

## Zolder Race Festival 2013

### FHR Langstreckencup - Qualifying 2

17 - 18 August 2013

#### Runden und Sektoren Zeiten

Zolder - 4000 mtr.

<b>1</b>	<b>Reinhold Gröpper</b>					<b>Ford Mustang 289 GT</b>					
1	40.467	44.988	37.383	158.9	2:02.838	4	38.138	43.162	38.032	160A	1:59.332
2	38.284	<del>43.156</del>	37.507	158.9	<b>1:58.947</b>	5	42.292	47.139	In		2:11.699 <b>P</b>
3	<del>37.755</del>	45.121	<del>37.341</del>	156.7	2:00.217	6					

<b>11</b>	<b>Metzger-Krug</b>					<b>Lotus Elan</b>					
1	40.351	46.769	36.448	168.4	2:03.568	9	<del>35.709</del>	<del>41.473</del>	34.916	169.2	<b>1:53.098</b>
2	37.864	43.080	35.542	170.1	1:56.486	10	37.346	41.667	34.645	<del>170.9</del>	1:53.658
3	37.237	42.267	35.888	168.4	1:55.392	11	38.309	41.808	<del>34.275</del>	169.2	1:54.392
4	37.247	42.318	35.108	<del>170.9</del>	1:54.673	12	37.049	41.689	34.994	163.5	1:53.732
5	37.703	42.988	35.373	170.1	1:56.064	13	36.962	41.644	35.824	164.3	1:54.430
6	37.381	42.120	35.151	166.7	1:54.652	14	37.270	42.080	35.371	165.1	1:54.721
7	37.126	42.084	35.153	168.4	1:54.363	15	37.230	42.927	34.843	158.9	1:55.000
8	38.285	41.546	34.752	170.1	1:54.583	16					

<b>33</b>	<b>Fauth-Fauth</b>					<b>Porsche 911</b>					
1	43.441	51.607	41.661	132.2	2:16.709	8	43.961	48.739	40.966	133.2	2:13.666
2	43.250	51.134	41.473	131.7	2:15.857	9	43.364	49.711	40.432	133.8	2:13.507
3	43.746	49.345	41.068	132.7	2:14.159	10	42.764	<del>47.388</del>	40.597	133.8	2:10.744
4	43.499	48.725	40.688	<del>135.5</del>	2:12.882	11	42.688	48.100	40.857	134.3	2:11.645
5	43.244	48.756	40.635	134.3	2:12.635	12	42.118	47.713	<del>40.320</del>	134.3	<b>2:10.151</b>
6	43.377	48.708	40.727	134.3	2:12.812	13	<del>42.061</del>	48.333	In		2:35.321 <b>P</b>
7	43.485	50.251	41.272	133.8	2:15.008	14					

<b>42</b>	<b>Michaelis-Brandt</b>					<b>Porsche 911</b>					
1	49.450	53.973	44.442	127.2	2:27.865	7	44.303	50.901	41.840	130.7	2:17.044
2	47.683	52.215	43.630	128.2	2:23.528	8	43.980	49.554	42.543	132.7	2:16.077
3	46.327	51.306	42.441	132.2	2:20.074	9	43.829	49.413	42.014	132.2	2:15.256
4	44.948	49.676	42.034	133.2	2:16.658	10	43.885	49.168	42.729	124.9	2:15.782
5	45.559	50.306	43.526	112.4	2:19.391	11	44.324	51.653	42.459	<del>137.0</del>	2:18.436
6	45.811	49.449	42.455	130.2	2:17.715	12	<del>43.579</del>	<del>48.788</del>	<del>41.526</del>	124.0	<b>2:13.898</b>

