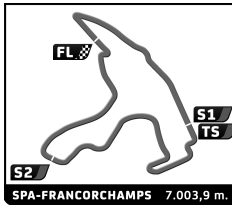


CLASSIC ENDURANCE RACING 2 SPA CLASSIC QUALIFYING

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 |
|-----------|---|---|----------|----------|----------|--------|-----------|-----------|---|--|----------|----------|----------|--------|-----------|
| 1 | | Cheetah G601 1976 1. Beat EGGIMANN | | | | | P-2L | 8 | 1 | 3:04.114 | 50.070 | 1:26.768 | 47.276 | 189.7 | 33:41.004 |
| 1 | 1 | 3:55.656 | 1:17.810 | 1:41.135 | 56.711 | 110.8 | 3:55.656 | | | | | | | | |
| 2 | 1 | 4:53.896 | 1:32.328 | 2:20.005 | 1:01.563 | 75.5 | 8:49.552 | | | | | | | | |
| 3 | 1 | 3:23.500 | 54.170 | 1:37.444 | 51.886 | 128.9 | 12:13.052 | | | | | | | | |
| 4 | 1 | 3:23.854 | 53.553 | 1:38.074 | 52.227 | 140.1 | 15:36.906 | | | | | | | | |
| 5 | 1 | 3:21.630 | 53.268 | 1:36.258 | 52.104 | 139.9 | 18:58.536 | | | | | | | | |
| 6 | 1 | 3:18.839 | 52.866 | 1:34.110 | 51.863 | 145.6 | 22:17.375 | | | | | | | | |
| 7 | 1 | 3:17.946 | 53.073 | 1:34.005 | 50.868 | 144.0 | 25:35.321 | | | | | | | | |
| 8 | 1 | 5:01.863 B | 2:35.383 | 1:34.511 | 51.969 | 134.3 | 30:37.184 | | | | | | | | |
| 9 | 1 | 3:16.714 | 53.333 | 1:32.778 | 50.603 | 150.1 | 33:53.898 | | | | | | | | |
| 10 | 1 | 3:14.256 | 52.304 | 1:32.353 | 49.599 | 160.0 | 37:08.154 | | | | | | | | |
| 11 | 1 | 3:14.393 | 51.790 | 1:32.429 | 50.174 | 148.6 | 40:22.547 | | | | | | | | |
| 12 | 1 | 3:12.213 | 50.440 | 1:31.497 | 50.276 | 160.0 | 43:34.760 | | | | | | | | |
| 13 | 1 | 3:13.579 | 51.769 | 1:32.021 | 49.789 | 151.2 | 46:48.339 | | | | | | | | |
| 2 | | Lola T298 1979 1. Frédéric DA ROCHA 2. Jean LEGRAS | | | | | P-2L | 10 | | Osella PA5 1977 1. Roberto TURRIZIANI 2. Nick PADMORE | | | | | P-2L |
| 1 | 1 | 3:49.654 | 1:10.662 | 1:42.454 | 56.538 | 131.6 | 3:49.654 | 1 | 2 | 3:27.910 | 1:05.393 | 1:31.793 | 50.724 | 125.4 | 3:27.910 |
| 2 | 1 | 4:42.607 | 1:22.322 | 2:03.052 | 1:17.233 | 82.6 | 8:32.261 | 2 | 2 | 4:41.610 | 1:01.354 | 2:09.759 | 1:30.497 | 88.1 | 8:09.520 |
| 3 | 1 | 3:27.412 | 54.324 | 1:37.891 | 55.197 | 146.5 | 11:59.673 | 3 | 2 | 3:06.923 | 52.344 | 1:26.526 | 48.053 | 154.4 | 11:16.443 |
| 4 | 1 | 3:19.682 | 53.257 | 1:34.759 | 51.666 | 175.4 | 15:19.355 | 4 | 2 | 3:02.238 | 49.503 | 1:25.156 | 47.579 | 169.0 | 14:18.681 |
| 5 | 1 | 3:19.397 | 53.910 | 1:34.455 | 51.032 | 150.4 | 18:38.752 | 5 | 2 | 3:05.515 | 50.642 | 1:26.358 | 48.515 | 167.9 | 17:24.196 |
| 6 | 2 | 7:12.797 B | 4:29.060 | 1:45.095 | 58.642 | 119.7 | 25:51.549 | 6 | 1 | 7:05.788 B | 4:34.540 | 1:35.655 | 55.593 | 132.3 | 24:29.984 |
| 7 | 2 | 3:28.244 | 55.926 | 1:38.168 | 54.150 | 131.6 | 29:19.793 | 7 | 1 | 3:29.535 | 55.979 | 1:39.890 | 53.666 | 137.4 | 27:59.519 |
| 8 | 2 | 3:25.444 | 55.077 | 1:35.829 | 54.538 | 136.9 | 32:45.237 | 8 | 1 | 3:48.061 | 1:16.389 | 1:35.855 | 55.817 | 144.6 | 31:47.580 |
