 2:44.778 | 46.204 | 1:15.645 | 42.929 | 187.3 | 34:39.752 | 12 | 1 | 2:46.142 | 44.733 | 1:17.595 | 43.814 | 224.7 | 34:25.977 |
| 13 | 1 | 2:42.645 | 45.586 | 1:14.514 | 42.545 | 201.7 | 37:22.397 | 13 | 1 | 2:44.559 | 44.904 | 1:16.688 | 42.967 | 207.4 | 37:10.536 |
| 14 | 1 | 2:42.939 | 45.797 | 1:14.491 | 42.651 | 183.9 | 40:05.336 | 14 | 1 | 2:44.092 | 44.887 | 1:17.106 | 42.099 | 204.9 | 39:54.628 |
| 15 | 1 | 2:42.560 | 46.672 | 1:14.089 | 41.799 | 189.0 | 42:47.896 | 15 | 1 | 2:44.622 | 44.985 | 1:16.808 | 42.829 | 226.2 | 42:39.250 |
| 31 Mosler MT900 R 2001 | | | | | | | | GT2B | | | | | | | |
| 1. Colin PATON | | | | | | | | | | | | | | | |
| 2. Aaron SCOTT | | | | | | | | | | | | | | | |
| 1 | 1 | 2:55.316 | 53.946 | 1:18.219 | 43.151 | | 2:55.316 | 40 Ford GT (001 FT GT1) 2010 | | | | | | | |
| 2 | 1 | 2:48.068 | 46.627 | 1:18.683 | 42.758 | 181.6 | 5:43.384 | 1. Philippe SCEMAMA GT1B | | | | | | | |
| 3 | 1 | 2:45.096 | 46.657 | 1:16.042 | 42.397 | 213.0 | 8:28.480 | 2. Enric HELARY | | | | | | | |
| 4 | 1 | 2:43.589 | 45.528 | 1:16.237 | 41.824 | 193.6 | 11:12.069 | 1 | 1 | 3:29.696 | B 52.360 | 1:34.865 | 1:02.471 | | 3:29.696 |
| 5 | 1 | 2:42.646 | 45.409 | 1:14.871 | 42.366 | 198.5 | 13:54.715 | 53 Aston Martin DBR9 2006 | | | | | | | |
| 6 | 1 | 2:44.414 | 45.820 | 1:16.320 | 42.274 | 187.3 | 16:39.129 | 1. Richard MEINS GT1B | | | | | | | |
| | | | | | | | | 2. Rob HUFF | | | | | | | |
| 1 | 1 | 2:36.137 | 44.989 | 1:11.073 | 40.075 | | 2:36.137 | 1 | 1 | 2:31.671 | 42.207 | 1:10.354 | 39.110 | 221.8 | 5:07.808 |
| 2 | 1 | 2:31.671 | 42.207 | 1:10.354 | 39.110 | 221.8 | 5:07.808 | 2 | 1 | 2:31.928 | 42.168 | 1:10.348 | 39.412 | 225.2 | 7:39.736 |
| 3 | 1 | 2:31.928 | 42.168 | 1:10.348 | 39.412 | 225.2 | 7:39.736 | 3 | 1 | 2:32.548 | 43.110 | 1:10.389 | 39.049 | 219.4 | 10:12.284 |



ENDURANCE RACING LEGENDS SPA-CLASSIC RACE 2

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 |
|-----|---|-----------------|---------------|-----------------|---------------|--------|-----------|
| 5 | 1 | 2:30.779 | 42.435 | 1:09.264 | 39.080 | 214.8 | 12:43.063 |
| 6 | 1 | 2:31.242 | 42.238 | 1:09.788 | 39.216 | 210.8 | 15:14.305 |
| 7 | 1 | 2:31.457 | 41.930 | 1:09.845 | 39.682 | 217.5 | 17:45.762 |
| 8 | 1 | 2:41.997 B | 42.567 | 1:12.028 | 47.402 | 220.3 | 20:27.759 |
| 9 | 2 | 4:21.360 | 2:36.524 | 1:07.562 | 37.274 | 216.2 | 24:49.119 |
| 10 | 2 | 2:24.040 | 40.845 | 1:06.480 | 36.715 | 225.7 | 27:13.159 |
| 11 | 2 | 2:22.226 | 40.212 | 1:05.521 | 36.493 | 222.3 | 29:35.385 |
| 12 | 2 | 2:24.931 | 41.201 | 1:06.133 | 37.597 | 229.2 | 32:00.316 |
| 13 | 2 | 2:25.556 | 40.216 | 1:07.632 | 37.708 | 220.3 | 34:25.872 |
| 14 | 2 | 2:23.355 | 40.842 | 1:06.031 | 36.482 | 232.4 | 36:49.227 |
| 15 | 2 | 2:23.659 | 40.118 | 1:06.958 | 36.583 | 228.7 | 39:12.886 |
| 16 | 2 | 2:22.297 | 40.302 | 1:05.499 | 36.496 | 219.9 | 41:35.183 |

| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed |
|-----|---|-----------------|---------------|-----------------|---------------|--------|-----------|
| 1 | 1 | 2:34.870 | 45.654 | 1:10.721 | 38.495 | | 2:34.870 |
| 2 | 1 | 2:25.216 | 40.725 | 1:06.932 | 37.559 | 249.4 | 5:00.086 |
| 3 | 1 | 2:25.896 | 41.508 | 1:07.526 | 36.862 | 244.6 | 7:25.982 |
| 4 | 1 | 2:23.532 | 40.442 | 1:06.581 | 36.509 | 247.6 | 9:49.514 |
| 5 | 1 | 2:23.288 | 39.959 | 1:06.531 | 36.798 | 247.6 | 12:12.802 |
| 6 | 1 | 2:24.708 | 39.559 | 1:08.444 | 36.705 | 232.9 | 14:37.510 |
| 7 | 1 | 2:22.704 | 39.980 | 1:06.365 | 36.359 | 247.0 | 17:00.214 |
| 8 | 1 | 2:25.808 | 39.866 | 1:07.528 | 38.414 | 240.6 | 19:26.022 |
| 9 | 1 | 2:35.739 B | 42.096 | 1:08.029 | 45.614 | 245.2 | 22:01.761 |
| 10 | 1 | 3:42.242 | 1:57.958 | 1:07.204 | 37.080 | 225.7 | 25:44.003 |
| 11 | 1 | 2:23.219 | 40.690 | 1:06.080 | 36.449 | 256.2 | 28:07.222 |
| 12 | 1 | 2:22.680 | 39.807 | 1:06.325 | 36.548 | 254.3 | 30:29.902 |
| 13 | 1 | 2:21.749 | 39.822 | 1:05.736 | 36.191 | 235.6 | 32:51.651 |
| 14 | 1 | 2:23.143 | 39.613 | 1:07.170 | 36.360 | 255.0 | 35:14.794 |
| 15 | 1 | 2:22.862 | 40.049 | 1:06.315 | 36.498 | 253.1 | 37:37.656 |
| 16 | 1 | 2:25.906 | 40.348 | 1:07.972 | 37.586 | 204.5 | 40:03.562 |
| 17 | 1 | 2:24.160 | 40.690 | 1:06.333 | 37.137 | 249.4 | 42:27.722 |

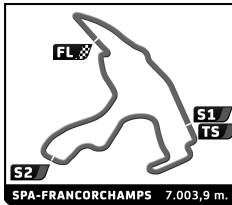
| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed |
|-----|---|------------|---------------|-----------------|---------------|--------|----------|
| 1 | 1 | 2:49.337 | 50.166 | 1:17.858 | 41.313 | | 2:49.337 |
| 2 | 1 | 2:57.044 B | 43.927 | 1:15.420 | 57.697 | 226.2 | 5:46.381 |

| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed |
|-----|---|-----------------|---------------|-----------------|---------------|--------|-----------|
| 1 | 1 | 2:37.621 | 46.942 | 1:11.215 | 39.464 | | 2:37.621 |
| 2 | 1 | 2:32.499 | 43.910 | 1:09.589 | 39.000 | 226.2 | 5:10.120 |
| 3 | 1 | 2:31.185 | 43.356 | 1:08.987 | 38.842 | 225.2 | 7:41.305 |
| 4 | 1 | 2:33.139 | 43.750 | 1:10.149 | 39.240 | 211.7 | 10:14.444 |
| 5 | 1 | 2:30.881 | 42.704 | 1:09.250 | 38.927 | 225.2 | 12:45.325 |
| 6 | 1 | 2:31.120 | 42.575 | 1:09.231 | 39.314 | 221.8 | 15:16.445 |
| 7 | 1 | 2:30.759 | 42.490 | 1:09.391 | 38.878 | 228.2 | 17:47.204 |
| 8 | 1 | 2:44.019 B | 43.189 | 1:11.145 | 49.685 | 233.4 | 20:31.223 |
| 9 | 2 | 3:45.726 | 1:59.133 | 1:07.886 | 38.707 | 227.2 | 24:16.949 |
| 10 | 2 | 2:30.899 | 42.623 | 1:09.285 | 38.991 | 208.7 | 26:47.848 |
| 11 | 2 | 2:32.708 | 42.519 | 1:10.263 | 39.926 | 210.4 | 29:20.556 |
| 12 | 2 | 2:35.378 | 45.208 | 1:11.452 | 38.718 | 207.0 | 31:55.934 |
| 13 | 2 | 2:31.364 | 43.010 | 1:09.441 | 38.913 | 242.9 | 34:27.298 |
| 14 | 2 | 2:31.529 | 43.292 | 1:09.403 | 38.834 | 213.4 | 36:58.827 |
| 15 | 2 | 2:29.961 | 42.232 | 1:09.186 | 38.543 | 204.1 | 39:28.788 |
| 16 | 2 | 2:32.132 | 42.255 | 1:10.670 | 39.207 | 213.0 | 42:00.920 |

| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed |
|-----|---|-----------------|---------------|-----------------|---------------|--------|-----------|
| 1 | 1 | 2:45.478 | 50.777 | 1:14.254 | 40.447 | | 2:45.478 |
| 2 | 1 | 2:36.161 | 43.903 | 1:11.826 | 40.432 | 218.9 | 5:21.639 |
| 3 | 1 | 2:34.503 | 44.124 | 1:10.006 | 40.373 | 213.9 | 7:56.142 |
| 4 | 1 | 2:34.894 | 43.916 | 1:10.794 | 40.184 | 221.8 | 10:31.036 |
| 5 | 1 | 2:33.387 | 43.233 | 1:10.546 | 39.608 | 220.3 | 13:04.423 |
| 6 | 1 | 2:32.840 | 42.996 | 1:09.801 | 40.043 | 223.2 | 15:37.263 |
| 7 | 1 | 2:42.056 B | 42.962 | 1:11.346 | 47.748 | 212.1 | 18:19.319 |
| 8 | 1 | 3:59.176 | 2:09.057 | 1:10.541 | 39.578 | 218.5 | 22:18.495 |
| 9 | 1 | 2:35.849 | 43.959 | 1:11.018 | 40.872 | 220.8 | 24:54.344 |
| 10 | 1 | 2:33.201 | 43.179 | 1:10.356 | 39.666 | 227.2 | 27:27.545 |
| 11 | 1 | 2:30.575 | 42.652 | 1:09.051 | 38.872 | 213.9 | 29:58.120 |
| 12 | 1 | 2:29.681 | 42.700 | 1:08.346 | 38.635 | 225.2 | 32:27.801 |
| 13 | 1 | 2:31.515 | 42.202 | 1:09.876 | 39.437 | 218.5 | 34:59.316 |
| 14 | 1 | 2:31.906 | 42.608 | 1:09.672 | 39.626 | 222.3 | 37:31.222 |
| 15 | 1 | 2:31.688 | 43.556 | 1:08.824 | 39.308 | 212.6 | 40:02.910 |
| 16 | 1 | 2:35.455 | 46.060 | 1:10.174 | 39.221 | 232.4 | 42:38.365 |

| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed |
|-----|---|-----------------|---------------|-----------------|---------------|--------|-----------|
| 1 | 1 | 2:36.738 | 45.384 | 1:11.572 | 39.782 | | 2:36.738 |
| 2 | 1 | 2:31.352 | 41.977 | 1:10.325 | 39.050 | 204.1 | 5:08.090 |
| 3 | 1 | 2:31.949 | 42.233 | 1:10.277 | 39.439 | 203.7 | 7:40.039 |
| 4 | 1 | 2:32.403 | 43.578 | 1:09.875 | 38.950 | 215.2 | 10:12.442 |
| 5 | 1 | 2:26.919 | 41.642 | 1:07.505 | 37.772 | 213.4 | 12:39.361 |
| 6 | 1 | 2:27.392 | 41.084 | 1:08.375 | 37.933 | 208.2 | 15:06.753 |
| 7 | 1 | 2:28.430 | 41.086 | 1:08.879 | 38.465 | 207.0 | 17:35.183 |
| 8 | 1 | 2:38.125 B | 41.090 | 1:08.781 | 48.254 | 210.8 | 20:13.308 |
| 9 | 1 | 3:46.370 | 1:59.713 | 1:08.761 | 37.896 | 200.1 | 23:59.678 |
| 10 | 1 | 2:32.043 | 41.750 | 1:10.427 | 39.866 | 209.1 | 26:31.721 |
| 11 | 1 | 2:30.969 | 40.892 | 1:09.355 | 40.722 | 222.7 | 29:02.690 |
| 12 | 1 | 2:28.510 | 41.313 | 1:09.310 | 37.887 | 213.4 | 31:31.200 |
| 13 | 1 | 2:28.487 | 41.115 | 1:09.294 | 38.078 | 211.2 | 33:59.687 |
| 14 | 1 | 2:29.776 | 40.698 | 1:09.117 | 39.961 | 217.5 | 36:29.463 |
| 15 | 1 | 2:28.499 | 41.030 | 1:09.055 | 38.414 | 211.2 | 38:57.962 |
| 16 | 1 | 2:28.731 | 41.147 | 1:09.436 | 38.148 | 215.7 | 41:26.693 |

| Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed |
|-----|---|-----------------|---------------|-----------------|---------------|--------|-----------|
| 1 | 1 | 2:54.317 | 53.176 | 1:18.221 | 42.920 | | 2:54.317 |
| 2 | 1 | 2:45.779 | 46.455 | 1:17.575 | 41.749 | 185.6 | 5:40.096 |
| 3 | 1 | 2:42.067 | 45.826 | 1:14.595 | 41.646 | 185.9 | 8:22.163 |
| 4 | 1 | 2:41.958 | 45.183 | 1:14.703 | 42.072 | 188.3 | 11:04.121 |
| 5 | 1 | 2:42.829 | 45.673 | 1:15.797 | 41.359 | 180.6 | 13:46.950 |
| 6 | 1 | 2:43.529 | 45.471 | 1:15.757 | 42.301 | 188.3 | 16:30.479 |
| 7 | 1 | 2:58.021 B | 46.381 | 1:18.549 | 53.091 | 187.6 | 19:28.500 |
| 8 | 2 | 4:37.902 | 2:44.868 | 1:12.189 | 40.845 | 193.3 | 24:06.402 |
| 9 | 2 | 2:36.610 | 43.876 | 1:11.968 | 40.766 | 201.7 | 26:43.012 |
| 10 | 2 | 2:37.541 | 44.164 | 1:12.242 | 41.135 | 200.5 | 29:20.553 |
| 11 | 2 | 2:40.639 | 46.048 | 1:12.412 | 42.179 | 194.7 | 32:01.192 |
| 12 | 2 | 2:36.468 | 43.415 | 1:12.354 | 40.699 | 197.4 | 34:37.660 |
| 13 | 2 | 2:35.024 | 43.542 | 1:11.222 | 40.260 | 207.8 | 37:12.684 |
| 14 | 2 | 2:38.368 | 43.381 | 1:14.658 | 40.329 | 197.0 | 39:51.052 |
| 15 | 2 | 2:35.124 | 43.714 | 1:10.752 | 40.658 | 201.3 | 42:26.176 |



