



Laps and Sector times of the HAT-2 Historische bis 2000ccm Rennen 1

1	Lubomir Vacek				BMW 2002				
1	44.365	47.972	1:14.624	2:46.961	5	43.247	46.960	1:15.236	2:45.443
2	42.895	47.179	1:14.940	2:45.014	6	43.063	47.193	1:14.298	2:44.554
3	43.679	47.024	1:14.473	2:45.176	7	42.986	46.866	1:14.175	2:44.027
4	43.051	47.349	1:14.568	2:44.968	8	43.123	46.565	1:14.697	2:44.385
3	Alfred Weissengruber				Steyr Puch 650 TR				
1	50.832	54.196	1:27.805	3:12.833	5	51.315	56.063	1:29.403	3:16.781
2	51.755	53.485	1:28.854	3:14.094	6	52.793	53.829	1:28.397	3:15.019
3	51.677	53.764	1:31.034	3:16.475	7	51.410	53.441	1:28.169	3:13.020
4	52.314	54.304	1:30.492	3:17.110	8				
4	Christian Schallenberg				Ford Falcon				
1	41.440	46.773	1:11.504	2:39.717	2	41.003	45.774	In	2:53.691 P
7	Bernhard Deutsch				Steyr Puch 650 TR				
1	48.391	51.106	1:24.799	3:04.296	5	49.095	51.658	1:23.783	3:04.536
2	49.050	51.288	1:22.621	3:02.959	6	48.222	50.785	1:23.292	3:02.299
3	48.971	50.904	1:23.150	3:03.025	7	48.316	51.160	1:22.766	3:02.242
4	48.683	51.250	1:27.118	3:07.051	8	47.782	50.370	1:22.174	3:00.326
8	Thomas Deutsch				Steyr Puch 650 TR				
1	48.683	51.307	1:24.239	3:04.229	5	49.278	51.581	1:24.591	3:05.450
2	49.529	50.814	1:22.660	3:03.003	6	48.163	50.501	1:22.639	3:01.303
3	49.314	51.109	1:23.345	3:03.768	7	49.240	50.669	1:22.873	3:02.782
4	48.458	50.947	1:26.835	3:06.240	8	48.047	50.029	1:23.031	3:01.107
9	Wolfgang Vala				Steyr Puch 650 TR				
1	50.371	54.912	1:26.895	3:12.178	5	50.495	53.906	1:30.435	3:14.836
2	52.039	55.609	1:28.921	3:16.569	6	51.137	54.809	1:30.225	3:16.171
3	51.608	52.155	1:30.751	3:14.514	7	51.665	52.188	1:28.141	3:11.994
4	51.882	56.566	1:31.391	3:19.839	8				
14	Vladimir Joki				BMW 1800TI				
1	44.394	47.638	1:15.381	2:47.413	5	42.962	47.087	1:14.678	2:44.727
2	42.874	47.321	1:15.110	2:45.305	6	43.354	46.930	1:14.466	2:44.750
3	43.321	46.988	1:14.731	2:45.040	7	43.080	46.894	1:14.670	2:44.644
4	42.790	47.369	1:14.801	2:44.960	8	42.545	46.796	1:14.630	2:43.971
24	Georg Böhringer				Ford Mustang				
1				2:37.392	5				2:34.873
2				2:36.237	6				2:35.632
3				2:35.463	7				2:37.116
4				2:36.377	8				2:36.091
26	Anton Eckhart				Ford Escort RS 2000				
1	41.406	45.144	1:09.951	2:36.501	6	40.668	44.797	1:11.307	2:36.772
2	39.779	44.172	1:09.937	2:33.888	7	40.354	44.934	1:11.511	2:36.799
3	40.269	44.595	1:11.994	2:36.858	8	40.352	45.175	1:11.389	2:36.916
4	39.534	44.819	1:11.610	2:35.963	9	40.111	45.237	1:10.825	2:36.173
5	40.840	44.884	1:11.555	2:37.279	10				
33	Elmar Eifert				BMW 2002 ti				
1	41.438	42.735	1:08.560	2:32.733	6	39.569	44.001	1:08.705	2:32.275
2	39.243	43.327	1:08.417	2:30.987	7	39.898	43.393	1:08.465	2:31.756
3	39.573	43.521	1:07.810	2:30.904	8	39.413	43.703	1:08.867	2:31.983
4	39.505	43.457	1:08.045	2:31.007	9	39.107	43.612	1:09.071	2:31.790
5	40.242	43.754	1:08.154	2:32.150	10				