| 9 | 2 | 3:26.625 | 55.109 | 1:36.336 | 55.180 | 140.2 | 36:11.862 | 9 | 1 | 3:20.438 | 54.952 | 1:34.051 | 51.435 | 168.2 | 35:08.018 |
| 10 | 2 | 3:22.300 | 54.013 | 1:35.348 | 52.939 | 144.6 | 39:34.162 | 10 | 1 | 3:19.566 | 54.155 | 1:33.875 | 51.536 | 158.8 | 38:27.584 |
| 11 | 2 | 3:20.305 | 53.276 | 1:33.977 | 53.052 | 140.4 | 42:54.467 | 11 | 1 | 3:24.654 | 54.416 | 1:36.452 | 53.786 | 129.3 | 41:52.238 |
| 12 | 2 | 3:20.430 | 53.100 | 1:34.363 | 52.967 | 150.6 | 46:14.897 | 12 | 1 | 3:26.019 | 53.791 | 1:37.574 | 54.654 | 168.2 | 45:18.257 |
| 5 | | Chevron B36 1976 1. Carlos de QUESADA 2. Scooter GABEL | | | | | P-2L | 12 | | Lola T298 1981 1. Stéphane NGUYEN | | | | | P-2L |
| 1 | 1 | 3:15.002 | 50.514 | 1:34.352 | 50.136 | 126.8 | 3:15.002 | 1 | 1 | 3:52.034 | 1:14.352 | 1:41.279 | 56.403 | 121.0 | 3:52.034 |
| 2 | 1 | 4:50.818 | 57.015 | 2:13.890 | 1:39.913 | 131.1 | 8:05.820 | 2 | 1 | 4:44.298 | 1:20.159 | 2:03.644 | 1:20.495 | 90.0 | 8:36.332 |
| 3 | 1 | 3:12.291 | 53.627 | 1:29.406 | 49.258 | 157.5 | 11:18.111 | 3 | 1 | 3:24.037 | 52.749 | 1:37.039 | 54.249 | 174.8 | 12:00.369 |
| 4 | 1 | 3:09.604 | 51.362 | 1:28.639 | 49.603 | 173.0 | 14:27.715 | 4 | 1 | 3:21.675 | 53.678 | 1:36.130 | 51.867 | 162.8 | 15:22.044 |
| 5 | 1 | 3:11.523 | 52.327 | 1:30.309 | 48.887 | 157.1 | 17:39.238 | 5 | 1 | 3:18.548 | 52.138 | 1:35.768 | 50.642 | 159.3 | 18:40.592 |
| 6 | 1 | 3:25.701 | 56.472 | 1:33.895 | 55.334 | 145.6 | 21:04.939 | 6 | 1 | 7:00.847 B | 4:31.648 | 1:36.455 | 52.744 | 147.1 | 25:41.439 |
| 7 | 2 | 5:12.656 B | 2:49.234 | 1:31.238 | 52.184 | 164.9 | 26:17.595 | 7 | 1 | 3:18.745 | 51.553 | 1:35.702 | 51.490 | 172.1 | 29:00.184 |
| 8 | 2 | 3:13.452 | 52.671 | 1:30.631 | 50.150 | 159.5 | 29:31.047 | 8 | 1 | 3:15.855 | 50.892 | 1:34.769 | 50.194 | 165.4 | 32:16.039 |
| 9 | 2 | 3:13.434 | 51.734 | 1:31.241 | 50.459 | 154.4 | 32:44.481 | 9 | 1 | 3:17.134 | 51.227 | 1:35.546 | 50.361 | 169.0 | 35:33.173 |
| 10 | 2 | 3:12.858 | 51.876 | 1:31.288 | 49.694 | 171.3 | 35:57.339 | 10 | 1 | 3:12.247 | 50.200 | 1:33.122 | 48.925 | 175.1 | 38:45.420 |
| 11 | 2 | 3:14.963 | 51.342 | 1:32.614 | 51.007 | 161.5 | 39:12.302 | 11 | 1 | 3:10.623 | 50.838 | 1:31.148 | 48.637 | 180.0 | 41:56.043 |
| 12 | 2 | 3:11.824 | 51.134 | 1:31.493 | 49.197 | 163.6 | 42:24.126 | 12 | 1 | 3:15.642 | 52.563 | 1:32.964 | 50.115 | 181.6 | 45:11.685 |
| 13 | 2 | 3:09.403 | 50.349 | 1:29.881 | 49.173 | 175.4 | 45:33.529 | | | | | | | | |
| 8 | | BMW M1 Procar 1982 1. Olivier BREITMAYER | | | | | GT2 | 14 | | BMW 320 i Turbo 1979 1. Erik QVICK | | | | | GT2 |
| 1 | 1 | 4:41.638 | 2:00.809 | 1:38.405 | 1:02.424 | 121.0 | 4:41.638 | 1 | 1 | 3:08.229 | 51.650 | 1:30.298 | 46.281 | 134.3 | 3:08.229 |
| 2 | 1 | 4:41.906 | 1:42.191 | 2:06.748 | 52.967 | 71.4 | 9:23.544 | 2 | 1 | 4:36.114 | 49.095 | 2:13.631 | 1:33.388 | 171.5 | 7:44.343 |