ENDURANCE RACING LEGENDS

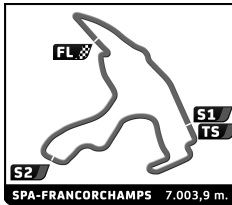
SPA-CLASSIC

RACE 2

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 |
|---|---|------|----------|----------|----------|--------|---------|---|---|------|----------|----------|----------|--------|---------|
| 78 BMW M3 GTR 1997 1.Scooter GABEL GT2A | | | | | | | | 5 1 2:50.947 48.409 1:18.220 44.318 179.1 14:48.948 | | | | | | | |
| 1 1 2:50.489 53.537 1:15.731 41.221 2:50.489 | | | | | | | | 6 1 3:01.674 B 47.389 1:19.140 55.145 175.1 17:50.622 | | | | | | | |
| 2 1 2:40.444 45.404 1:13.534 41.506 199.7 5:30.933 | | | | | | | | 7 1 4:08.253 2:09.316 1:15.945 42.992 183.6 21:58.875 | | | | | | | |
| 3 1 2:39.335 45.629 1:12.961 40.745 192.5 8:10.268 | | | | | | | | 8 1 2:45.748 46.504 1:16.108 43.136 183.2 24:44.623 | | | | | | | |
| 4 1 2:37.699 45.310 1:12.364 40.025 198.5 10:47.967 | | | | | | | | 9 1 2:48.263 47.089 1:18.021 43.153 180.6 27:32.886 | | | | | | | |
| 5 1 2:38.039 45.032 1:12.659 40.348 193.6 13:26.006 | | | | | | | | 10 1 2:47.537 46.718 1:17.028 43.791 179.4 30:20.423 | | | | | | | |
| 6 1 2:45.897 B 44.909 1:12.078 48.910 204.9 16:11.903 | | | | | | | | 11 1 2:46.851 46.781 1:16.537 43.533 186.2 33:07.274 | | | | | | | |
| 7 1 3:53.131 1:59.848 1:12.449 40.834 197.0 20:05.034 | | | | | | | | 12 1 2:47.450 46.462 1:17.490 43.498 186.6 35:54.724 | | | | | | | |
| 8 1 2:37.783 45.138 1:12.184 40.461 192.9 22:42.817 | | | | | | | | 13 1 2:49.296 46.819 1:17.741 44.736 177.8 38:44.020 | | | | | | | |
| 9 1 2:37.078 44.785 1:11.907 40.386 201.7 25:19.895 | | | | | | | | 14 1 2:49.180 47.593 1:17.790 43.797 180.3 41:33.200 | | | | | | | |
| 10 1 2:37.437 44.716 1:11.957 40.764 195.5 27:57.332 | | | | | | | | | | | | | | | |
| 11 1 2:38.744 45.117 1:12.630 40.997 208.2 30:36.076 | | | | | | | | | | | | | | | |
| 12 1 2:38.510 45.145 1:12.556 40.809 202.5 33:14.586 | | | | | | | | | | | | | | | |
| 13 1 2:38.076 44.655 1:12.320 41.101 204.1 35:52.662 | | | | | | | | | | | | | | | |
| 14 1 2:37.916 45.037 1:12.388 40.491 198.5 38:30.578 | | | | | | | | | | | | | | | |
| 15 1 2:39.586 44.752 1:13.497 41.337 197.8 41:10.164 | | | | | | | | | | | | | | | |
| 80 Porsche 996 GT3-R 2000 1.Pascal DUHAMEL GT2B | | | | | | | | 99 Porsche 996 GT3-RS 2001 1.Simon EVANS GT2B | | | | | | | |
| 1 1 3:08.459 1:02.265 3:08.459 | | | | | | | | 1 1 3:01.051 57.296 1:19.326 44.429 3:01.051 | | | | | | | |
| 2 1 2:57.185 50.790 183.9 6:05.644 | | | | | | | | 2 1 2:50.140 47.819 1:17.524 44.797 180.6 5:51.191 | | | | | | | |
| 3 1 2:53.370 50.865 1:17.556 44.949 192.2 8:59.014 | | | | | | | | 3 1 2:46.247 47.018 1:15.797 43.432 202.1 8:37.438 | | | | | | | |
| 4 1 2:52.807 48.796 1:19.089 44.922 185.2 11:51.821 | | | | | | | | 4 1 2:45.798 47.920 1:14.727 43.151 197.8 11:23.236 | | | | | | | |
| 5 1 2:52.274 48.432 1:18.239 45.603 191.5 14:44.095 | | | | | | | | 5 1 2:46.903 47.079 1:16.035 43.789 193.3 14:10.139 | | | | | | | |
| 6 1 2:53.578 49.473 1:19.651 44.454 191.1 17:37.673 | | | | | | | | 6 1 2:47.300 47.198 1:16.704 43.398 187.9 16:57.439 | | | | | | | |
| 7 1 2:53.850 47.722 189.7 20:31.523 | | | | | | | | 7 1 2:45.720 47.124 1:14.939 43.657 188.6 19:43.159 | | | | | | | |
| 8 1 3:04.030 B 50.466 1:19.602 53.962 176.6 23:35.553 | | | | | | | | 8 1 2:56.231 B 47.678 1:16.782 51.771 191.5 22:39.390 | | | | | | | |
| 9 1 4:07.988 2:04.954 193.3 27:43.541 | | | | | | | | 9 1 4:03.325 2:03.860 1:16.485 42.980 189.3 26:42.715 | | | | | | | |
| 10 1 2:52.066 48.691 1:19.145 44.230 178.1 30:35.607 | | | | | | | | 10 1 2:48.215 47.483 1:16.098 44.634 190.0 29:30.930 | | | | | | | |
