

Hockenheim Historic

Laps and Sector times of the Qualifying 2

<b>1</b>	<b>Niestrath-Jacobsen</b>				<b>Alfa Romeo GTAM</b>				
1	Out	1:11.741	46.080	2:28.981	8	30.172	1:03.985	In	2:20.003 P
2	30.548	1:03.240	43.315	2:17.103	9	Out	1:01.680	43.710	3:58.253
3	30.217	1:03.283	42.544	2:16.044	10	30.176	1:01.450	42.100	2:13.726
4	29.459	1:05.870	48.303	2:23.632	11	29.530	1:00.750	42.056	2:12.336
5	32.235	1:02.225	43.045	2:17.505	12	29.361	1:00.389	42.552	2:12.302
6	29.527	1:02.438	42.754	2:14.719	13	<b>29.206</b>	<b>1:00.222</b>	<b>41.882</b>	<b>2:11.310</b>
7	29.660	1:01.401	43.024	2:14.085	14				
<b>3</b>	<b>Roock-Haupt</b>				<b>Porsche 911 ST</b>				
1	Out	1:04.337	41.877	2:13.284	8	Out	59.111	41.487	3:30.049
2	28.318	57.789	41.359	2:07.466	9	28.851	58.032	40.320	2:07.203
3	27.554	58.176	42.123	2:07.853	10	27.916	58.129	40.866	2:06.911
4	28.401	<b>57.125</b>	<b>39.876</b>	2:05.402	11	28.742	57.286	40.361	2:06.389
5	28.085	57.346	39.907	2:05.338	12	28.091	57.137	40.107	<b>2:05.335</b>
6	28.922	1:04.616	44.591	2:18.129	13	28.119	57.994	42.802	2:08.915
7	<b>27.514</b>	57.343	In	2:13.617 P	14	30.292	58.805	In	2:14.650 P
<b>4</b>	<b>Burrett-Kennedy-Kennedy</b>				<b>Lancia Aurelia B 20</b>				
1	Out	1:19.256	52.766	2:44.525	7	35.696	1:15.364	50.775	2:41.835
2	39.804	1:15.010	52.803	2:47.617	8	35.863	1:14.448	50.291	2:40.602
3	36.984	1:21.273	54.631	2:52.888	9	36.786	1:15.782	52.514	2:45.082
4	38.460	1:16.617	In	2:51.996 P	10	36.591	<b>1:12.919</b>	<b>49.883</b>	2:39.393
5	Out	1:16.676	53.434	4:19.243	11	<b>35.024</b>	1:13.264	49.898	<b>2:38.186</b>
6	37.687	1:15.267	51.972	2:44.926	12				
<b>5</b>	<b>Julius Kolb</b>				<b>Austin Healey</b>				
1	Out	1:12.631	56.183	2:39.385	7	35.710	1:11.104	In	2:43.997 P
2	37.422	1:09.354	52.140	2:38.916	8	Out	1:10.029	<b>49.502</b>	3:22.608
3	36.644	1:09.470	52.700	2:38.814	9	35.387	1:09.924	51.423	2:36.734
4	38.428	1:09.163	51.305	2:38.896	10	36.278	1:08.545	51.629	2:36.452
5	35.122	<b>1:08.326</b>	51.146	<b>2:34.594</b>	11	36.720	1:12.713	50.579	2:40.012
6	<b>34.789</b>	1:09.565	51.597	2:35.951	12				
<b>6</b>	<b>Prof. Dr. Alexander Kolb</b>				<b>Austin Healey</b>				
1	Out	1:10.568	46.919	2:29.538	7	30.043	59.718	<b>43.080</b>	<b>2:12.841</b>
2	30.859	1:01.021	44.469	2:16.349	8	30.352	1:00.420	In	2:17.673 P
3	31.058	1:00.381	43.898	2:15.337	9	Out	1:01.143	44.316	4:06.085
4	30.737	1:01.034	In	2:23.224 P	10	31.434	1:01.193	43.422	2:16.049
5	Out	1:01.557	43.873	3:21.348	11	<b>29.649</b>	<b>59.672</b>	In	2:14.839 P
6	30.402	1:00.573	43.814	2:14.789	12				
<b>7</b>	<b>Patzer-Nothnagel</b>				<b>Alfa Romeo Giulia ti Super</b>				
1	Out	1:17.855	51.368	2:41.937	7	33.262	1:08.194	46.033	2:27.489
2	34.408	1:08.530	47.289	2:30.227	8	32.800	<b>1:06.819</b>	<b>45.165</b>	<b>2:24.784</b>
3	32.482	1:08.296	47.596	2:28.374	9	<b>31.742</b>	1:08.570	48.647	2:28.959
4	32.976	1:08.503	46.483	2:27.962	10	32.900	1:06.923	45.447	2:25.270
5	31.833	1:07.326	In	2:26.793 P	11	35.619	1:17.140	In	2:52.478 P
6	Out	1:15.506	50.310	4:18.621	12				
<b>8</b>	<b>Kolter-Conrad</b>				<b>Porsche 912</b>				
1	Out	1:14.032	48.131	2:32.498	7	31.716	1:07.516	45.958	2:25.190
2	33.184	1:07.723	46.311	2:27.218	8	<b>31.540</b>	1:07.638	45.841	2:25.019
3	31.786	1:07.813	46.981	2:26.580	9	31.594	<b>1:07.088</b>	<b>45.263</b>	<b>2:23.945</b>
4	31.591	1:08.426	46.671	2:26.688	10	34.714	1:15.196	47.515	2:37.425
5	32.385	1:07.167	46.347	2:25.899	11	33.108	1:07.505	45.442	2:26.055
6	32.938	1:07.236	46.720	2:26.894	12	33.187	1:08.999	45.640	2:27.826
<b>9</b>	<b>Volker Böhm</b>				<b>Lotus Elan</b>				
1	Out	1:08.698	44.908	2:25.317	7	30.148	1:01.060	43.886	2:15.094