<b>43</b>	<b>Ward-Lambert</b>					<b>MGB</b>					
1	41.498	48.602	40.533	140.4	2:10.633	5	42.758	46.599	39.056	144.6	2:08.413
2	41.952	49.882	41.582	141.6	2:13.416	6	41.567	46.419	<del>38.643</del>	144.6	2:06.629
3	41.046	49.752	In		2:10.939 <b>P</b>	7	<del>40.734</del>	<del>46.679</del>	39.182	<del>145.9</del>	<b>2:05.595</b>
4	Out	49.685	40.917	142.2	3:34.562	8	49.051	55.425	In		2:36.772 <b>P</b>

<b>60</b>	<b>van Eldik-Franz</b>					<b>Morris Mini 1300</b>					
1	45.999	50.875	39.552	<del>141.6</del>	2:16.426	8	40.617	46.045	39.469	138.7	2:06.131
2	42.259	46.652	42.308	130.2	2:11.219	9	40.666	45.807	44.310	138.1	2:10.783
3	41.641	46.980	39.801	139.3	2:08.422	10	41.239	46.766	40.544	139.8	2:08.549
4	41.322	46.485	39.463	139.3	2:07.270	11	40.699	<del>45.781</del>	<del>39.226</del>	<del>141.6</del>	<b>2:05.746</b>
5	41.165	46.538	39.311	137.6	2:07.014	12	<del>40.486</del>	47.732	42.286	140.4	2:10.514
6	41.019	46.010	39.833	138.1	2:06.862	13	40.980	46.358	39.582	139.8	2:06.920
7	40.640	45.855	39.580	139.3	2:06.075	14					

<b>89</b>	<b>Kovar-Michaelis-Brandt</b>					<b>Ford Mustang</b>					
1	<del>45.700</del>	<del>54.635</del>	In		2:25.417 <b>P</b>	2					

<b>103</b>	<b>Markovac-Mutschler</b>					<b>Porsche 914/6</b>					
1	41.528	49.343	40.267	134.8	2:11.138	7	39.937	45.626	<del>38.762</del>	134.8	<b>2:04.325</b>
2	40.234	49.637	38.908	<del>137.0</del>	2:08.779	8	40.524	46.669	39.137	135.9	2:06.330
3	41.438	46.196	39.307	136.5	2:06.941	9	42.414	46.464	39.172	134.8	2:08.050
4	39.820	46.237	39.417	134.3	2:05.474	10	<del>39.719</del>	<del>44.485</del>	40.449	132.2	2:04.654
5	40.077	46.296	In		2:12.195 <b>P</b>	11	45.488	51.059	In		2:21.727 <b>P</b>
6	Out	45.983	39.616	132.7	3:19.472	12					

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<b>105</b>	<b>Georg Nolte</b>					<b>Ford GT 40</b>				
<b>1</b>	Out	42.506	35.961	183.9	2:03.478	<b>3</b>	35.110	39.385	<del>32.86</del> <b>19.15</b>	1:47.341
<b>2</b>	35.491	40.858	32.889	192.3	1:49.238	<b>4</b>	<del>31.03</del>	<del>39.199</del>	33.103 185.9	<b>1:46.345</b>

<b>122</b>	<b>Mariusz Kubis</b>					<b>Alfa Romeo 1750 GTAM</b>				
<b>1</b>	Out	46.755	40.317	138.7	2:09.472	<b>8</b>	39.954	45.649	<del>38.84</del> 140.4	2:04.497
<b>2</b>	40.204	46.516	40.185	138.1	2:06.905	<b>9</b>	39.637	47.815	39.043 141.6	2:06.495
<b>3</b>	39.714	45.939	39.940	141.0	2:05.593	<b>10</b>	39.712	<del>45.18</del>	38.995 142.2	<b>2:03.855</b>
<b>4</b>	39.929	46.767	In		2:07.834 <b>P</b>	<b>11</b>	<del>39.50</del>	46.219	39.578 140.4	2:05.327
<b>5</b>	Out	46.686	40.171	138.1	3:16.383	<b>12</b>	39.673	45.655	39.999 139.3	2:05.267
<b>6</b>	39.856	48.323	40.819	<del>142.8</del>	2:08.998	<b>13</b>	39.568	45.595	39.567 140.4	2:04.730
<b>7</b>	41.658	45.937	39.722	<del>142.8</del>	2:07.317	<b>14</b>				