Schnellste Runde : 2:25.307 in Runde 2 durch nr. 58 : Jürgen Stockmar (Ford Escort RS 2000) Seite 1 von 3

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49	Hannes Schwaiger				VW Golf GTI I				
1	43.070	46.077	1:12.055	2:41.202	6	41.205	44.769	1:10.424	2:36.398
2	41.222	44.983	1:11.106	2:37.311	7	41.157	44.621	1:11.599	2:37.377
3	40.933	44.673	1:10.821	2:36.427	8	40.864	44.553	1:10.300	2:35.717
4	41.040	45.007	1:11.530	2:37.577	9	40.798	44.149	1:09.989	2:34.936
5	41.383	44.762	1:10.815	2:36.960	10				
53	Rafal Platek				Alfa Romeo GTV				
1	42.604	45.568	1:13.435	2:41.607	6	41.051	44.394	1:11.063	2:36.508
2	40.526	44.229	1:12.116	2:36.871	7	40.861	44.154	1:11.089	2:36.104
3	40.523	44.511	1:11.944	2:36.978	8	40.585	44.475	1:11.175	2:36.235
4	40.771	44.661	1:12.070	2:37.502	9	40.485	44.569	1:10.563	2:35.617
5	41.089	44.683	1:11.126	2:36.898	10				
58	Jürgen Stockmar				Ford Escort RS 2000				
1	40.438	42.212	1:06.295	2:28.945	6	38.425	42.430	1:07.035	2:27.890
2	38.479	41.859	1:04.969	2:25.307	7	38.298	42.678	1:06.550	2:27.526
3	37.928	41.689	1:05.780	2:25.397	8	38.623	42.443	1:06.710	2:27.776
4	37.927	42.474	1:06.904	2:27.305	9	38.838	42.516	1:06.559	2:27.913
5	38.307	42.326	1:07.047	2:27.680	10				
62	Heinz Bethke				Alfa Romeo GTAm				
1	39.594	43.652	1:08.542	2:31.788	6	39.766	44.071	1:08.385	2:32.222
2	39.425	43.291	1:08.480	2:31.196	7	39.526	43.477	1:08.978	2:31.981
3	39.607	43.340	1:07.970	2:30.917	8	39.401	43.526	1:08.258	2:31.185
4	39.471	43.322	1:08.113	2:30.906	9	39.723	43.590	1:09.116	2:32.429
5	39.276	43.657	1:08.618	2:31.551	10				
74	Johann Retschitzegger								
1	39.859	41.678	1:05.479	2:27.016	6	37.804	42.295	1:06.470	2:26.569
2	38.044	42.907	1:05.511	2:26.462	7	38.023	42.474	1:06.137	2:26.634
3	38.373	41.601	1:05.680	2:25.654	8	37.808	42.097	1:06.669	2:26.574
4	38.095	42.437	1:06.263	2:26.795	9	37.971	42.173	1:06.433	2:26.577
5	37.890	42.396	1:06.099	2:26.385	10				
75	Guido Kiesselbach				BMW 2002 16V				
1	43.349	45.359	1:10.758	2:39.466	6	39.614	43.560	1:08.241	2:31.415
2	39.733	45.157	1:08.820	2:33.710	7	39.301	43.759	1:08.296	2:31.356
3	39.515	44.158	1:09.382	2:33.055	8	39.159	44.299	1:08.982	2:32.440
4	39.687	44.212	1:08.360	2:32.259	9	39.164	43.669	1:08.121	2:30.954
5	39.223	43.888	1:08.454	2:31.565	10				
80	Gerhard Brandstätter				Alfasud Sprint				
1	42.916	46.164	1:10.901	2:39.981	6	39.305	43.855	1:09.681	2:32.841
2	39.468	45.286	1:09.170	2:33.924	7	39.147	44.117	1:09.010	2:32.274
3	39.081	44.241	1:09.614	2:32.936	8	39.337	44.085	1:09.462	2:32.884
4	39.232	45.216	1:09.223	2:33.671	9	39.261	44.309	1:09.713	2:33.283
5	39.614	45.212	1:09.025	2:33.851	10				
106	Georg Gruber				VW Polo 86				
1	45.222	48.439	1:16.496	2:50.157	5	44.610	48.436	1:19.388	2:52.434
2	44.138	47.321	1:16.124	2:47.583	6	44.728	48.162	1:18.235	2:51.125
3	44.068	47.514	1:16.706	2:48.288	7	47.222	1:05.619	In	3:50.544 P
4	44.157	47.522	1:18.176	2:49.855	8				
107	Michael Widmann				Alfasud TI				
1	42.196	45.412	1:10.031	2:37.639	6	40.370	43.238	1:08.319	2:31.927
2	40.006	43.770	1:10.152	2:33.928	7	39.378	43.296	1:08.806	2:31.480
3	40.180	44.350	1:09.604	2:34.134	8	39.615	43.873	1:09.073	2:32.561