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2	30.637	1:03.829	43.769	2:18.235	8	30.302	1:01.824	43.361	2:15.487
3	29.994	1:00.782	43.458	2:14.234	9	29.196	1:01.561	43.815	2:14.572
4	30.809	1:01.683	43.110	2:15.602	10	31.127	1:03.743	In	2:29.407 P
5	29.994	1:06.109	46.138	2:22.241	11	Out	1:09.213	45.514	4:17.851
6	31.114	1:01.717	44.600	2:17.431	12	<b>28.735</b>	<b>1:00.548</b>	<b>41.997</b>	<b>2:11.280</b>
<b>10</b>	<b>Cocciarelli-Cocciarelli</b>				<b>Marco Mini GT</b>				
1	Out	1:12.214	<b>45.242</b>	2:27.994	3	<b>31.479</b>	<b>1:08.557</b>	45.546	<b>2:25.582</b>
2	32.700	1:08.907	46.702	2:28.309	4	2:57.589	1:15.901	In	5:09.519 P
<b>11</b>	<b>Horst Metzger</b>				<b>Lotus Elan</b>				
1	Out	1:08.181	43.868	2:21.239	8	Out	1:01.953	44.189	3:51.217
2	29.008	59.961	44.834	2:13.803	9	30.480	1:00.804	43.931	2:15.215
3	29.722	1:05.480	42.320	2:17.522	10	29.837	58.919	42.194	2:10.950
4	29.089	59.828	43.624	2:12.541	11	28.900	59.162	43.757	2:11.819
5	30.379	59.395	42.659	2:12.433	12	31.111	1:00.496	<b>42.043</b>	2:13.650
6	<b>28.888</b>	<b>58.865</b>	42.387	<b>2:10.140</b>	13	28.979	58.967	43.645	2:11.591
7	29.377	58.957	In	2:17.560 P	14				
<b>15</b>	<b>Luff-Prior</b>				<b>MG B</b>				
1	Out	1:11.760	47.852	2:30.632	8	31.109	1:04.609	<b>44.683</b>	2:20.401
2	32.352	1:05.988	46.757	2:25.097	9	<b>30.856</b>	1:04.604	45.584	2:21.044
3	31.754	1:05.097	45.151	2:22.002	10	30.936	<b>1:04.440</b>	44.975	<b>2:20.351</b>
4	31.558	1:05.131	45.730	2:22.419	11	31.553	1:04.672	45.090	2:21.315
5	31.802	1:06.245	45.939	2:23.986	12	32.520	1:04.715	46.016	2:23.251
6	33.106	1:06.143	46.438	2:25.687	13	32.769	1:05.630	45.124	2:23.523
7	31.602	1:04.486	44.863	2:20.951	14				
<b>16</b>	<b>Müller-Müller-Müller</b>				<b>MG B Roadster</b>				
<b>17</b>	<b>Müller-Müller-Müller</b>				<b>MG B Roadster</b>				
1	Out	1:11.265	In	2:39.352 P	5	<b>31.342</b>	1:07.156	46.383	2:24.881
2	Out	1:06.225	47.226	2:52.262	6	31.418	<b>1:05.395</b>	46.549	<b>2:23.362</b>
3	33.647	1:06.286	46.151	2:26.084	7	33.417	1:10.441	In	2:36.225 P
4	31.430	1:07.627	<b>45.341</b>	2:24.398	8				
<b>18</b>	<b>Prutton-Entwise-Ashworth</b>				<b>MG B</b>				
1	Out	1:07.799	46.852	2:27.186	7	31.691	1:07.186	In	2:33.832 P
2	33.913	1:04.969	45.627	2:24.509	8	Out	1:05.456	45.468	3:24.866
3	31.848	1:06.743	47.770	2:26.361	9	30.720	<b>1:03.944</b>	45.774	2:20.438
4	32.686	1:06.201	45.408	2:24.295	10	30.738	1:04.212	45.956	2:20.906
5	31.560	1:04.593	45.123	2:21.276	11	30.723	1:04.142	45.358	<b>2:20.223</b>
6	31.595	1:04.601	<b>44.561</b>	2:20.757	12	<b>30.674</b>	1:05.053	44.734	2:20.461
<b>19</b>	<b>Lawrenz-Lawrenz-Blumm</b>				<b>MG B</b>				
1	Out	1:13.636	49.256	2:32.875	7	Out	1:11.951	52.602	4:21.412
2	34.522	1:11.011	48.699	2:34.232	8	34.437	1:09.829	51.703	2:35.969
3	33.150	<b>1:07.047</b>	<b>45.942</b>	<b>2:26.139</b>	9	33.708	1:09.415	50.110	2:33.233
4	<b>32.829</b>	1:10.577	47.715	2:31.121	10	34.499	1:08.722	48.374	2:31.595
5	33.658	1:07.199	49.262	2:30.119	11	32.949	1:09.261	49.200	2:31.410
6	33.265	1:08.908	In	2:35.879 P	12				
<b>20</b>	<b>Harth-Siebers</b>				<b>Porsche 911</b>				
1	Out	1:18.023	50.179	2:38.788	7	34.656	1:09.442	48.882	2:32.980
2	36.944	1:12.686	50.261	2:39.891	8	35.816	1:08.242	48.288	2:32.346
3	35.167	1:10.261	50.432	2:35.860	9	36.596	1:09.811	48.517	2:34.924
4	34.821	1:11.233	52.894	2:38.948	10	<b>32.717</b>	1:07.561	<b>47.669</b>	<b>2:27.947</b>
5	33.679	1:10.655	48.227	2:32.561	11	34.041	1:08.219	47.707	2:29.967
6	34.350	<b>1:07.556</b>	50.172	2:32.078	12				