| 11 1 2:52.363 48.217 1:18.574 45.572 190.0 33:27.970 | | | | | | | | 11 1 2:47.899 47.687 1:17.006 43.206 185.9 32:18.829 | | | | | | | |
| 12 1 3:09.761 1:00.685 178.1 36:37.731 | | | | | | | | 12 1 2:48.992 47.467 1:17.714 43.811 196.2 35:07.821 | | | | | | | |
| 13 1 2:57.084 49.458 184.9 39:34.815 | | | | | | | | 13 1 2:51.080 48.521 1:17.113 45.446 195.5 37:58.901 | | | | | | | |
| 14 1 2:55.882 49.175 183.9 42:30.697 | | | | | | | | 14 1 2:50.196 48.262 1:17.583 44.351 202.5 40:49.097 | | | | | | | |
| | | | | | | | | 15 1 2:49.498 48.095 1:16.811 44.592 193.6 43:38.595 | | | | | | | |
| 86 Porsche 996 GT3-RSR 2004 1.Michael FÖVENY 2.Stefan ROITMAYER GT2C | | | | | | | | 108 Porsche 993 GT2 Evo 1998 1.Peter FAIRBAIRN GT2A | | | | | | | |
| 1 1 2:38.091 47.204 1:11.455 39.432 2:38.091 | | | | | | | | 1 1 3:10.709 1:03.098 1:22.774 44.837 3:10.709 | | | | | | | |
| 2 1 2:31.714 42.920 1:09.561 39.233 230.3 5:09.805 | | | | | | | | 2 1 2:57.109 49.112 1:23.024 44.973 176.0 6:07.818 | | | | | | | |
| 3 1 2:31.197 42.802 1:09.164 39.231 233.4 7:41.002 | | | | | | | | 3 1 2:58.724 50.431 1:23.455 44.838 163.1 9:06.542 | | | | | | | |
| 4 1 2:33.008 43.808 1:10.185 39.015 218.9 10:14.010 | | | | | | | | 4 1 2:57.567 48.781 1:21.365 47.421 172.7 12:04.109 | | | | | | | |
| 5 1 2:38.196 B 42.476 1:09.372 46.348 225.7 12:52.206 | | | | | | | | 5 1 2:52.582 47.804 1:20.522 44.256 172.4 14:56.691 | | | | | | | |
| 6 1 6:23.782 4:15.777 1:23.699 44.306 173.0 19:15.988 | | | | | | | | 6 1 2:54.892 48.530 1:21.590 44.772 181.3 17:51.583 | | | | | | | |
| 7 1 2:51.326 46.623 1:18.608 46.095 195.5 22:07.314 | | | | | | | | 7 1 2:52.891 48.088 1:20.181 44.622 191.5 20:44.474 | | | | | | | |
| 8 1 2:52.088 46.264 1:20.176 45.648 190.4 24:59.402 | | | | | | | | 8 1 2:55.424 48.241 1:22.021 45.162 184.2 23:39.898 | | | | | | | |
| 9 1 3:01.632 B 48.036 1:19.277 54.319 190.4 28:01.034 | | | | | | | | 9 1 3:08.078 B 48.758 1:22.161 57.159 179.4 26:47.976 | | | | | | | |
| 10 1 4:04.064 1:53.818 1:20.953 49.293 181.0 32:05.098 | | | | | | | | 10 1 4:21.415 2:12.825 1:22.769 45.821 166.0 31:09.391 | | | | | | | |
| 11 1 2:53.946 47.751 1:20.261 45.934 180.6 34:59.044 | | | | | | | | 11 1 2:56.358 49.401 1:21.455 45.502 181.0 34:05.749 | | | | | | | |
| 12 1 3:01.593 B 47.183 1:19.948 54.462 179.7 38:00.637 | | | | | | | | 12 1 2:58.483 49.620 1:23.295 45.568 180.6 37:04.232 | | | | | | | |
| | | | | | | | | 13 1 2:56.726 48.992 1:22.654 45.080 180.6 40:00.958 | | | | | | | |
| | | | | | | | | 14 1 3:02.619 51.433 1:25.615 45.571 171.8 43:03.577 | | | | | | | |
| 92 TVR Tuscan T400R 2003 1.Jason CLEGG GT2B | | | | | | | | 115 Porsche 996 GT3-RSR 2005 1.Marc DEVIS GT2C | | | | | | | |
| 1 1 3:08.350 1:02.335 1:21.446 44.569 3:08.350 | | | | | | | | 1 1 2:46.258 51.916 1:13.726 40.616 2:46.258 | | | | | | | |
| 2 1 2:57.539 51.605 1:21.387 44.547 166.5 6:05.889 | | | | | | | | 2 1 2:35.881 44.429 1:11.351 40.101 203.3 5:22.139 | | | | | | | |
| 3 1 2:59.306 51.958 1:21.659 45.689 173.3 9:05.195 | | | | | | | | 3 1 2:37.213 44.718 1:12.224 40.271 206.1 7:59.352 | | | | | | | |
| 4 1 2:52.806 49.087 1:18.475 45.244 177.8 11:58.001 | | | | | | | | 4 1 2:35.560 44.029 1:11.423 40.108 213.4 10:34.912 | | | | | | | |
| | | | | | | | | 5 1 2:37.450 44.306 1:12.277 40.867 211.2 13:12.362 | | | | | | | |
| | | | | | | | | 6 1 2:37.223 44.262 1:12.139 40.822 198.9 15:49.585 | | | | | | | |
| | | | | | | | | 7 1 2:45.696 B 44.572 1:12.086 49.038 200.1 18:35.281 | | | | | | | |
| | | | | | | | | 8 1 4:30.467 2:36.128 1:14.055 40.284 194.0 23:05.748 | | | | | | | |
| | | | | | | | | 9 1 2:37.201 44.196 1:12.594 40.411 211.2 25:42.949 | | | | | | | |