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4	40.960	44.263	1:09.186	2:34.409	9	39.804	43.905	1:09.283	2:32.992
5	39.893	43.868	1:09.285	2:33.046	10				
202	Rudolf Ziegler				VW Golf GTI II				
1	41.343	43.902	1:08.652	2:33.897	6	39.922	43.926	1:08.384	2:32.232
2	39.039	43.188	1:08.335	2:30.562	7	39.690	43.350	1:09.016	2:32.056
3	38.979	43.215	1:07.828	2:30.022	8	39.437	43.470	1:08.279	2:31.186
4	39.533	43.363	1:08.300	2:31.196	9	39.738	43.482	1:09.137	2:32.357
5	39.147	43.076	1:08.561	2:30.784	10				
214	Franky Krenn				Alfa 145				
1	43.385	46.105	1:12.779	2:42.269	6	41.627	46.189	1:12.594	2:40.410
2	40.989	45.332	1:12.148	2:38.469	7	41.315	45.918	1:12.823	2:40.056
3	41.585	45.810	1:12.427	2:39.822	8	41.434	46.836	1:12.993	2:41.263
4	41.453	45.155	1:13.018	2:39.626	9	41.648	45.772	1:13.836	2:41.256
5	41.237	45.747	1:12.567	2:39.551	10				
215	Oliver Petri				BMW 318iS				
1	42.524	46.014	1:13.225	2:41.763	6	38.922	42.829	1:08.961	2:30.712
2	39.880	44.721	1:12.138	2:36.739	7	38.721	42.876	1:08.288	2:29.885
3	39.306	44.284	1:09.586	2:33.176	8	39.077	43.220	1:09.305	2:31.602
4	38.917	42.950	1:09.460	2:31.327	9	39.115	43.397	1:08.470	2:30.982
5	39.093	43.289	1:08.899	2:31.281	10				
228	Götzinger-Obermaier				Opel Kadett GSI				
1	44.887	48.912	1:15.020	2:48.819	5	43.176	47.900	1:13.916	2:44.992
2	43.745	48.719	1:14.424	2:46.888	6	42.893	47.906	1:14.227	2:45.026
3	43.658	48.784	1:14.561	2:47.003	7	43.006	47.680	1:13.838	2:44.524
4	43.627	48.453	1:14.715	2:46.795	8	42.680	48.613	1:13.678	2:44.971
274	Grasser-Gumpenberger				Alfa Romeo 75				
1	43.939	46.249	1:13.064	2:43.252	6	42.194	45.613	1:12.856	2:40.663
2	42.467	46.926	1:13.924	2:43.317	7	42.324	45.556	1:12.129	2:40.009
3	43.050	46.065	1:12.939	2:42.054	8	41.744	45.519	1:12.875	2:40.138
4	42.938	45.420	1:12.770	2:41.128	9	42.681	45.697	1:12.442	2:40.820
5	42.195	45.669	1:12.067	2:39.931	10				
275	Nina Gumpenberger				Alfa Romeo 75				
1	44.374	45.928	1:13.703	2:44.005	6	41.492	45.857	1:12.979	2:40.328
2	43.201	46.173	1:15.032	2:44.406	7	41.508	46.254	1:13.148	2:40.910
3	42.093	45.721	1:13.486	2:41.300	8	41.815	45.416	1:13.833	2:41.064
4	42.312	45.545	1:13.030	2:40.887	9	43.494	45.452	1:14.239	2:43.185
5	41.582	45.530	1:12.873	2:39.985	10				