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<b>21</b>	<b>Schu-Markovac</b>				<b>Triumph TR4</b>				
1	Out	1:26.329	50.038	2:50.137	7	32.185	1:05.683	45.448	2:23.316
2	34.577	1:05.909	45.382	2:25.868	8	32.801	1:04.587	45.808	2:23.196
3	31.418	1:04.332	45.684	2:21.434	9	31.416	1:04.277	45.834	2:21.527
4	31.963	1:05.213	46.305	2:23.481	10	31.231	<b>1:03.792</b>	47.072	2:22.095
5	32.029	1:06.543	46.043	2:24.615	11	31.303	1:04.057	<b>44.728</b>	<b>2:20.088</b>
6	31.808	1:04.355	46.634	2:22.797	12	<b>30.859</b>	1:04.932	45.317	2:21.108
<b>22</b>	<b>Armin Schmitt</b>				<b>TVR Griffith</b>				
1	Out	1:10.427	46.814	2:27.266	7	31.793	1:01.180	45.817	2:18.790
2	31.024	1:02.110	46.211	2:19.345	8	30.352	1:00.547	<b>44.211</b>	<b>2:15.110</b>
3	33.396	1:02.268	44.518	2:20.182	9	30.634	1:01.466	44.714	2:16.814
4	31.372	1:02.150	44.923	2:18.445	10	<b>30.315</b>	1:00.697	44.737	2:15.749
5	32.341	<b>1:00.505</b>	In	2:21.019 P	11	31.073	1:01.560	45.273	2:17.906
6	Out	1:03.877	44.652	5:41.470	12				
<b>23</b>	<b>Nettesheim-Nettesheim-Stotz</b>				<b>MG B</b>				
1	Out	1:14.107	47.617	2:31.365	7	32.049	1:04.682	44.536	2:21.267
2	33.254	1:06.381	46.267	2:25.902	8	31.696	1:05.770	44.654	2:22.120
3	31.526	1:08.538	45.652	2:25.716	9	<b>30.922</b>	1:04.037	45.746	2:20.705
4	31.181	1:06.298	44.986	2:22.465	10	32.044	1:04.527	<b>44.382</b>	2:20.953
5	31.752	1:06.020	In	2:28.784 P	11	31.157	<b>1:03.884</b>	44.553	<b>2:19.594</b>
6	Out	1:06.131	46.905	3:42.111	12	33.624	1:07.805	47.737	2:29.166
<b>24</b>	<b>Hans-Peter Meier</b>				<b>MG B</b>				
1	Out	1:06.539	48.727	2:23.406	7	30.568	1:04.119	43.981	2:18.668
2	32.175	1:04.216	45.578	2:21.969	8	31.651	1:04.329	In	2:25.821 P
3	30.348	1:04.958	44.973	2:20.279	9	Out	1:07.448	46.889	3:58.702
4	31.306	<b>1:03.804</b>	44.840	2:19.950	10	31.928	1:06.437	45.958	2:24.323
5	30.699	1:04.455	<b>43.896</b>	2:19.050	11	31.184	1:04.468	45.460	2:21.112
6	<b>30.334</b>	1:03.915	44.249	<b>2:18.498</b>	12	30.564	1:05.964	45.767	2:22.295
<b>25</b>	<b>Nolte-Stippler</b>				<b>Ford GT 40</b>				
1	Out	1:08.294	41.193	2:16.491	6	25.569	53.895	41.793	2:01.257
2	28.117	1:00.817	In	2:21.027 P	7	<b>25.477</b>	<b>51.711</b>	43.697	2:00.885
3	Out	1:00.162	54.241	8:18.923	8	26.211	51.829	<b>37.646</b>	<b>1:55.686</b>
4	36.167	1:15.138	53.342	2:44.647	9	31.952	1:11.709	In	2:39.800 P
5	31.582	1:06.280	39.832	2:17.694	10				
<b>26</b>	<b>Eberhard Baunach</b>				<b>Chevrolet Corvette Stingray</b>				
1	Out	1:04.292	46.383	2:18.700	7	Out	<b>59.727</b>	44.779	4:14.886
2	30.528	1:00.411	44.326	2:15.265	8	30.112	1:00.057	44.808	2:14.977
3	30.995	1:00.811	44.037	2:15.843	9	30.132	1:00.640	44.950	2:15.722
4	30.468	1:00.363	44.206	2:15.037	10	<b>29.936</b>	1:00.194	45.107	2:15.237
5	30.343	59.946	44.395	<b>2:14.684</b>	11	30.420	1:00.451	44.684	2:15.555
6	30.632	1:00.311	In	2:19.302 P	12	30.424	1:01.851	<b>43.954</b>	2:16.229
<b>27</b>	<b>Stippler-Nolte</b>				<b>Jaguar E-Type</b>				
1	Out	1:10.518	48.357	2:27.310	4	30.212	<b>1:01.725</b>	<b>46.066</b>	<b>2:18.003</b>
2	31.367	1:04.848	46.646	2:22.861	5	31.593	1:02.342	46.492	2:20.427
3	<b>30.210</b>	1:03.388	46.626	2:20.224	6	30.764	1:02.783	In	2:29.807 P
<b>28</b>	<b>Stahl-Fritzinger</b>				<b>Ford GT 40</b>				
1	Out	1:07.909	48.001	2:27.481	5	<b>28.926</b>	58.869	43.666	2:11.461
2	30.353	1:01.483	45.106	2:16.942	6	30.069	59.774	<b>43.550</b>	2:13.393
3	30.763	58.842	44.958	2:14.563	7	29.527	<b>57.511</b>	43.777	<b>2:10.815</b>
4	31.320	58.001	43.762	2:13.083	8				

