

## Laps and Sector times of the HAT-3 Formel Historic Rennlauf 1

<b>1</b>	<b>Robert Waschak</b>				<b>Austro Vau 1300 Formel V</b>				
1	45.314	46.504	1:15.894	2:47.712	5	43.317	45.403	1:13.473	2:42.193
2	43.384	45.510	1:13.699	2:42.593	6	<i>42.382</i>	<i>44.376</i>	<i>1:11.873</i>	<b>2:38.631</b>
3	43.183	44.829	1:13.731	2:41.743	7	43.677	44.875	1:17.216	2:45.768
4	43.622	45.112	1:13.041	2:41.775	8				
<b>3</b>	<b>Höfner-Köhler</b>				<b>Motul Formel V</b>				
1	46.633	48.314	1:18.048	2:52.995	4	45.522	46.864	1:16.951	2:49.337
2	46.145	49.214	1:17.851	2:53.210	5	44.971	48.219	1:17.506	2:50.696
3	45.781	48.930	1:17.998	2:52.709	6	<i>44.298</i>	<i>46.544</i>	<i>1:16.779</i>	<b>2:47.621</b>
<b>31</b>	<b>Robert-Scheuch</b>				<b>Hawke Ford Formel A</b>				
1	44.891	47.604	1:14.108	2:46.603	5	<i>40.270</i>	<i>43.920</i>	1:28.533	2:52.723
2	41.736	46.762	1:12.536	2:41.034	6	40.683	44.751	1:10.569	2:36.003
3	41.153	45.541	1:10.953	2:37.647	7	40.586	44.686	1:11.066	2:36.338
4	40.563	44.154	<i>1:10.218</i>	<b>2:34.935</b>	8				
<b>32</b>	<b>Walter Skopik</b>				<b>Van Diemen Ford I</b>				
1	41.139	<i>42.190</i>	<i>1:06.356</i>	2:29.685	5	38.659	42.518	1:06.405	2:27.582
2	<i>38.421</i>	42.315	1:06.656	<b>2:27.392</b>	6	39.073	42.210	1:06.622	2:27.905
3	39.299	42.474	1:06.810	2:28.583	7	39.006	42.773	1:06.495	2:28.274
4	38.927	42.403	1:06.904	2:28.234	8				
<b>33</b>	<b>Rudi Rauch</b>				<b>PRS Ford A</b>				
1	44.689	46.904	1:14.251	2:45.844	5	<i>39.938</i>	<i>43.815</i>	<i>1:10.078</i>	<b>2:33.831</b>
2	42.154	46.048	1:12.737	2:40.939	6	41.542	44.420	1:10.682	2:36.644
3	41.320	45.379	1:11.303	2:38.002	7	41.535	45.529	1:12.844	2:39.908
4	40.492	43.918	1:10.567	2:34.977	8				
<b>34</b>	<b>Ewald Lokai</b>				<b>Elden MK 8 Ford A</b>				
1	45.193	46.679	1:13.855	2:45.727	5	<i>39.352</i>	42.446	1:08.170	2:29.968
2	41.522	44.054	1:09.673	2:35.249	6	39.718	<i>42.413</i>	1:07.683	2:29.814
3	40.566	42.864	1:09.602	2:33.032	7	39.406	42.624	<i>1:07.392</i>	<b>2:29.422</b>
4	40.291	43.298	1:09.228	2:32.817	8				
<b>35</b>	<b>Reinhold Schrems</b>				<b>PRS Ford A</b>				
1	46.323	48.574	1:18.016	2:52.913	4	45.406	48.061	1:15.924	2:49.391
2	46.444	50.115	1:17.138	2:53.697	5	44.765	48.468	1:16.931	2:50.164
3	45.726	49.951	1:16.953	2:52.630	6	<i>44.056</i>	<i>47.239</i>	<i>1:15.830</i>	<b>2:47.125</b>
<b>36</b>	<b>Manfred Schneider</b>				<b>Van Diemen Ford I</b>				
1	40.647	41.371	1:05.433	2:27.451	5	37.244	<i>41.013</i>	<i>1:04.569</i>	<b>2:22.826</b>
2	37.958	42.029	1:05.257	2:25.244	6	37.195	41.177	1:05.978	2:24.350
3	37.203	41.379	1:04.894	2:23.476	7	<i>36.912</i>	41.723	1:04.793	2:23.428
4	37.522	41.402	1:04.922	2:23.846	8				
<b>39</b>	<b>Robert Kraft</b>				<b>Swift Ford</b>				
1	41.386	42.444	1:06.779	2:30.609	5	<i>38.501</i>	42.434	<i>1:06.476</i>	2:27.411
2	38.664	<i>41.694</i>	1:06.991	<b>2:27.349</b>	6	38.891	42.203	1:06.951	2:28.045
3	39.050	42.536	1:06.981	2:28.567	7	38.575	42.805	1:06.563	2:27.943
4	38.630	42.270	1:07.087	2:27.987	8				
<b>40</b>	<b>Sami Hamid</b>				<b>PRS Ford A</b>				
1	40.208	41.065	1:05.441	2:26.714	5	37.169	<i>40.946</i>	1:05.024	<b>2:23.139</b>
2	38.297	41.433	1:05.678	2:25.408	6	<i>36.792</i>	41.131	1:05.608	2:23.531
3	37.244	41.244	1:05.001	2:23.489	7	37.342	41.667	<i>1:04.709</i>	2:23.718
4	37.807	41.928	1:04.986	2:24.721	8				