| 3 | 1 | 3:11.430 | 51.631 | 1:30.018 | 49.781 | 177.8 | 12:34.974 | 3 | 1 | 3:05.190 | 58.153 | 1:22.077 | 44.960 | 174.5 | 10:49.533 |
| 4 | 1 | 3:15.323 | 51.854 | 1:31.480 | 51.989 | 165.7 | 15:50.297 | 4 | 1 | 2:52.770 | 47.795 | 1:20.784 | 44.191 | 178.7 | 13:42.303 |
| 5 | 1 | 3:19.210 | 52.462 | 1:34.988 | 51.760 | 151.7 | 19:09.507 | 5 | 1 | 2:52.695 | 47.983 | 1:20.252 | 44.460 | 184.5 | 16:34.998 |
| 6 | 1 | 8:20.109 B | 5:41.056 | 1:30.232 | 1:08.821 | 162.0 | 27:29.616 | 6 | 1 | 2:59.877 | 48.527 | 1:23.971 | 47.379 | 175.7 | 19:34.875 |
| 7 | 1 | 3:07.274 | 50.453 | 1:27.602 | 49.219 | 179.7 | 30:36.890 | | | | | | | | |
| 21 | | Chevron B26 1974 1. John EMBERSON 2. Nigel GREENSALL | | | | | P-2L | 21 | | BMW 320 i Turbo 1979 1. Erik QVICK | | | | | GT2 |
| 1 | 1 | 3:26.002 | 58.962 | 1:35.163 | 51.877 | 133.3 | 3:26.002 | 1 | 1 | 3:08.229 | 51.650 | 1:30.298 | 46.281 | 134.3 | 3:08.229 |
| 2 | 1 | 4:50.463 | 1:12.348 | 2:06.391 | 1:31.724 | 80.9 | 8:16.465 | 2 | 1 | 4:36.114 | 49.095 | 2:13.631 | 1:33.388 | 171.5 | 7:44.343 |
| 3 | 1 | 3:17.030 | 52.581 | 1:33.204 | 51.245 | 146.7 | 11:33.495 | 3 | 1 | 3:05.190 | 58.153 | 1:22.077 | 44.960 | 174.5 | 10:49.533 |
| 4 | 1 | 3:19.292 | 53.035 | 1:34.243 | 52.014 | 138.7 | 14:52.787 | 4 | 1 | 2:52.770 | 47.795 | 1:20.784 | 44.191 | 178.7 | 13:42.303 |
| 5 | 1 | 7:12.251 B | 4:47.732 | 1:34.348 | 50.171 | 145.8 | 22:05.038 | 5 | 1 | 2:52.695 | 47.983 | 1:20.252 | 44.460 | 184.5 | 16:34.998 |
| 6 | 1 | 3:13.404 | 51.314 | 1:32.178 | 49.912 | 162.3 | 25:18.442 | 6 | 1 | 2:59.877 | 48.527 | 1:23.971 | 47.379 | 175.7 | 19:34.875 |
| 7 | 1 | 3:11.766 | 51.004 | 1:31.881 | 48.881 | 153.3 | 28:30.208 | | | | | | | | |
| 8 | 1 | 3:15.574 | 52.114 | 1:32.607 | 50.853 | 151.2 | 31:45.782 | | | | | | | | |
| 9 | 1 | 3:13.148 | 51.054 | 1:32.351 | 49.743 | 159.5 | 34:58.930 | | | | | | | | |
| 10 | 2 | 5:12.889 B | 2:56.674 | 1:28.867 | 47.348 | 190.4 | 40:11.819 | | | | | | | | |
| 11 | 2 | 3:01.480 | 49.054 | 1:26.747 | 45.679 | 177.5 | 43:13.299 | | | | | | | | |
| 12 | 2 | 2:59.937 | 48.259 | 1:26.090 | 45.588 | 174.8 | 46:13.236 | | | | | | | | |



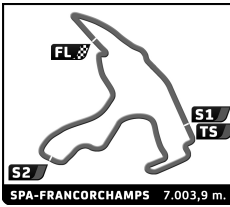
CLASSIC ENDURANCE RACING 2

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 | |
|-----------|--|----------|-------------|----------|----------|----------|-----------|------|-----------|------|-----------|----------|----------|----------|---------|-----------|
| 22 | Chevron B31 1975 1. Russell BÜSST | | | | | | | P-2L | 2 | 1 | 4:10.509 | 1:28.660 | 1:49.327 | 52.522 | 89.8 | 9:53.569 |
| | 3 | 1 | 3:10.828 | 50.585 | 1:31.511 | 48.732 | 173.9 | | 13:04.397 | | | | | | | |
| | 4 | 1 | 3:05.646 | 49.361 | 1:29.062 | 47.223 | 181.3 | | 16:10.043 | | | | | | | |
| | 5 | 1 | 3:03.777 | 48.315 | 1:28.645 | 46.817 | 173.6 | | 19:13.820 | | | | | | | |