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<b>29</b>	<b>Kubik-Derichs-Dornhege</b>	<b>Jaguar E-Type</b>							
<b>32</b>	<b>Hermes-Kunz-Ruck</b>	<b>Volvo P 122 S</b>							
1	Out	1:20.108	50.997	2:44.737	<b>7</b>	<i>32.326</i>	<i>1:06.105</i>	<i>45.959</i>	<b>2:24.390</b>
2	33.324	1:09.356	47.711	2:30.391	<b>8</b>	33.893	1:08.427	50.609	2:32.929
3	33.192	1:07.151	47.525	2:27.868	<b>9</b>	32.977	1:09.881	46.677	2:29.535
4	34.617	1:08.082	47.063	2:29.762	<b>10</b>	32.819	1:07.897	47.185	2:27.901
5	32.841	1:07.582	48.169	2:28.592	<b>11</b>	32.490	1:06.580	46.112	2:25.182
6	32.498	1:07.389	47.792	2:27.679	<b>12</b>	32.597	1:07.375	46.563	2:26.535
<b>33</b>	<b>Reinhold Gröpper</b>	<b>Ford Mustang 289 GT</b>							
1	Out	1:03.126	43.431	2:13.667	<b>5</b>	29.188	1:01.681	45.833	2:16.702
2	29.425	1:00.554	42.249	2:12.228	<b>6</b>	29.046	59.201	42.404	2:10.651
3	28.927	59.543	42.237	2:10.707	<b>7</b>	33.920	1:07.464	In	2:30.474 <b>P</b>
4	<i>28.714</i>	<i>59.032</i>	<i>42.018</i>	<b>2:09.764</b>	<b>8</b>				
<b>36</b>	<b>Platek-Sommer</b>	<b>Alfa Romeo GT Veloce</b>							
1	Out	1:10.662	48.948	2:31.133	<b>7</b>	30.412	1:03.458	43.808	2:17.678
2	34.667	1:06.091	48.151	2:28.909	<b>8</b>	<i>30.234</i>	1:03.166	<i>43.579</i>	2:16.979
3	33.501	1:04.266	45.853	2:23.620	<b>9</b>	30.463	1:02.699	43.764	<b>2:16.926</b>
4	33.129	1:06.602	44.722	2:24.453	<b>10</b>	30.624	<i>1:02.586</i>	43.728	2:16.938
5	31.880	1:04.903	In	2:31.999 <b>P</b>	<b>11</b>	31.345	1:03.000	43.776	2:18.121
6	Out	1:04.133	45.155	3:56.892	<b>12</b>	30.928	1:03.257	44.900	2:19.085
<b>37</b>	<b>Klaus Backes</b>	<b>NSU TT</b>							
1	Out	1:08.143	43.947	2:19.678	<b>8</b>	30.710	1:02.525	41.915	2:15.150
2	30.110	1:02.117	42.306	2:14.533	<b>9</b>	<i>29.182</i>	1:02.108	41.793	<b>2:13.083</b>
3	30.731	1:05.417	42.231	2:18.379	<b>10</b>	29.583	1:02.262	<i>41.516</i>	2:13.361
4	29.718	1:02.726	42.293	2:14.737	<b>11</b>	29.650	1:01.955	41.587	2:13.192
5	31.168	1:02.602	44.317	2:18.087	<b>12</b>	29.466	<i>1:01.905</i>	42.054	2:13.425
6	29.580	1:02.646	42.059	2:14.285	<b>13</b>	29.659	1:04.037	41.989	2:15.685
7	29.412	1:02.752	42.413	2:14.577	<b>14</b>				
<b>38</b>	<b>Bellersheim-Bellersheim-Bellersheim</b>	<b>Ford Escort 1300 GT</b>							
1	Out	1:16.036	50.271	2:37.732	<b>4</b>	35.197	1:12.109	49.089	2:36.395
2	34.694	1:09.638	<i>48.741</i>	<b>2:33.073</b>	<b>5</b>	<i>33.783</i>	<i>1:09.002</i>	50.716	2:33.501
3	34.207	1:13.075	49.068	2:36.350	<b>6</b>	34.817	1:09.875	In	2:49.507 <b>P</b>
<b>39</b>	<b>Schaum-Froitheim</b>	<b>Ford Escort MK1 TC</b>							
1	Out	1:05.549	44.965	2:19.664	<b>7</b>	Out	1:04.204	45.013	3:27.153
2	31.705	1:02.236	43.555	2:17.496	<b>8</b>	30.927	1:03.451	44.437	2:18.815
3	30.402	1:02.986	43.940	2:17.328	<b>9</b>	30.980	1:03.088	45.103	2:19.171
4	30.439	1:02.475	44.016	2:16.930	<b>10</b>	30.707	1:02.178	43.943	2:16.828
5	31.230	<i>1:01.408</i>	43.659	<b>2:16.297</b>	<b>11</b>	30.605	1:02.944	<i>43.301</i>	2:16.850
6	<i>29.959</i>	1:06.125	In	2:26.534 <b>P</b>	<b>12</b>	30.161	1:03.219	44.728	2:18.108
<b>40</b>	<b>Bildstein-Froitheim-Rausch</b>	<b>Ford Escort GT</b>							
<b>41</b>	<b>Frank Strothe</b>	<b>Alfa Romeo GTA</b>							
1	Out	1:08.731	45.139	2:26.252	<b>6</b>	30.888	1:04.341	43.768	2:18.997
2	34.606	1:03.282	44.222	2:22.110	<b>7</b>	30.279	1:02.624	42.788	2:15.691
3	33.211	1:05.064	45.250	2:23.525	<b>8</b>	30.172	1:02.264	<i>42.566</i>	<b>2:15.002</b>
4	<i>29.973</i>	1:02.411	43.281	2:15.665	<b>9</b>	30.325	<i>1:02.033</i>	43.261	2:15.619
5	30.513	1:04.149	44.503	2:19.165	<b>10</b>	34.256	1:13.560	In	2:38.939 <b>P</b>
<b>42</b>	<b>Henseleit-Stromberg</b>	<b>Ford Escort</b>							
1	Out	1:05.108	47.424	2:24.378	<b>8</b>	<i>30.537</i>	1:02.388	46.049	2:18.974