<b>124</b>	<b>Sanchez-Sanchez</b>					<b>Porsche 911 ST</b>				
<b>1</b>	Out	47.159	37.037	157.4	2:11.190	<b>7</b>	37.430	42.469	35.263 158.9	1:55.162
<b>2</b>	40.324	43.854	35.159	<del>161.7</del>	1:59.337	<b>8</b>	37.114	42.275	<del>34.87</del> 158.9	1:54.340
<b>3</b>	37.497	42.188	35.058	159.6	1:54.743	<b>9</b>	37.454	<del>41.673</del>	34.971 159.6	1:54.098
<b>4</b>	37.504	42.164	In		2:01.107 <b>P</b>	<b>10</b>	<del>36.999</del>	41.795	35.025 158.1	<b>1:53.819</b>
<b>5</b>	Out	44.972	38.037	147.8	4:29.821	<b>11</b>	37.411	41.974	In	1:58.990 <b>P</b>
<b>6</b>	38.637	43.442	36.248	156.7	1:58.327	<b>12</b>				

<b>144</b>	<b>Vogt-Vogt</b>					<b>Alfa Romeo Giulia Super</b>				
<b>1</b>	Out	52.456	41.900	127.7	2:23.337	<b>7</b>	Out	50.748	43.164 127.7	3:47.900
<b>2</b>	44.770	50.474	<del>41.120</del> 127.7		2:16.364	<b>8</b>	43.981	49.092	41.737 126.7	2:14.810
<b>3</b>	43.325	49.135	41.153	126.7	2:13.613	<b>9</b>	43.756	49.133	41.705 127.7	2:14.594
<b>4</b>	44.106	49.151	41.208	125.8	2:14.465	<b>10</b>	43.577	48.857	41.292 128.2	2:13.736
<b>5</b>	44.032	49.349	42.119	124.9	2:15.500	<b>11</b>	42.740	48.712	41.636 <del>128.7</del>	2:13.088
<b>6</b>	44.440	50.245	In		2:23.559 <b>P</b>	<b>12</b>	<del>42.320</del>	<del>48.534</del>	41.581 128.2	<b>2:12.435</b>

<b>160</b>	<b>Schaum-Herzig</b>					<b>Ford Escort MK1 TC</b>				
<b>1</b>	40.252	46.132	37.879	144.6	2:04.263	<b>8</b>	38.526	43.383	36.669 144.6	1:58.578
<b>2</b>	38.995	44.204	37.157	146.5	2:00.356	<b>9</b>	38.395	43.032	<del>36.611</del> 147.1	1:58.038
<b>3</b>	38.363	44.062	37.227	145.9	1:59.652	<b>10</b>	38.226	42.779	36.639 145.9	1:57.644
<b>4</b>	38.535	43.690	36.959	145.2	1:59.184	<b>11</b>	38.914	42.572	37.175 145.2	1:58.661
<b>5</b>	38.340	43.002	36.706	147.1	1:58.048	<b>12</b>	38.169	<del>42.516</del>	36.675 145.2	<b>1:57.360</b>
<b>6</b>	38.244	42.729	36.761	144.0	1:57.734	<b>13</b>	38.621	42.987	36.951 144.6	1:58.559
<b>7</b>	38.836	43.107	37.659	146.5	1:59.602	<b>14</b>	<del>37.98</del>	42.927	36.895 <del>147.8</del>	1:57.770

