

## The 25 Hours VW Fun Cup

09 - 10 - 11 - 12 July 2015

### Avon Tyres British GT Champ

#### Qualifying 2

#### Best Sector

#	N°	Name	Sector1	#	N°	Name	Sector 2	#	N°	Name	Sector 3	#	N°	Name	Best lap	Ideal lap
1	<b>63</b>	KEE	40.695	1	<b>100</b>	VER	1:05.798	1	<b>63</b>	KEE	36.371	1	<b>100</b>	VER	2:23.715	2:23.715
2	<b>1</b>		40.998	2	<b>2</b>	LLO	1:06.268	2	<b>87</b>	LEO	36.545	2	<b>63</b>	KEE	2:24.585	2:23.822
3	<b>87</b>	LEO	41.001	3	<b>27</b>	FAN	1:06.358	3	<b>1</b>		36.641	3	<b>87</b>	LEO	2:24.685	2:23.938
4	<b>6</b>	BUT	41.029	4	<b>87</b>	LEO	1:06.392	4	<b>100</b>	VER	36.677	4	<b>2</b>	LLO	2:24.713	2:24.306
5	<b>2</b>	LLO	41.151	5	<b>6</b>	BUT	1:06.446	5	<b>7</b>	ADA	36.754	5	<b>6</b>	BUT	2:24.778	2:24.356
6	<b>7</b>	ADA	41.212	6	<b>44</b>	OLI	1:06.472	6	<b>27</b>	FAN	36.801	6	<b>7</b>	ADA	2:24.809	2:24.809
7	<b>27</b>	FAN	41.229	7	<b>63</b>	KEE	1:06.756	7	<b>6</b>	BUT	36.881	7	<b>27</b>	FAN	2:24.838	2:24.388
8	<b>100</b>	VER	41.240	8	<b>11</b>	BAR	1:06.769	8	<b>2</b>	LLO	36.887	8	<b>1</b>		2:25.210	2:24.498
9	<b>888</b>	OSB	41.317	9	<b>7</b>	ADA	1:06.843	9	<b>10</b>	WYL	36.960	9	<b>44</b>	OLI	2:25.466	2:25.097
10	<b>44</b>	OLI	41.501	10	<b>1</b>		1:06.859	10	<b>11</b>	BAR	37.071	10	<b>11</b>	BAR	2:25.696	2:25.641
11	<b>22</b>	JON	41.663	11	<b>22</b>	JON	1:06.950	11	<b>22</b>	JON	37.107	11	<b>10</b>	WYL	2:25.911	2:25.706
12	<b>30</b>	PLA	41.671	12	<b>10</b>	WYL	1:06.984	12	<b>888</b>	OSB	37.111	12	<b>888</b>	OSB	2:26.108	2:25.836
13	<b>17</b>	BEL	41.738	13	<b>888</b>	OSB	1:07.408	13	<b>44</b>	OLI	37.124	13	<b>22</b>	JON	2:26.323	2:25.720
14	<b>10</b>	WYL	41.762	14	<b>17</b>	BEL	1:07.599	14	<b>17</b>	BEL	37.166	14	<b>17</b>	BEL	2:26.950	2:26.503
15	<b>11</b>	BAR	41.801	15	<b>30</b>	PLA	1:07.805	15	<b>18</b>	HAN	37.324	15	<b>18</b>	HAN	2:27.808	2:27.249
16	<b>18</b>	HAN	41.819	16	<b>18</b>	HAN	1:08.106	16	<b>30</b>	PLA	37.599	16	<b>30</b>	PLA	2:27.925	2:27.075
17	<b>21</b>	SIM	42.375	17	<b>32</b>	SIM	1:08.206	17	<b>32</b>	SIM	37.726	17	<b>32</b>	SIM	2:28.472	2:28.472
18	<b>32</b>	SIM	42.540	18	<b>21</b>	SIM	1:09.922	18	<b>21</b>	SIM	39.029	18	<b>21</b>	SIM	2:32.293	2:31.326
19	<b>77</b>	KER	44.710	19	<b>43</b>	BIR	1:11.534	19	<b>77</b>	KER	39.247	19	<b>77</b>	KER	2:35.755	2:35.516
20	<b>407</b>	GUN	45.047	20	<b>77</b>	KER	1:11.559	20	<b>407</b>	GUN	40.049	20	<b>407</b>	GUN	2:37.328	2:37.018
21	<b>43</b>	BIR	45.578	21	<b>50</b>	ROB	1:11.676	21	<b>43</b>	BIR	40.365	21	<b>43</b>	BIR	2:38.288	2:37.477
22	<b>50</b>	ROB	45.823	22	<b>48</b>	STA	1:11.693	22	<b>50</b>	ROB	40.654	22	<b>50</b>	ROB	2:38.647	2:38.153
23	<b>48</b>	STA	46.129	23	<b>407</b>	GUN	1:11.922	23	<b>48</b>	STA	41.046	23	<b>48</b>	STA	2:39.109	2:38.868
24	<b>54</b>	WAL	46.322	24	<b>72</b>	CLU	1:12.474	24	<b>46</b>	ELL	41.181	24	<b>72</b>	CLU	2:40.136	2:40.133
25	<b>72</b>	CLU	46.361	25	<b>46</b>	ELL	1:13.341	25	<b>72</b>	CLU	41.298	25	<b>46</b>	ELL	2:41.390	2:41.146
26	<b>46</b>	ELL	46.624	26	<b>56</b>	DAV	1:13.831	26	<b>62</b>	HAR	41.436	26	<b>56</b>	DAV	2:42.259	2:42.259
27	<b>62</b>	HAR	46.666	27	<b>41</b>	GAR	1:14.315	27	<b>56</b>	DAV	41.450	27	<b>54</b>	WAL	2:42.506	2:42.464
28	<b>47</b>	GRI	46.936	28	<b>54</b>	WAL	1:14.685	28	<b>54</b>	WAL	41.457	28	<b>62</b>	HAR	2:43.113	2:43.113
29	<b>56</b>	DAV	46.978	29	<b>62</b>	HAR	1:15.011	29	<b>47</b>	GRI	41.636	29	<b>41</b>	GAR	2:44.032	2:43.933
30	<b>53</b>	NAS	47.204	30	<b>47</b>	GRI	1:16.471	30	<b>53</b>	NAS	41.664	30	<b>47</b>	GRI	2:45.043	2:45.043
31	<b>41</b>	GAR	47.840	31	<b>53</b>	NAS	1:16.519	31	<b>41</b>	GAR	41.778	31	<b>53</b>	NAS	2:45.556	2:45.387
32	<b>61</b>	STR	48.255	32	<b>61</b>	STR	1:17.213	32	<b>61</b>	STR	42.471	32	<b>61</b>	STR	2:48.073	2:47.939