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2	31.878	1:04.994	49.766	2:26.638	9	30.658	<i>1:01.876</i>	45.602	2:18.136
3	34.698	1:06.635	47.200	2:28.533	10	30.911	1:03.049	<i>43.820</i>	2:17.780
4	31.883	1:02.878	47.706	2:22.467	11	30.649	1:02.919	45.494	2:19.062
5	31.209	1:01.984	44.954	2:18.147	12	30.634	1:02.224	44.049	<b>2:16.907</b>
6	31.487	1:02.433	45.244	2:19.164	13	30.680	1:02.622	44.960	2:18.262
7	30.554	1:02.678	45.234	2:18.466	14				
<b>43</b>	<b>Volker Buurmann-Haydu</b>				<b>Alfa Romeo Giulia Sprint GT</b>				
1	Out	1:13.889	47.057	2:33.717	8	31.205	<i>1:02.454</i>	44.106	<b>2:17.765</b>
2	32.691	1:03.570	46.089	2:22.350	9	31.252	1:04.577	45.140	2:20.969
3	30.786	1:02.928	44.508	2:18.222	10	31.287	1:04.057	45.541	2:20.885
4	<i>30.782</i>	1:05.386	44.581	2:20.749	11	32.099	1:03.587	44.071	2:19.757
5	30.948	1:03.896	<i>43.826</i>	2:18.670	12	31.320	1:03.897	45.225	2:20.442
6	31.206	1:03.587	44.325	2:19.118	13	31.599	1:07.501	46.245	2:25.345
7	32.060	1:02.747	44.212	2:19.019	14				
<b>44</b>	<b>Ralph Voggenreiter</b>				<b>Alfa Romeo</b>				
1	Out	1:11.940	45.665	2:27.413	5	29.889	1:02.225	<i>43.152</i>	2:15.266
2	30.906	1:02.734	43.730	2:17.370	6	<i>29.850</i>	<i>1:01.733</i>	43.514	<b>2:15.097</b>
3	29.935	1:03.025	44.122	2:17.082	7	32.723	1:12.813	In	2:39.834 P
4	29.853	1:01.994	43.450	2:15.297	8				
<b>45</b>	<b>Nothnagel-Wilms</b>				<b>Alfa Romeo Giulia Super</b>				
1	Out	1:17.290	50.073	2:40.762	7	31.553	1:05.663	45.494	2:22.710
2	34.992	1:09.696	50.935	2:35.623	8	31.201	<i>1:03.813</i>	45.707	2:20.721
3	35.550	1:09.682	51.172	2:36.404	9	31.054	1:04.274	<i>44.477</i>	<b>2:19.805</b>
4	36.777	1:12.136	49.711	2:38.624	10	<i>30.969</i>	1:04.523	45.007	2:20.499
5	34.017	1:11.249	In	2:37.043 P	11	31.556	1:04.943	44.512	2:21.011
6	Out	1:08.848	45.329	4:22.088	12				
<b>46</b>	<b>Schneider-Gadinger-Fromm</b>				<b>Alfa Romeo GT 1600</b>				
1	Out	1:17.573	48.697	2:36.678	7	Out	1:07.297	46.497	3:37.905
2	32.907	1:07.351	46.836	2:27.094	8	32.076	1:07.172	45.201	2:24.449
3	33.834	1:07.420	45.379	2:26.633	9	33.257	1:06.306	46.074	2:25.637
4	31.263	1:05.243	45.300	2:21.806	10	31.711	1:05.310	45.445	2:22.466
5	31.283	<i>1:05.173</i>	<i>44.864</i>	<b>2:21.320</b>	11	32.172	1:06.402	45.940	2:24.514
6	<i>31.240</i>	1:06.325	In	2:28.566 P	12	33.237	1:06.122	45.433	2:24.792
<b>50</b>	<b>Damiani-Nervi</b>				<b>Porsche 911</b>				
1	Out	1:08.515	46.442	2:26.189	7	Out	1:02.270	44.643	3:58.225
2	32.000	1:02.617	45.009	2:19.626	8	30.066	1:01.977	46.245	2:18.288
3	30.967	1:03.048	44.356	2:18.371	9	31.135	1:00.872	43.589	2:15.596
4	31.468	1:02.440	44.915	2:18.823	10	30.119	<i>1:00.017</i>	<i>42.908</i>	<b>2:13.044</b>
5	31.737	1:02.439	47.114	2:21.290	11	29.765	1:00.819	43.562	2:14.146
6	33.842	1:03.125	In	2:31.641 P	12	<i>29.455</i>	1:00.620	43.231	2:13.306
<b>51</b>	<b>Prof. D. Hanns Seiler</b>				<b>Porsche 914/6</b>				
1	Out	1:20.618	46.703	2:38.394	5	32.279	1:07.051	46.755	2:26.085
2	32.169	1:07.774	48.112	2:28.055	6	32.002	<i>1:06.019</i>	<i>46.126</i>	<b>2:24.147</b>
3	33.028	1:10.476	46.809	2:30.313	7	32.310	1:06.981	46.758	2:26.049
4	<i>31.544</i>	1:07.352	46.227	2:25.123	8	32.394	1:14.230	In	2:37.588 P
<b>52</b>	<b>Bauhaus-Kremer</b>				<b>Porsche 911 T</b>				
1	Out	1:12.144	49.097	2:30.295	8	32.113	1:04.084	45.838	2:22.035
2	34.954	1:09.115	48.841	2:32.910	9	31.107	1:03.242	46.585	<b>2:20.934</b>
3	33.982	1:07.418	50.084	2:31.484	10	<i>30.990</i>	1:04.733	<i>45.756</i>	2:21.479
4	33.037	1:05.656	48.342	2:27.035	11	31.531	1:03.877	46.232	2:21.640
5	32.686	1:07.354	46.700	2:26.740	12	32.342	1:04.554	46.144	2:23.040
6	31.702	1:05.756	46.361	2:23.819	13	31.736	<i>1:03.106</i>	46.343	2:21.185
7	31.710	1:04.658	46.935	2:23.303	14				