| | 6 | 1 | 3:01.346 | 47.607 | 1:28.423 | 47.316 | 183.6 | | 22:15.166 | | | | | | | |
| | 7 | 1 | 5:25.107 B | 3:09.060 | 1:28.903 | 47.144 | 173.9 | | 27:40.273 | | | | | | | |
| | 8 | 1 | 3:10.728 | 47.100 | 1:35.384 | 48.244 | 198.1 | | 30:51.001 | | | | | | | |
| | 9 | 1 | 3:03.097 | 48.321 | 1:27.843 | 46.933 | 184.5 | | 33:54.098 | | | | | | | |
| | 10 | 1 | 4:53.487 B | 2:39.131 | 1:28.205 | 46.151 | 170.7 | | 38:47.585 | | | | | | | |
| | 11 | 1 | 3:00.747 | 46.550 | 1:26.334 | 47.863 | 191.8 | | 41:48.332 | | | | | | | |
| 12 | 1 | 2:59.348 | 46.748 | 1:26.733 | 45.867 | 191.5 | 44:47.680 | | | | | | | | | |
| 13 | 1 | 2:59.257 | 46.526 | 1:26.834 | 45.897 | 189.3 | 47:46.937 | | | | | | | | | |
| 23 | Chevron B275 1974 1. Kyle TILLEY | | | | | | | P+2L | 1 | 1 | 14:17.843 | 51.947 | ... | 52.715 | 134.7 | 14:17.843 |
| | 2 | 1 | 5:53.967 B | 3:41.513 | 1:26.090 | 46.364 | 178.4 | | 20:11.810 | | | | | | | |
| | 3 | 1 | 3:05.338 | 46.917 | 1:30.570 | 47.851 | 190.4 | | 23:17.148 | | | | | | | |
| | 4 | 1 | 3:02.024 | 47.932 | 1:26.697 | 47.395 | 180.6 | | 26:19.172 | | | | | | | |
| | 5 | 1 | 3:13.945 | 53.381 | 1:29.313 | 51.251 | 158.8 | | 29:33.117 | | | | | | | |
| | 5 | 1 | 3:13.945 | 53.381 | 1:29.313 | 51.251 | 158.8 | | 29:33.117 | | | | | | | |
| 26 | Chevron B36 1976 1. Claude LE JEAN 2. Lucien ROSSIAUD | | | | | | | P-2L | 1 | 2 | 3:55.594 | 1:07.362 | 1:47.262 | 1:00.970 | 105.5 | 3:55.594 |
| | 2 | 2 | 4:59.622 | 1:34.192 | 2:19.892 | 1:05.538 | 72.6 | | 8:55.216 | | | | | | | |
| | 3 | 2 | 3:43.810 | 1:00.607 | 1:44.612 | 58.591 | 128.6 | | 12:39.026 | | | | | | | |
| | 4 | 2 | 3:47.669 | 1:01.424 | 1:47.981 | 58.264 | 140.6 | | 16:26.695 | | | | | | | |
| | 5 | 1 | 6:49.035 B | 3:53.474 | 1:51.944 | 1:03.617 | 114.6 | | 23:15.730 | | | | | | | |
| | 6 | 1 | 3:53.712 | 1:01.970 | 1:48.178 | 1:03.564 | 139.5 | | 27:09.442 | | | | | | | |
| | 7 | 1 | 3:52.583 | 1:01.666 | 1:47.817 | 1:03.100 | 126.5 | | 31:02.025 | | | | | | | |
| | 8 | 1 | 3:51.548 | 1:01.486 | 1:48.100 | 1:01.962 | 125.4 | | 34:53.573 | | | | | | | |
| | 9 | 1 | 5:46.085 B | 2:53.136 | 1:50.281 | 1:02.668 | 119.6 | | 40:39.658 | | | | | | | |
| | 10 | 1 | 3:47.696 | 1:01.918 | 1:45.314 | 1:00.464 | 128.9 | | 44:27.354 | | | | | | | |
| | 10 | 1 | 3:47.696 | 1:01.918 | 1:45.314 | 1:00.464 | 128.9 | | 44:27.354 | | | | | | | |
| 32 | Lola T296 1976 1. Bert SMEETS | | | | | | | P-2L | 1 | 1 | 5:57.436 | 2:39.535 | 1:58.908 | 1:18.993 | 97.0 | 5:57.436 |
| | 2 | 1 | 4:19.855 | 1:22.893 | 1:54.494 | 1:02.468 | 106.9 | | 10:17.291 | | | | | | | |
| | 3 | 1 | 4:22.265 B | 1:06.480 | 1:54.248 | 1:21.537 | 100.4 | | 14:39.556 | | | | | | | |
| | 4 | 1 | 12:07.205 B | 8:56.090 | 1:56.339 | 1:14.776 | 110.1 | | 26:46.761 | | | | | | | |