<b>161</b>	<b>Hohlsiepe-Hohlsiepe</b>					<b>Alfa Romeo Giulia Super</b>				
<b>1</b>	Out	55.261	44.811	<del>125.7</del>	2:40.492	<b>4</b>	47.507	53.017	43.917 124.0	2:24.441
<b>2</b>	47.282	52.793	44.728	125.3	2:24.803	<b>5</b>	47.885	52.347	46.729 124.9	2:26.961
<b>3</b>	<del>46.832</del>	<del>52.029</del>	<del>43.866</del> 126.3		<b>2:22.727</b>	<b>6</b>	47.432	53.458	In	2:25.172 <b>P</b>

<b>170</b>	<b>Niestrath-Schlüter</b>					<b>Alfa Romeo GT-Am</b>				
<b>1</b>	Out	49.277	38.544	142.2	2:14.413	<b>8</b>	39.115	44.762	37.501 142.2	<b>2:01.378</b>
<b>2</b>	42.330	45.722	38.513	134.3	2:06.565	<b>9</b>	39.519	53.174	43.661 120.0	2:16.354
<b>3</b>	40.018	47.109	38.200	143.4	2:05.327	<b>10</b>	42.335	48.806	39.160 142.2	2:10.301
<b>4</b>	39.543	45.055	38.053	142.2	2:02.651	<b>11</b>	39.289	<del>44.60</del>	37.588 142.2	2:01.547
<b>5</b>	40.123	47.268	37.713	<del>144.0</del>	2:05.104	<b>12</b>	<del>39.112</del>	45.559	37.652 142.2	2:02.323
<b>6</b>	39.683	45.044	38.284	<del>144.0</del>	2:03.011	<b>13</b>	39.507	45.497	In	2:07.532 <b>P</b>
<b>7</b>	39.517	44.833	<del>37.151</del> 143.4		2:01.501	<b>14</b>				

<b>171</b>	<b>Wilms-Nothnagel</b>					<b>Alfa Romeo GT-Am</b>				
<b>1</b>	Out	48.680	38.691	143.4	2:13.916	<b>8</b>	39.988	44.591	37.970 145.9	2:02.549
<b>2</b>	41.844	46.809	38.159	146.5	2:06.812	<b>9</b>	39.788	46.095	37.944 143.4	2:03.827
<b>3</b>	39.473	47.825	38.418	146.5	2:05.716	<b>10</b>	39.193	44.460	39.137 144.6	2:02.790
<b>4</b>	39.973	45.534	38.707	145.2	2:04.214	<b>11</b>	39.180	44.626	38.179 142.2	2:01.985
<b>5</b>	40.008	45.423	38.504	146.5	2:03.935	<b>12</b>	39.538	44.220	38.115 141.0	2:01.873

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6	40.829	44.881	38.252	<del>147.1</del>	2:03.962	13	39.392	44.365	37.961	146.5	2:01.718
7	40.230	45.132	37.842	142.8	2:03.204	14	<del>39.953</del>	<del>44.219</del>	<del>37.553</del>	<del>147.1</del>	<del>2:00.730</del>

<b>175 Kunz-Hermes-Ruck</b>						<b>BMW 2002</b>					
1	47.307	55.590	45.545	122.6	2:28.442	6	40.681	46.574	39.821	141.0	2:07.076
2	45.729	53.319	42.171	136.5	2:21.219	7	40.729	48.285	39.207	<del>143.4</del>	2:08.221
3	43.227	49.479	39.365	139.3	2:12.071	8	42.190	<del>45.751</del>	<del>38.444</del>	141.6	2:06.385
4	42.095	46.982	39.245	138.7	2:08.322	9	40.816	47.528	40.672	138.7	2:09.016
5	<del>40.512</del>	46.090	38.964	139.8	<b>2:05.566</b>	10	41.663	47.494	In		2:16.661 p