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<b>53</b>	<b>van Hooydonk-Lagaaij</b>				<b>BMW 2002ti</b>				
1	Out	1:11.796	48.335	2:34.551	7	30.105	1:03.118	46.249	2:19.472
2	32.869	1:08.069	47.304	2:28.242	8	35.838	1:10.159	44.381	2:30.378
3	31.187	1:04.591	45.793	2:21.571	9	<b>29.953</b>	1:03.228	44.818	2:17.999
4	31.614	1:04.456	45.566	2:21.636	10	30.848	1:02.975	43.951	2:17.774
5	30.432	1:03.784	43.790	2:18.006	11	29.995	<b>1:02.490</b>	42.869	<b>2:15.354</b>
6	31.703	1:03.377	44.944	2:20.024	12	30.424	1:03.618	<b>42.703</b>	2:16.745
<b>54</b>	<b>Moll-Roemer</b>				<b>BMW 2002</b>				
1	Out	1:11.467	47.103	2:29.399	8	30.395	1:02.704	48.346	2:21.445
2	32.497	1:01.681	42.711	2:16.889	9	30.973	1:02.871	42.882	2:16.726
3	31.243	1:06.576	46.028	2:23.847	10	29.990	1:00.765	41.890	2:12.645
4	30.033	1:01.997	44.066	2:16.096	11	29.501	<b>1:00.517</b>	<b>41.889</b>	<b>2:11.907</b>
5	30.386	1:01.135	44.482	2:16.003	12	<b>28.986</b>	1:02.430	42.099	2:13.515
6	29.597	1:03.181	41.938	2:14.716	13	30.580	1:00.614	42.839	2:14.033
7	29.201	1:01.167	42.652	2:13.020	14				
<b>55</b>	<b>Bürgisser-Klotz-Pfleger</b>				<b>Opel Manta GT</b>				
1	Out	1:19.355	51.624	2:45.381	6	34.173	1:13.177	50.321	2:37.671
2	35.395	1:13.695	In	2:47.734 P	7	33.813	1:11.122	48.358	2:33.293
3	Out	1:13.340	50.551	3:56.956	8	33.723	1:11.471	<b>47.849</b>	2:33.043
4	35.639	1:12.638	In	2:45.816 P	9	<b>32.935</b>	<b>1:11.049</b>	48.329	<b>2:32.313</b>
5	Out	1:13.251	51.300	4:07.365	10	33.703	1:12.041	50.206	2:35.950
<b>56</b>	<b>Uwe Klapproth</b>				<b>BMW 2002</b>				
1	Out	1:21.886	47.420	2:40.893	7	28.891	59.332	40.943	2:09.166
2	32.681	1:02.393	41.640	2:16.714	8	30.261	59.309	In	2:22.032 P
3	29.521	59.262	44.441	2:13.224	9	Out	1:03.684	In	3:22.831 P
4	29.575	59.662	40.718	2:09.955	10	Out	59.923	41.109	2:27.799
5	28.752	<b>58.956</b>	<b>40.503</b>	<b>2:08.211</b>	11	<b>28.479</b>	1:00.162	41.309	2:09.950
6	29.067	59.453	41.169	2:09.689	12	28.652	59.724	41.382	2:09.758
<b>57</b>	<b>Rotenberger-Koenzen-Thorn</b>				<b>VW Porsche 914/4</b>				
1	Out	1:19.829	54.277	2:46.772	6	Out	1:28.571	1:01.654	6:34.524
2	39.503	1:17.782	52.706	2:49.991	7	39.692	1:19.688	54.260	2:53.640
3	<b>36.719</b>	1:15.831	<b>52.638</b>	<b>2:44.588</b>	8	40.335	1:24.559	57.795	3:02.689
4	39.695	<b>1:15.703</b>	53.737	2:49.135	9	39.099	1:24.132	In	3:15.210 P
5	41.011	1:37.431	In	3:26.966 P	10				
<b>63</b>	<b>Schmidt-Wilms</b>				<b>Alfa Romeo GTAM</b>				
1	Out	1:11.366	48.671	2:27.202	8	29.922	1:02.615	43.378	2:15.915
2	34.384	1:04.227	43.560	2:22.171	9	29.894	1:00.923	43.809	2:14.626
3	30.171	1:03.577	45.463	2:19.211	10	30.380	1:01.494	42.774	2:14.648
4	30.888	1:01.739	45.191	2:17.818	11	<b>29.735</b>	1:00.912	43.665	2:14.312
5	31.434	1:02.295	44.049	2:17.778	12	30.286	<b>1:00.632</b>	<b>42.621</b>	<b>2:13.539</b>
6	30.013	1:00.799	43.480	2:14.292	13	29.841	1:02.479	42.927	2:15.247
7	30.772	1:01.897	43.090	2:15.759	14	30.375	1:00.902	43.409	2:14.686
<b>64</b>	<b>Hürtgen-Lapawa</b>				<b>Porsche 914/6</b>				
1	Out	1:04.897	42.128	2:14.619	8	Out	1:00.765	44.059	3:37.502
2	28.123	59.825	40.543	2:08.491	9	29.083	59.943	42.160	2:11.186
3	27.871	57.472	40.073	2:05.416	10	28.803	59.330	41.092	2:09.225
4	27.624	57.426	41.012	2:06.062	11	28.690	1:01.648	43.991	2:14.329
5	27.389	<b>56.728</b>	39.645	<b>2:03.762</b>	12	28.767	59.880	41.867	2:10.514
6	<b>27.383</b>	56.855	<b>39.558</b>	2:03.796	13	28.996	1:00.173	41.337	2:10.506
7	28.519	59.292	In	2:19.440 P	14	29.738	1:00.139	42.211	2:12.088
<b>65</b>	<b>Vogel-Saligari</b>				<b>Alfa Romeo GTAm</b>				
1	Out	1:11.416	51.904	2:36.447	7	30.008	1:01.514	43.006	2:14.528
2	35.611	1:07.694	45.527	2:28.832	8	30.658	<b>1:00.967</b>	42.438	2:14.063