| 42 | Chevron B36 1979 1. Philipp BRUEHWILER | | | | | | | P-2L | 1 | 1 | 3:31.938 | 1:03.468 | 1:36.708 | 51.762 | 134.5 | 3:31.938 |
| | 2 | 1 | 4:54.250 | 1:21.444 | 2:04.263 | 1:28.543 | 85.7 | | 8:26.188 | | | | | | | |
| | 3 | 1 | 3:18.198 | 53.115 | 1:33.460 | 51.623 | 176.3 | | 11:44.386 | | | | | | | |
| | 4 | 1 | 3:16.475 | 52.710 | 1:32.750 | 51.015 | 157.5 | | 15:00.861 | | | | | | | |
| | 5 | 1 | 3:23.217 | 51.775 | 1:36.406 | 55.036 | 158.8 | | 18:24.078 | | | | | | | |
| | 6 | 1 | 12:34.825 B | ... | 1:36.699 | 52.531 | 157.8 | | 30:58.903 | | | | | | | |
| | 7 | 1 | 3:14.928 | 51.949 | 1:32.369 | 50.610 | 183.9 | | 34:13.831 | | | | | | | |
| | 8 | 1 | 3:09.498 | 51.209 | 1:29.763 | 48.526 | 189.0 | | 37:23.329 | | | | | | | |
| | 9 | 1 | 3:22.889 | 50.891 | 1:37.550 | 54.448 | 205.3 | | 40:46.218 | | | | | | | |
| | 10 | 1 | 6:36.938 B | 4:01.423 | 1:37.800 | 57.715 | 145.4 | | 47:23.156 | | | | | | | |
| | 10 | 1 | 6:36.938 B | 4:01.423 | 1:37.800 | 57.715 | 145.4 | | 47:23.156 | | | | | | | |
| 52 | TOJ SC304 1976 1. Yves SCEMAMA | | | | | | | P+2L | 1 | 1 | 5:43.060 | 2:44.223 | 1:45.455 | 1:13.382 | 123.6 | 5:43.060 |
| | 1 | 1 | 5:43.060 | 2:44.223 | 1:45.455 | 1:13.382 | 123.6 | | 5:43.060 | | | | | | | |
| 54 | Porsche 935 1979 1. Dennis BUSCH 2. Marc BUSCH | | | | | | | GT2 | 1 | 2 | 3:33.349 | 1:07.283 | 1:34.275 | 51.791 | 126.2 | 3:33.349 |
| | 2 | 2 | 4:47.323 | 1:17.297 | 2:05.355 | 1:24.671 | 81.9 | | 8:20.672 | | | | | | | |
| | 3 | 2 | 3:07.472 | 51.315 | 1:26.986 | 49.171 | 157.5 | | 11:28.144 | | | | | | | |
| | 4 | 2 | 3:04.111 | 50.593 | 1:24.599 | 48.919 | 170.1 | | 14:32.255 | | | | | | | |
| | 5 | 2 | 3:02.756 | 49.627 | 1:26.086 | 47.043 | 151.9 | | 17:35.011 | | | | | | | |
| | 6 | 1 | 6:22.060 B | 3:57.508 | 1:34.545 | 50.007 | 124.7 | | 23:57.071 | | | | | | | |
| | 7 | 1 | 4:13.284 B | 1:59.808 | 1:26.881 | 46.595 | 134.3 | | 28:10.355 | | | | | | | |
| | 8 | 1 | 2:59.240 | 49.116 | 1:24.718 | 45.406 | 147.1 | | 31:09.595 | | | | | | | |
| | 9 | 1 | 3:00.077 | 49.421 | 1:24.508 | 46.148 | 144.6 | | 34:09.672 | | | | | | | |
| | 10 | 1 | 2:58.395 | 47.872 | 1:23.184 | 47.339 | 154.9 | | 37:08.067 | | | | | | | |
| | 11 | 1 | 2:56.959 | 48.269 | 1:23.390 | 45.300 | 160.0 | | 40:05.026 | | | | | | | |
| | 12 | 1 | 2:56.901 | 47.580 | 1:24.079 | 45.242 | 151.2 | | 43:01.927 | | | | | | | |
| | 13 | 1 | 2:55.804 | 47.350 | 1:23.705 | 44.749 | 152.1 | | 45:57.731 | | | | | | | |
| | 13 | 1 | 2:55.804 | 47.350 | 1:23.705 | 44.749 | 152.1 | | 45:57.731 | | | | | | | |
| 59 | BMW M1 Procar 1979 1. Sebastian GLASER | | | | | | | GT2 | 1 | 1 | 3:55.215 | 1:30.589 | 1:34.927 | 49.699 | 111.3 | 3:55.215 |
| | 2 | 1 | 4:48.318 | 1:31.347 | 2:20.273 | 56.698 | 72.6 | | 8:43.533 | | | | | | | |
| | 3 | 1 | 3:02.908 | 50.754 | 1:25.591 | 46.563 | 159.7 | | 11:46.441 | | | | | | | |