ENDURANCE RACING LEGENDS

SPA-CLASSIC

RACE 2

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 |
|--|---|----------|----------|----------|----------|--------|-----------|--|---|----------|----------|----------|----------|--------|-----------|
| 10 | 1 | 2:39.909 | 45.333 | 1:14.202 | 40.374 | 211.7 | 28:22.858 | 15 | 1 | 2:51.100 | 46.573 | 1:19.087 | 45.440 | 184.9 | 43:21.721 |
| 11 | 1 | 2:38.986 | 44.528 | 1:13.628 | 40.830 | 204.5 | 31:01.844 | 160 Porsche 993 GT2 Evo 1997 1. Paul HOWELLS GT2A | | | | | | | |
| 12 | 1 | 2:55.272 | 46.207 | 1:15.987 | 53.078 | 190.4 | 33:57.116 | 1 | 1 | 2:59.361 | 57.376 | 1:18.630 | 43.355 | | 2:59.361 |
| 13 | 1 | 4:23.864 | 2:23.369 | 1:18.151 | 42.344 | 192.9 | 38:20.980 | 2 | 1 | 2:45.460 | 45.266 | 1:17.280 | 42.914 | 202.9 | 5:44.821 |
| 14 | 1 | 2:42.706 | 45.606 | 1:15.304 | 41.796 | 201.7 | 41:03.686 | 3 | 1 | 2:46.446 | 47.584 | 1:17.144 | 41.718 | 181.0 | 8:31.267 |
| 118 Chevrolet Corvette Z06 R 2010 1. André WIGET INV | | | | | | | | 4 | 1 | 2:42.361 | 44.341 | 1:16.230 | 41.790 | 198.1 | 11:13.628 |
| 1 | 1 | 3:03.139 | 1:01.345 | 1:19.205 | 42.589 | | 3:03.139 | 5 | 1 | 2:43.072 | 44.903 | 1:15.699 | 42.470 | 192.9 | 13:56.700 |
| 2 | 1 | 2:44.383 | 45.201 | 1:16.635 | 42.547 | 208.2 | 5:47.522 | 6 | 1 | 2:43.405 | 46.056 | 1:15.164 | 42.185 | 178.1 | 16:40.105 |
| 3 | 1 | 2:47.171 | 46.842 | 1:17.670 | 42.659 | 165.2 | 8:34.693 | 7 | 1 | 2:45.308 | 45.211 | 1:17.313 | 42.784 | 199.7 | 19:25.413 |
| 4 | 1 | 2:44.322 | 45.819 | 1:16.837 | 41.666 | 179.1 | 11:19.015 | 8 | 1 | 2:54.860 | 45.429 | 1:15.976 | 53.455 | 190.7 | 22:20.273 |
| 5 | 1 | 2:43.783 | 45.065 | 1:16.233 | 42.485 | 174.5 | 14:02.798 | 9 | 1 | 3:58.959 | 1:59.368 | 1:15.320 | 44.271 | 193.3 | 26:19.232 |
| 6 | 1 | 2:43.655 | 45.202 | 1:16.064 | 42.389 | 213.0 | 16:46.453 | 10 | 1 | 2:44.299 | 45.346 | 1:15.576 | 43.377 | 184.2 | 29:03.531 |
| 7 | 1 | 2:53.508 | 46.556 | 1:17.141 | 49.811 | 207.4 | 19:39.961 | 11 | 1 | 2:41.528 | 45.319 | 1:14.568 | 41.641 | 201.3 | 31:45.059 |
| 8 | 1 | 4:09.577 | 2:06.433 | 1:20.182 | 42.962 | 197.0 | 23:49.538 | 12 | 1 | 2:44.615 | 45.092 | 1:16.943 | 42.580 | 200.1 | 34:29.674 |
| 9 | 1 | 2:45.542 | 44.969 | 1:16.901 | 43.672 | 213.0 | 26:35.080 | 13 | 1 | 2:43.086 | 44.954 | 1:15.366 | 42.766 | 187.6 | 37:12.760 |
| 10 | 1 | 2:43.975 | 45.215 | 1:16.431 | 42.329 | 212.1 | 29:19.055 | 14 | 1 | 2:44.976 | 44.868 | 1:17.804 | 42.304 | 199.7 | 39:57.736 |
| 11 | 1 | 2:47.915 | 46.845 | 1:18.435 | 42.635 | 190.0 | 32:06.970 | 15 | 1 | 2:44.423 | 45.300 | 1:16.834 | 42.289 | 205.3 | 42:42.159 |
| 12 | 1 | 2:42.961 | 44.961 | 1:15.950 | 42.050 | 197.0 | 34:49.931 | 176 Porsche 996 GT3-RSR 2006 1. Maurizio FRATTI GT2C | | | | | | | |
| 13 | 1 | 2:45.634 | 44.885 | 1:18.351 | 42.398 | 211.2 | 37:35.565 | 1 | 1 | 2:40.107 | 49.172 | 1:11.015 | 39.920 | | 2:40.107 |
| 14 | 1 | 2:45.310 | 46.317 | 1:16.169 | 42.824 | 202.5 | 40:20.875 | 2 | 1 | 2:34.373 | 43.716 | 1:11.027 | 39.630 | 230.8 | 5:14.480 |
| 15 | 1 | 2:45.462 | 44.988 | 1:16.503 | 43.971 | 198.1 | 43:06.337 | 3 | 1 | 2:34.970 | 43.456 | 1:11.605 | 39.909 | 228.7 | 7:49.450 |