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3	31.741	1:03.414	45.460	2:20.615	9	29.771	1:01.037	<i>42.116</i>	<b>2:12.924</b>
4	32.225	1:01.414	43.237	2:16.876	10	<i>29.460</i>	1:01.336	44.164	2:14.960
5	30.640	1:03.529	In	2:22.611 P	11	30.458	1:01.758	42.754	2:14.970
6	Out	1:01.391	43.037	4:36.611	12	31.376	1:01.210	43.352	2:15.938
<b>66</b>	<b>Sommer-Planken</b>				<b>Porsche 911 ST</b>				
1	Out	1:05.509	43.811	2:15.989	7	<i>28.190</i>	58.301	42.214	<b>2:08.705</b>
2	30.220	58.901	43.184	2:12.305	8	29.286	58.014	42.383	2:09.683
3	30.879	59.544	43.091	2:13.514	9	29.552	57.905	42.011	2:09.468
4	28.983	59.867	43.133	2:11.983	10	28.545	57.838	42.575	2:08.958
5	29.546	<i>57.400</i>	<i>41.964</i>	2:08.910	11	29.391	58.008	In	2:10.916 P
6	28.938	58.234	42.291	2:09.463	12				
<b>67</b>	<b>Höger-Weber</b>				<b>Porsche 911 S</b>				
1	Out	1:01.222	42.705	2:10.009	8	29.805	57.801	42.604	2:10.210
2	28.900	59.332	44.209	2:12.441	9	30.632	58.050	42.440	2:11.122
3	29.221	58.774	44.068	2:12.063	10	<i>28.668</i>	<i>57.264</i>	42.216	<b>2:08.148</b>
4	29.909	58.695	43.154	2:11.758	11	30.177	57.473	44.463	2:12.113
5	29.839	58.164	43.107	2:11.110	12	29.181	57.430	43.359	2:09.970
6	29.365	58.484	43.095	2:10.944	13	29.588	58.108	<i>41.922</i>	2:09.618
7	29.088	58.539	42.682	2:10.309	14	28.743	57.508	42.109	2:08.360
<b>68</b>	<b>Brill-Daehnert</b>				<b>Porsche 911 S</b>				
1	Out	1:10.990	47.359	2:30.722	8	30.515	1:02.073	44.314	2:16.902
2	32.137	1:05.791	46.641	2:24.569	9	30.873	1:01.910	43.827	2:16.610
3	31.988	1:05.392	45.316	2:22.696	10	30.525	1:01.727	43.820	2:16.072
4	30.851	1:02.720	44.560	2:18.131	11	30.376	1:00.984	<i>43.071</i>	<b>2:14.431</b>
5	31.104	1:02.439	44.341	2:17.884	12	<i>30.057</i>	<i>1:00.677</i>	1:03.591	2:34.325
6	30.235	1:04.006	45.426	2:19.667	13	34.301	1:03.334	44.289	2:21.924
7	30.665	1:01.389	43.718	2:15.772	14				
<b>69</b>	<b>Wetzel-Roitmayer</b>				<b>Porsche 911 ST</b>				
1	Out	1:05.339	47.168	2:20.567	7	30.523	59.618	42.470	2:12.611
2	30.890	1:36.529	In	3:20.351 P	8	29.362	59.970	43.352	2:12.684
3	Out	1:02.170	44.561	3:45.782	9	<i>29.122</i>	1:00.381	42.565	2:12.068
4	30.293	1:01.705	44.021	2:16.019	10	29.401	<i>58.520</i>	43.580	2:11.501
5	30.019	1:25.583	In	2:57.387 P	11	29.662	1:00.170	42.501	2:12.333
6	Out	1:01.589	43.382	3:42.211	12	29.565	58.900	<i>42.448</i>	<b>2:10.913</b>
<b>70</b>	<b>Goder-Schlüter-Weiske</b>				<b>Porsche 911</b>				
1	Out	1:04.559	45.803	2:18.946	8	29.478	59.422	42.461	2:11.361
2	31.959	1:02.471	45.152	2:19.582	9	30.124	1:01.545	45.520	2:17.189
3	30.061	1:00.445	43.470	2:13.976	10	29.369	58.899	43.731	2:11.999
4	30.610	1:00.390	44.014	2:15.014	11	<i>28.680</i>	<i>58.499</i>	42.531	<b>2:09.710</b>
5	29.832	1:00.169	In	2:20.482 P	12	29.182	58.710	<i>42.145</i>	2:10.037
6	Out	59.688	43.355	3:17.077	13	30.172	58.929	42.965	2:12.066
7	29.447	58.746	43.339	2:11.532	14				
<b>71</b>	<b>Krüger-Nieder</b>				<b>VW Porsche 914/4</b>				
1	Out	1:11.027	49.095	2:32.234	7	30.828	1:04.674	45.079	2:20.581
2	32.601	1:06.355	46.851	2:25.807	8	31.273	1:04.679	44.971	2:20.923
3	33.135	1:04.720	46.253	2:24.108	9	34.445	1:07.500	43.996	2:25.941
4	35.368	1:09.003	50.500	2:34.871	10	<i>30.408</i>	1:02.961	44.001	2:17.370
5	35.185	1:07.462	45.853	2:28.500	11	30.730	<i>1:02.537</i>	<i>43.407</i>	<b>2:16.674</b>
6	31.887	1:03.668	44.805	2:20.360	12	31.072	1:36.023	In	3:29.446 P
<b>72</b>	<b>Ralf Oehme</b>				<b>Porsche 911 ST</b>				
1	Out	1:05.916	43.848	2:17.997	5	27.719	57.584	<i>40.438</i>	<b>2:05.741</b>
2	30.847	59.286	41.645	2:11.778	6	31.191	1:02.149	In	2:25.034 P
3	28.901	57.561	43.395	2:09.857	7	Out	1:01.025	42.933	6:42.305
4	30.978	<i>57.334</i>	40.577	2:08.889	8	<i>27.704</i>	58.212	In	2:15.895 P