| | 4 | 1 | 2:59.517 | 50.000 | 1:23.240 | 46.277 | 173.3 | | 14:45.958 | | | | | | | |
| | 5 | 1 | 28:49.039 B | ... | 1:23.376 | 46.737 | 162.0 | | 43:34.997 | | | | | | | |
| | 6 | 1 | 2:56.003 | 48.582 | 1:21.992 | 45.429 | 185.6 | | 46:31.000 | | | | | | | |
| 60 | Chevron B23 1973 1. JUNIOR 2. GUY | | | | | | | P-2L | 1 | 2 | 4:30.172 | 1:37.356 | 1:54.704 | 58.112 | 118.6 | 4:30.172 |
| | 2 | 2 | 4:23.100 | 1:17.134 | 2:02.854 | 1:03.112 | 88.4 | | 8:53.272 | | | | | | | |
| | 3 | 2 | 3:29.967 | 56.836 | 1:38.938 | 54.193 | 158.8 | | 12:23.239 | | | | | | | |
| | 4 | 2 | 3:29.691 | 56.217 | 1:38.993 | 54.481 | 146.1 | | 15:52.930 | | | | | | | |
| | 5 | 2 | 3:29.416 | 56.122 | 1:38.932 | 54.362 | 162.0 | | 19:22.346 | | | | | | | |
| | 6 | 2 | 3:28.584 | 56.550 | 1:38.247 | 53.787 | 146.7 | | 22:50.930 | | | | | | | |
| | 7 | 2 | 3:27.550 | 55.186 | 1:38.560 | 53.804 | 149.0 | | 26:18.480 | | | | | | | |
| | 8 | 1 | 5:49.949 B | 3:06.576 | 1:47.263 | 56.110 | 134.7 | | 32:08.429 | | | | | | | |
| | 9 | 1 | 3:34.010 | 58.187 | 1:39.979 | 55.844 | 142.0 | | 35:42.439 | | | | | | | |
| | 10 | 1 | 3:31.239 | 55.949 | 1:40.033 | 55.257 | 166.5 | | 39:13.678 | | | | | | | |
| | 11 | 1 | 3:30.830 | 55.083 | 1:40.398 | 55.349 | 153.7 | | 42:44.508 | | | | | | | |
| | 12 | 1 | 3:27.757 | 54.953 | 1:37.974 | 54.830 | 169.3 | | 46:12.265 | | | | | | | |
| | 12 | 1 | 3:27.757 | 54.953 | 1:37.974 | 54.830 | 169.3 | | 46:12.265 | | | | | | | |
| 71 | Chevron B21/19 1972 1. Louis HANJOU | | | | | | | P-2L | 1 | 1 | 4:47.150 | 1:36.388 | 2:00.905 | 1:09.857 | 108.4 | 4:47.150 |
| | 2 | 1 | 4:47.998 | 1:39.353 | 2:09.347 | 59.298 | 74.4 | | 9:35.148 | | | | | | | |



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 |
|-----|---|-----------------|-------------------|-----------------|---------------|--------|-----------|-----|---|-----------------|---------------|-----------------|---------------|--------|-----------|
| 3 | 1 | 3:58.163 | 1:04.871 | 1:51.672 | 1:01.620 | 122.6 | 13:33.311 | 1 | 1 | 3:50.080 | | | | | 3:50.080 |
| 4 | 1 | 4:00.382 | 1:05.363 | 1:52.787 | 1:02.232 | 133.6 | 17:33.693 | 2 | 1 | 4:39.867 | | | | | 8:29.947 |
| 5 | 1 | 9:23.521 | B 6:37.584 | 1:49.227 | 56.710 | 136.0 | 26:57.214 | 3 | 1 | 3:13.128 | | | | | 11:43.075 |
| 6 | 1 | 3:44.950 | 1:00.616 | 1:44.957 | 59.377 | 132.4 | 30:42.164 | 4 | 1 | 5:36.249 | 3:13.761 | 1:32.833 | 49.655 | 162.3 | 17:19.324 |
| 7 | 1 | 3:43.489 | 59.957 | 1:45.889 | 57.643 | 125.4 | 34:25.653 | 5 | 1 | 3:10.565 | 50.015 | 1:31.642 | 48.908 | 161.8 | 20:29.889 |
| 8 | 1 | 3:42.002 | 59.430 | 1:45.735 | 56.837 | 143.8 | 38:07.655 | 6 | 1 | 3:11.382 | 51.233 | 1:31.262 | 48.887 | 166.2 | 23:41.271 |
| 9 | 1 | 3:44.502 | 59.705 | 1:47.332 | 57.465 | 132.3 | 41:52.157 | 7 | 1 | 3:08.714 | 49.766 | 1:30.223 | 48.725 | 165.4 | 26:49.985 |