| 123 Chevrolet Corvette Z06 R 2007 1. Peter JOOS INV | | | | | | | | 4 | 1 | 2:34.673 | 43.133 | 1:11.395 | 40.145 | 229.2 | 10:24.123 |
| 1 | 1 | 3:07.081 | 1:01.110 | 1:21.046 | 44.925 | | 3:07.081 | 5 | 1 | 2:35.283 | 43.614 | 1:11.741 | 39.928 | 223.7 | 12:59.406 |
| 2 | 1 | 2:57.679 | 50.617 | 1:20.978 | 46.084 | 178.1 | 6:04.760 | 6 | 1 | 2:35.622 | 43.504 | 1:11.922 | 40.196 | 235.0 | 15:35.028 |
| 3 | 1 | 3:00.031 | 52.648 | 1:21.916 | 45.467 | 180.0 | 9:04.791 | 7 | 1 | 2:38.461 | 43.653 | 1:14.085 | 40.723 | 232.9 | 18:13.489 |
| 4 | 1 | 2:52.771 | 48.061 | 1:19.595 | 45.115 | 200.1 | 11:57.562 | 8 | 1 | 2:45.994 | 43.605 | 1:12.397 | 49.992 | 206.5 | 20:59.483 |
| 5 | 1 | 2:49.932 | 47.758 | 1:18.779 | 43.395 | 190.7 | 14:47.494 | 9 | 1 | 3:50.386 | 1:56.812 | 1:12.698 | 40.876 | 228.2 | 24:49.869 |
| 6 | 1 | 2:51.210 | 47.975 | 1:19.374 | 43.861 | 173.0 | 17:38.704 | 10 | 1 | 2:39.306 | 44.427 | 1:14.098 | 40.781 | 214.8 | 27:29.175 |
| 7 | 1 | 2:53.246 | 47.746 | 1:20.718 | 44.782 | 179.1 | 20:31.950 | 11 | 1 | 2:37.643 | 43.640 | 1:11.980 | 42.023 | 215.7 | 30:06.818 |
| 8 | 1 | 2:50.712 | 48.231 | 1:18.506 | 43.975 | 186.2 | 23:22.662 | 12 | 1 | 2:37.005 | 43.278 | 1:12.614 | 41.113 | 227.7 | 32:43.823 |
| 9 | 1 | 2:53.147 | 47.988 | 1:19.574 | 45.585 | 190.4 | 26:15.809 | 13 | 1 | 2:37.576 | 43.619 | 1:12.804 | 41.153 | 204.9 | 35:21.399 |
| 10 | 1 | 3:02.729 | 47.793 | 1:21.252 | 53.684 | 168.7 | 29:18.538 | 14 | 1 | 2:37.976 | 43.498 | 1:13.358 | 41.120 | 207.4 | 37:59.375 |
| 11 | 1 | 4:14.323 | 2:09.443 | 1:20.469 | 44.411 | 167.3 | 33:32.861 | 15 | 1 | 2:37.956 | 43.581 | 1:12.895 | 41.480 | 223.2 | 40:37.331 |
| 12 | 1 | 2:56.524 | 49.012 | 1:21.571 | 45.941 | 163.6 | 36:29.385 | 16 | 1 | 2:38.780 | 43.961 | 1:13.212 | 41.607 | 216.6 | 43:16.111 |
| 13 | 1 | 2:54.022 | 48.089 | 1:20.539 | 45.394 | 167.1 | 39:23.407 | | | | | | | | |
| 14 | 1 | 2:51.713 | 47.527 | 1:19.415 | 44.771 | 181.0 | 42:15.120 | | | | | | | | |
| 155 TVR Tuscan T400R 2003 1. Matthew HOLBEN GT2B | | | | | | | | | | | | | | | |
| 1 | 1 | 2:58.164 | 55.882 | 1:18.639 | 43.643 | | 2:58.164 | | | | | | | | |
| 2 | 1 | 2:48.749 | 46.579 | 1:18.651 | 43.519 | 187.9 | 5:46.913 | | | | | | | | |
| 3 | 1 | 2:48.731 | 46.843 | 1:17.803 | 44.085 | 176.0 | 8:35.644 | | | | | | | | |
| 4 | 1 | 2:44.675 | 46.641 | 1:15.868 | 42.166 | 186.9 | 11:20.319 | | | | | | | | |
| 5 | 1 | 2:43.810 | 45.557 | 1:15.609 | 42.644 | 205.7 | 14:04.129 | | | | | | | | |
| 6 | 1 | 2:54.168 | 48.254 | 1:15.579 | 50.335 | 191.1 | 16:58.297 | | | | | | | | |
| 7 | 1 | 4:07.648 | 2:07.997 | 1:16.096 | 43.555 | 178.7 | 21:05.945 | | | | | | | | |
| 8 | 1 | 2:44.873 | 46.020 | 1:15.444 | 43.409 | 198.1 | 23:50.818 | | | | | | | | |
| 9 | 1 | 2:47.130 | 45.867 | 1:14.984 | 46.279 | 209.5 | 26:37.948 | | | | | | | | |
| 10 | 1 | 2:46.346 | 45.773 | 1:17.571 | 43.002 | 192.9 | 29:24.294 | | | | | | | | |
| 11 | 1 | 2:45.019 | 46.779 | 1:15.844 | 42.396 | 206.1 | 32:09.313 | | | | | | | | |
| 12 | 1 | 2:46.646 | 46.674 | 1:16.408 | 43.564 | 193.3 | 34:55.959 | | | | | | | | |
| 13 | 1 | 2:46.483 | 47.000 | 1:16.075 | 43.408 | 199.7 | 37:42.442 | | | | | | | | |
| 14 | 1 | 2:48.179 | 47.000 | 1:17.765 | 43.414 | 172.7 | 40:30.621 | | | | | | | | |