



Qualifying 2 Best Sector Times

Pos	Sector 1		Sector 2		Sector 3		Pos	No Driver	Ideal Lap	Best Lap
	No Driver	Time	No Driver	Time	No Driver	Time				
1	16 SCH	22.620	16 SCH	47.095	16 SCH	31.935	1	16 SCH	1:41.650	1:42.392 (1)
2	2 SCH	24.407	2 SCH	49.915	7 SPE	34.779	2	2 SCH	1:49.608	1:49.608 (2)
3	11 MÜC	24.494	11 MÜC	50.356	2 SCH	35.286	3	11 MÜC	1:50.786	1:56.303 (7)
4	7 SPE	24.601	3 NIS	51.322	3 NIS	35.704	4	7 SPE	1:51.740	1:52.311 (4)
5	3 NIS	24.860	99 MAN	51.699	99 MAN	35.884	5	3 NIS	1:51.886	1:52.133 (3)
6	99 MAN	25.226	7 SPE	52.360	11 MÜC	35.936	6	99 MAN	1:52.809	1:52.809 (5)
7	23 HOR	25.397	23 HOR	52.783	23 HOR	36.061	7	23 HOR	1:54.241	1:54.530 (6)
8	40 REI	25.666	111 WIT	53.862	40 REI	36.750	8	40 REI	1:56.425	1:56.508 (8)
9	111 WIT	26.003	40 REI	54.009	67 SCH	36.887	9	111 WIT	1:56.874	1:56.932 (9)
10	67 SCH	26.455	67 SCH	54.584	111 WIT	37.009	10	67 SCH	1:57.926	1:57.926 (10)
11	10 RUC	26.716	10 RUC	54.717	6 SCH	37.948	11	10 RUC	1:59.626	1:59.973 (11)
12	6 SCH	26.800	85 FÜL	54.989	10 RUC	38.193	12	6 SCH	2:01.508	2:01.955 (12)
13	22 MOM	27.696	22 MOM	56.754	85 FÜL	38.889	13	85 FÜL	2:01.949	2:08.584 (17)
14	85 FÜL	28.071	6 SCH	56.760	100 SCH	39.232	14	100 SCH	2:05.323	2:05.458 (13)
15	75 KAM	28.441	100 SCH	57.606	88 ZIM	39.668	15	22 MOM	2:05.486	2:05.486 (14)
16	32 RAS	28.456	75 KAM	58.776	75 KAM	40.523	16	75 KAM	2:07.740	2:07.795 (16)
17	100 SCH	28.485	32 RAS	1:00.167	32 RAS	40.638	17	32 RAS	2:09.261	2:09.718 (18)
18	50 HOR	29.122	50 HOR	1:01.100	22 MOM	41.036	18	50 HOR	2:11.454	2:12.022 (19)