| 10 | 1 | 3:48.407 | 1:03.340 | 1:47.675 | 57.392 | 131.4 | 45:40.564 | | | | | | | | |

| 73 Osella PA8 1977 | | 1. Jean-Michel VILLOT | | P-2L | | | |
|--------------------|---|-----------------------|-------------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 3:12.945 | 46.669 | 1:35.403 | 50.873 | 136.0 | 3:12.945 |
| 2 | 1 | 4:52.350 | 57.407 | 2:13.623 | 1:41.320 | 135.8 | 8:05.295 |
| 3 | 1 | 3:26.411 | 57.337 | 1:35.245 | 53.829 | 150.4 | 11:31.706 |
| 4 | 1 | 3:19.569 | 53.638 | 1:34.560 | 51.371 | 150.6 | 14:51.275 |
| 5 | 1 | 3:25.443 | 58.195 | 1:36.481 | 50.767 | 121.4 | 18:16.718 |
| 6 | 1 | 3:16.816 | 52.375 | 1:34.078 | 50.363 | 165.2 | 21:33.534 |
| 7 | 1 | 3:15.122 | 52.646 | 1:33.365 | 49.111 | 164.6 | 24:48.656 |
| 8 | 1 | 7:37.172 | B 5:13.572 | 1:34.414 | 49.186 | 152.8 | 32:25.828 |
| 9 | 1 | 3:14.535 | 52.210 | 1:32.528 | 49.797 | 167.1 | 35:40.363 |
| 10 | 1 | 3:37.678 | 51.431 | 1:55.909 | 50.338 | 166.2 | 39:18.041 |
| 11 | 1 | 3:17.526 | 51.968 | 1:36.411 | 49.147 | 141.8 | 42:35.567 |
| 12 | 1 | 3:14.840 | 53.108 | 1:33.089 | 48.643 | 166.0 | 45:50.407 |

| 85 Lola T292 1973 | | 1. Tony SINCLAIR | | P-2L | | | |
|-------------------|---|------------------|-------------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 3:41.761 | 1:11.425 | 1:39.011 | 51.325 | 130.1 | 3:41.761 |
| 2 | 1 | 4:48.435 | 1:27.153 | 2:04.551 | 1:16.731 | 82.3 | 8:30.196 |
| 3 | 1 | 5:06.508 | B 2:44.642 | 1:31.640 | 50.226 | 157.1 | 13:36.704 |
| 4 | 1 | 4:36.424 | 53.614 | 2:52.481 | 50.329 | 142.2 | 18:13.128 |
| 5 | 1 | 3:11.819 | 52.323 | 1:29.897 | 49.599 | 172.1 | 21:24.947 |
| 6 | 1 | 3:10.970 | 51.128 | 1:30.390 | 49.452 | 162.8 | 24:35.917 |
| 7 | 1 | 3:09.501 | 51.483 | 1:29.577 | 48.441 | 154.0 | 27:45.418 |
| 8 | 1 | 3:08.356 | 50.058 | 1:29.149 | 49.149 | 168.7 | 30:53.774 |
| 9 | 1 | 3:08.194 | 50.394 | 1:29.656 | 48.144 | 161.0 | 34:01.968 |
| 10 | 1 | 3:07.091 | 50.389 | 1:27.861 | 48.841 | 171.8 | 37:09.059 |
| 11 | 1 | 3:08.226 | 50.745 | 1:29.673 | 47.808 | 169.6 | 40:17.285 |
| 12 | 1 | 3:07.321 | 50.490 | 1:28.553 | 48.278 | 164.6 | 43:24.606 |
| 13 | 1 | 3:03.565 | 49.535 | 1:27.078 | 46.952 | 175.1 | 46:28.171 |

| 88 BMW M1 Procar 1979 | | 1. Steven OSBORNE | | GT2 | | | |
|-----------------------|---|-------------------|-------------------|-----------------|---------------|-------|-----------|
| 1 | 2 | 3:16.389 | 56.801 | 1:31.152 | 48.436 | 153.5 | 3:16.389 |
| 2 | 2 | 4:47.583 | 52.454 | 2:13.578 | 1:41.551 | 152.4 | 8:03.972 |
| 3 | 2 | 3:02.190 | 50.733 | 1:24.958 | 46.499 | 162.8 | 11:06.162 |
| 4 | 2 | 3:16.387 | 50.037 | 1:25.426 | 1:00.924 | 164.1 | 14:22.549 |
| 5 | 1 | 6:15.939 | B 3:55.142 | 1:29.337 | 51.460 | 165.4 | 20:38.488 |
| 6 | 1 | 3:12.375 | 52.975 | 1:29.350 | 50.050 | 161.0 | 23:50.863 |