<b>176 von Hauswloff-Wramell</b>						<b>BMW 2002 Ti</b>					
1	Out	44.950	38.091	142.2	2:08.459	8	Out	43.773	38.547	145.9	3:21.887
2	40.390	43.621	37.384	145.2	2:01.395	9	38.233	43.061	37.057	146.5	1:58.351
3	39.457	44.665	37.426	144.6	2:01.548	10	40.015	45.264	36.979	<del>150.4</del>	2:02.258
4	38.673	44.458	37.361	145.2	2:00.492	11	38.198	42.826	<del>36.687</del>	148.4	1:57.711
5	38.459	43.805	37.358	139.8	1:59.622	12	38.100	<del>42.570</del>	36.845	149.1	<b>1:57.515</b>
6	40.202	43.229	37.917	142.2	2:01.348	13	<del>38.071</del>	42.733	36.807	147.8	1:57.611
7	38.470	44.794	In		2:10.256 p	14	38.778	42.860	In		2:08.629 p

<b>182 Spangenberg-Hürtgen</b>						<b>BMW 2002 Ti</b>					
1	Out	44.813	37.822	149.1	2:06.627	8	39.025	45.098	37.725	148.4	2:01.848
2	39.488	43.631	37.097	148.4	2:00.216	9	39.033	43.975	In		2:01.195 p
3	39.963	44.378	37.277	148.4	2:01.618	10	Out	44.203	37.886	151.7	3:42.011
4	39.287	43.867	36.576	150.4	1:59.730	11	37.674	42.229	36.012	<del>153.1</del>	1:55.915
5	39.575	43.591	36.908	146.5	2:00.074	12	39.528	43.404	36.969	<del>153.1</del>	1:59.901
6	39.716	44.236	36.882	148.4	2:00.834	13	<del>37.488</del>	<del>42.054</del>	<del>36.664</del>	<del>153.1</del>	<b>1:55.186</b>
7	39.304	43.725	36.929	149.7	1:59.958	14					

<b>184 Thomas Schulte-Hillen</b>						<b>Alfa Romeo GT-Am</b>					
1	Out	48.545	39.796	146.5	2:14.910	8	39.213	44.139	37.663	149.7	2:01.015
2	40.412	46.182	38.857	149.1	2:05.451	9	39.035	46.695	37.556	149.7	2:03.286
3	40.223	44.526	37.709	149.7	2:02.458	10	39.380	44.216	37.631	150.4	2:01.227
4	39.739	44.089	<del>37.40</del>	150.4	2:01.288	11	39.041	44.350	37.473	149.7	<b>2:00.864</b>
5	39.671	45.318	38.360	149.1	2:03.349	12	38.985	44.320	37.596	<del>151.1</del>	2:00.901
6	39.915	<del>44.053</del>	37.915	149.7	2:01.883	13	39.140	44.082	37.967	150.4	2:01.189
7	38.885	44.975	37.787	149.7	2:01.647	14	<del>38.755</del>	44.669	38.231	142.8	2:01.655

<b>241 Felix Haas</b>						<b>Lotus 23 B</b>					
1	Out	44.913	36.894	162.7	2:07.853	9	35.653	40.038	<del>33.333</del>	171.8	1:49.024
2	37.227	44.699	36.619	161.9	1:58.545	10	35.790	40.114	34.159	170.9	1:50.063
3	36.816	42.368	34.822	169.2	1:54.006	11	36.172	39.560	33.563	173.5	1:49.295
4	36.564	42.596	34.814	170.9	1:53.974	12	35.057	<del>39.347</del>	33.458	173.5	<b>1:47.862</b>
5	36.413	41.228	34.248	166.7	1:51.889	13	<del>34.553</del>	39.376	33.677	171.8	1:47.911
6	38.503	42.911	35.611	169.2	1:57.025	14	42.544	53.921	44.985	111.0	2:21.450
7	35.529	40.090	33.632	<del>174.4</del>	1:49.251	15	44.200	48.053	In		2:20.910 p
8	36.211	43.143	34.271	170.9	1:53.625	16					