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<b>41</b>	<b>Christian Kletzer</b>				<b>NSU Brixner 1300 SW</b>				
1	45.169	46.215	<i>1:10.853</i>	2:42.237	5	<i>41.374</i>	<i>44.157</i>	1:11.240	<b>2:36.771</b>
2	41.714	44.807	1:12.337	2:38.858	6	42.016	44.755	1:12.029	2:38.800
3	42.402	44.948	1:12.669	2:40.019	7	42.264	44.754	1:12.868	2:39.886
4	41.977	44.396	1:13.103	2:39.476	8				
<b>44</b>	<b>Karl Neumayer</b>				<b>Huelin Lotus Ford A</b>				
1	44.048	43.854	1:08.559	2:36.461	5	39.509	44.540	1:08.207	2:32.256
2	39.612	43.628	1:08.655	2:31.895	6	39.733	43.068	1:08.613	2:31.414
3	40.800	43.294	1:09.124	2:33.218	7	<i>39.405</i>	<i>42.708</i>	1:07.978	<b>2:30.091</b>
4	39.574	43.424	<i>1:07.957</i>	2:30.955	8				
<b>61</b>	<b>Gert Reinprecht</b>				<b>Martini F 3 A</b>				
1	41.175	41.363	1:05.383	2:27.921	5	36.874	40.226	<i>1:04.183</i>	<b>2:21.283</b>
2	37.424	41.530	1:05.038	2:23.992	6	36.733	40.145	1:04.696	2:21.574
3	37.431	40.494	1:04.236	2:22.161	7	<i>36.434</i>	<i>39.839</i>	In	2:30.944 P
4	36.879	40.503	1:04.559	2:21.941	8				
<b>63</b>	<b>Walter Vorreiter</b>				<b>Ralt RT1 F 3 A</b>				
1	43.242	43.348	1:09.249	2:35.839	5	38.669	43.093	1:06.292	2:28.054
2	39.843	45.253	1:07.787	2:32.883	6	38.265	42.179	1:05.213	2:25.657
3	40.115	43.215	1:08.053	2:31.383	7	<i>37.860</i>	<i>42.053</i>	<i>1:04.924</i>	<b>2:24.837</b>
4	38.702	43.086	1:06.024	2:27.812	8				
<b>64</b>	<b>Gottfried Kult</b>				<b>Modus F 3 A</b>				
1	43.594	43.760	1:08.137	2:35.491	5	38.830	42.644	1:05.915	2:27.389
2	39.865	43.822	1:08.260	2:31.947	6	38.631	41.869	<i>1:05.283</i>	2:25.783
3	40.349	43.884	1:08.492	2:32.725	7	<i>38.216</i>	<i>41.638</i>	1:05.393	<b>2:25.247</b>
4	39.864	42.893	1:06.551	2:29.308	8				
<b>76</b>	<b>Walter Novotny</b>				<b>Van Diemen Sports 2000</b>				
1	39.573	41.221	1:04.181	2:24.975	5	37.242	40.727	1:03.630	2:21.599
2	37.354	41.307	1:03.954	2:22.615	6	<i>36.812</i>	<i>40.478</i>	1:04.742	2:22.032
3	37.546	41.473	1:03.724	2:22.743	7	37.681	40.864	In	2:33.649 P
4	37.070	40.948	<i>1:03.472</i>	<b>2:21.490</b>	8				