| 7 | 1 | 3:11.787 | 52.389 | 1:28.736 | 50.662 | 173.9 | 27:02.650 |
| 8 | 1 | 3:11.330 | 53.109 | 1:28.822 | 49.399 | 171.8 | 30:13.980 |
| 9 | 1 | 3:07.973 | 51.661 | 1:27.191 | 49.121 | 179.7 | 33:21.953 |
| 10 | 1 | 3:17.608 | 51.789 | 1:31.336 | 54.483 | 185.6 | 36:39.561 |
| 11 | 1 | 5:48.054 | B 3:15.390 | 1:28.657 | 1:04.007 | 166.0 | 42:27.615 |
| 12 | 1 | 3:13.782 | 52.690 | 1:29.657 | 51.435 | 176.3 | 45:41.397 |

| 99 Lola T292 1973 | | 1. Cal MEEKER | | P+2L | |
|-------------------|--|---------------|--|------|--|
|-------------------|--|---------------|--|------|--|

| 100 Porsche 935 K3 1980 | | 1. Jim NORMAN | | GT2 | | | |
|-------------------------|---|-----------------|-------------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 3:26.863 | 59.739 | 1:35.753 | 51.371 | 149.5 | 3:26.863 |
| 2 | 1 | 4:39.773 | 55.742 | 2:04.286 | 1:39.745 | 107.3 | 8:06.636 |
| 3 | 1 | 5:06.816 | B 2:42.646 | 1:33.096 | 51.074 | 141.0 | 13:13.452 |
| 4 | 1 | 4:42.331 | B 2:14.081 | 1:35.465 | 52.785 | 140.1 | 17:55.783 |
| 5 | 1 | 3:06.708 | 49.534 | 1:28.500 | 48.674 | 175.7 | 21:02.491 |
| 6 | 1 | 3:05.600 | 49.305 | 1:28.597 | 47.698 | 175.7 | 24:08.091 |
| 7 | 1 | 3:08.938 | 48.769 | 1:28.892 | 51.277 | 180.0 | 27:17.029 |

| 131 Chevron B31 1975 | | 1. Douglas TITFORD | | P-2L | | | |
|----------------------|---|--------------------|-------------------|-----------------|---------------|-------|-----------|
| 1 | 2 | 6:41.750 | 1:16.429 | 1:37.164 | 3:48.157 | 132.3 | 6:41.750 |
| 2 | 2 | 8:33.183 | B 6:01.906 | 1:37.162 | 54.115 | 143.2 | 15:14.933 |
| 3 | 2 | 7:39.013 | B 5:03.458 | 1:39.409 | 56.146 | 152.4 | 22:53.946 |
| 4 | 2 | 3:47.061 | 1:04.854 | 1:42.490 | 59.717 | 146.9 | 26:41.007 |
| 5 | 1 | 9:15.355 | B 6:30.930 | 1:43.254 | 1:01.171 | 148.8 | 35:56.362 |
| 6 | 1 | 3:45.610 | 1:06.461 | 1:41.684 | 57.465 | 138.0 | 39:41.972 |
| 7 | 1 | 3:58.111 | 1:05.097 | 1:48.518 | 1:04.496 | 134.7 | 43:40.083 |

| 188 March 75S 1975 | | 1. Kevin COOKE | | P-2L | | | |
|--------------------|---|-----------------|-------------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 5:18.199 | 2:25.017 | 1:42.520 | 1:10.662 | 142.6 | 5:18.199 |
| 2 | 1 | 6:41.199 | B 4:01.877 | 1:42.784 | 56.538 | 128.3 | 11:59.398 |
| 3 | 1 | 3:42.423 | 1:01.698 | 1:45.286 | 55.439 | 132.1 | 15:41.821 |
| 4 | 1 | 3:32.646 | 57.570 | 1:40.614 | 54.462 | 152.6 | 19:14.467 |
| 5 | 1 | 3:27.744 | 56.553 | 1:38.243 | 52.948 | 155.6 | 22:42.211 |
| 6 | 1 | 3:32.406 | 55.614 | 1:43.165 | 53.627 | 138.9 | 26:14.617 |
| 7 | 1 | 8:45.735 | 6:12.728 | 1:39.126 | 53.881 | 132.6 | 35:00.352 |
| 8 | 1 | 3:25.203 | 54.917 | 1:38.015 | 52.271 | 173.6 | 38:25.555 |
| 9 | 1 | 3:25.151 | 54.581 | 1:37.701 | 52.869 | 160.8 | 41:50.706 |
| 10 | 1 | 3:41.286 | 58.958 | 1:41.432 | 1:00.896 | 155.6 | 45:31.992 |