**Hockenheim Historic**

**Laps and Sector times of the Qualifying 2**

<b>73</b>	<b>Bellinger-Keith</b>				<b>Morgan Plus 8</b>				
1	Out	1:01.343	44.511	2:14.678	7	Out	1:00.436	43.032	3:57.679
2	32.758	1:01.447	44.250	2:18.455	8	30.566	59.845	42.809	2:13.220
3	29.693	<b>59.310</b>	<b>42.424</b>	<b>2:11.427</b>	9	29.314	1:00.234	42.944	2:12.492
4	29.085	59.772	43.134	2:11.991	10	30.366	59.770	42.535	2:12.671
5	<b>29.021</b>	1:01.632	42.502	2:13.155	11	30.279	1:03.092	In	2:23.044 P
6	29.895	1:02.156	In	2:22.301 P	12				
<b>74</b>	<b>Sadlowski-Hack</b>				<b>Porsche 911 ST</b>				
1	Out	1:05.174	44.791	2:18.787	8	29.001	58.788	In	2:10.894 P
2	30.255	1:00.367	42.896	2:13.518	9	Out	1:00.944	43.764	3:47.660
3	29.897	1:00.100	43.601	2:13.598	10	29.276	1:00.717	43.547	2:13.540
4	29.575	59.477	42.855	2:11.907	11	29.364	1:00.475	42.667	2:12.506
5	30.166	58.573	<b>41.091</b>	2:09.830	12	29.287	1:00.497	42.645	2:12.429
6	<b>28.514</b>	59.016	41.713	2:09.243	13	31.320	1:01.042	42.790	2:15.152
7	28.822	<b>57.983</b>	41.403	<b>2:08.208</b>	14				
<b>76</b>	<b>Karsten Vogt</b>				<b>Porsche 911 ST</b>				
1	Out	1:10.862	53.066	2:35.332	7	<b>32.548</b>	1:03.977	47.858	2:24.383
2	38.577	1:07.556	50.435	2:36.568	8	33.391	1:02.799	48.287	2:24.477
3	34.792	1:07.411	49.194	2:31.397	9	33.740	1:07.170	In	2:37.962 P
4	33.298	1:05.722	48.055	2:27.075	10	Out	1:02.779	46.482	2:46.110
5	32.909	1:04.249	47.677	2:24.835	11	32.598	<b>1:02.002</b>	<b>45.271</b>	<b>2:19.871</b>
6	34.426	1:05.410	48.847	2:28.683	12				
<b>77</b>	<b>Rolf Richter</b>				<b>Porsche 911 ST</b>				
1	Out	1:06.169	45.469	2:21.691	8	29.589	1:01.355	45.738	2:16.682
2	29.865	1:05.212	44.933	2:20.010	9	30.442	1:00.662	44.285	2:15.389
3	33.087	1:01.515	47.133	2:21.735	10	31.431	1:01.268	45.110	2:17.809
4	31.615	1:02.013	43.838	2:17.466	11	31.704	1:01.606	43.983	2:17.293
5	30.129	1:01.166	44.511	2:15.806	12	29.650	1:01.094	44.148	2:14.892
6	31.452	1:01.290	44.923	2:17.665	13	31.352	1:00.286	44.416	2:16.054
7	<b>29.552</b>	<b>59.745</b>	<b>43.455</b>	<b>2:12.752</b>	14				
<b>78</b>	<b>Heinrich Schneebeli</b>				<b>Porsche 911S</b>				
1	Out	1:06.799	45.213	2:20.599	7	30.452	1:01.119	43.175	2:14.746
2	30.601	1:00.699	43.641	2:14.941	8	34.193	1:14.820	In	2:47.040 P
3	29.541	1:00.843	43.015	2:13.399	9	Out	1:05.877	43.934	3:31.253
4	30.455	1:00.792	46.299	2:17.546	10	29.887	1:00.286	42.497	2:12.670
5	29.589	1:01.269	43.093	2:13.951	11	<b>29.226</b>	<b>59.060</b>	<b>42.102</b>	<b>2:10.388</b>
6	29.479	1:02.173	43.102	2:14.754	12	36.165	1:13.139	In	2:49.788 P
<b>79</b>	<b>Michael Wittke</b>				<b>Porsche 914/6 GT</b>				
1	Out	1:12.910	50.110	2:35.158	8	28.865	1:00.260	41.754	2:10.879
2	31.615	1:01.541	42.447	2:15.603	9	29.123	59.908	42.273	2:11.304
3	29.446	1:00.600	41.548	2:11.594	10	28.785	1:00.203	43.102	2:12.090
4	28.747	<b>58.781</b>	<b>41.276</b>	<b>2:08.804</b>	11	29.726	59.824	41.278	2:10.828
5	29.625	59.694	43.379	2:12.698	12	<b>28.586</b>	59.520	41.826	2:09.932
6	28.852	1:00.694	41.756	2:11.302	13	28.779	59.867	41.278	2:09.924
7	30.840	1:01.208	42.315	2:14.363	14				
<b>81</b>	<b>Koppenwallner-Wedel</b>				<b>Chevron B 16</b>				
1	Out	1:02.531	39.712	2:08.138	8	28.893	55.621	40.711	2:05.225
2	28.028	53.903	39.363	2:01.294	9	28.345	54.694	40.149	2:03.188
3	26.429	53.846	<b>38.759</b>	<b>1:59.034</b>	10	27.672	57.096	40.337	2:05.105
4	<b>26.427</b>	<b>53.107</b>	41.295	2:00.829	11	27.546	55.290	41.555	2:04.391
5	26.553	55.807	39.230	2:01.590	12	26.888	54.177	40.731	2:01.796
6	28.178	58.966	In	2:17.046 P	13	27.394	55.060	39.638	2:02.092
7	Out	56.503	41.210	3:55.002	14	27.878	55.136	41.323	2:04.337



**Hockenheim Historic**

**Laps and Sector times of the Qualifying 2**

<b>82</b>	<b>Schmeyer-Hug</b>				<b>Sports 2000</b>				
1	Out	1:09.923	44.429	2:26.532	7	26.238	55.182	38.375	1:59.795
2	29.978	56.435	40.860	2:07.273	8	26.573	59.103	In	2:12.396 <b>P</b>
3	30.610	56.680	38.823	2:06.113	9	Out	1:02.869	41.669	4:59.003
4	26.079	56.787	<i>37.970</i>	2:00.836	10	28.416	59.448	40.670	2:08.534
5	28.834	55.246	39.972	2:04.052	11	26.610	53.908	40.292	2:00.810
6	28.250	56.874	39.303	2:04.427	12	<i>25.518</i>	<i>53.657</i>	38.148	<b>1:57.323</b>