

## Historic Grand Prix

HARC / Circuit Park Zandvoort

### Youngtimer Trophy - Free Practice

#### Laps and Sector Times

30 August - 01 September 2013  
Zandvoort GP - 4307 mtr.

<b>1</b>	<b>Riebetz-Röllinghoff</b>					BMW M3							
<b>6</b>	<b>Christoph Hilberath</b>					BMW 2002 Ti							
<b>1</b>	1:05.690	190.8	38.829	<del>43.440</del>	190.8	2:27.959	<b>4</b>	1:05.950	<del>193.5</del>	37.737	43.672	<del>193.5</del>	2:27.359
<b>2</b>	1:06.141	192.5	38.285	44.352	192.5	2:28.778	<b>5</b>	<del>1:04.168</del>	188.2	<del>37.658</del>	44.064	188.2	<b>2:25.890</b>
<b>3</b>	1:06.856	190.8	39.287	44.947	190.8	2:31.090	<b>6</b>						
<b>102</b>	<b>Marmulla-Sälzer</b>					NSU TT							
<b>1</b>	1:03.402	184.3	36.724	42.639	184.3	2:22.765	<b>5</b>	1:02.587	186.9	35.241	41.079	186.9	2:18.907
<b>2</b>	1:02.431	185.9	36.187	41.797	185.9	2:20.415	<b>6</b>	1:00.997	185.9	34.900	41.060	185.9	2:16.957
<b>3</b>	1:02.182	<del>189.5</del>	35.194	42.100	<del>189.5</del>	2:19.476	<b>7</b>	<del>1:00.790</del>	188.8	<del>34.774</del>	41.372	188.8	<b>2:16.936</b>
<b>4</b>	1:01.028	186.2	35.104	<del>40.925</del>	186.2	2:17.057	<b>8</b>						
<b>112</b>	<b>Friedhelm Pffingst</b>					BMW 2002							
<b>1</b>	57.986	204.5	34.238	40.194	204.5	2:12.418	<b>4</b>	59.448	203.0	35.614	39.749	203.0	2:14.811
<b>2</b>	57.970	194.9	34.592	41.310	194.9	2:13.872	<b>5</b>	59.971	<del>209.7</del>	33.750	<del>38.868</del>	<del>209.7</del>	2:12.589
<b>3</b>	58.274	202.2	34.279	40.068	202.2	2:12.621	<b>6</b>	<del>57.685</del>	179.7	<del>33.300</del>	39.677	179.7	<b>2:10.662</b>
<b>116</b>	<b>Bender-Lohmann</b>					BMW 2002							
<b>120</b>	<b>Clemens Diewald</b>					Opel Commodore							
<b>140</b>	<b>Dieter Karl Anton</b>					Ford Escort RS 1600							
<b>1</b>	Out	<del>228.8</del>	32.102	36.945	<del>228.8</del>	2:04.306	<b>3</b>	54.341	225.9	<del>31.830</del>	<del>36.694</del>	225.9	<b>2:02.865</b>
<b>2</b>	<del>54.089</del>	225.5	32.728	36.979	225.5	2:03.796	<b>4</b>						
<b>150</b>	<b>Pohl-Pohl</b>					Ford Escort							
<b>159</b>	<b>Sebastian Schemmann</b>					VW Polo							
<b>159</b>	<b>Schemmann-Schröder</b>					VW Polo							
<b>1</b>	1:03.985	<del>183.7</del>	37.209	43.570	<del>183.7</del>	2:24.764	<b>4</b>	1:03.924	183.4	37.526	<del>43.055</del>	183.4	2:24.505
<b>2</b>	<del>1:02.927</del>	181.8	37.081	43.580	181.8	2:23.588	<b>5</b>	1:03.557	182.4	<del>36.088</del>	43.413	182.4	<b>2:23.058</b>
<b>3</b>	1:03.946	182.7	37.262	43.936	182.7	2:25.144	<b>6</b>	1:04.183	180.9	36.402	43.602	180.9	2:24.187
<b>161</b>	<b>Michael Schmitz</b>					VW Scirocco							
<b>1</b>	Out	193.9	34.709	41.208	193.9	2:14.013	<b>4</b>	<del>56.222</del>	<del>199.6</del>	<del>32.393</del>	38.807	<del>199.6</del>	<b>2:07.422</b>
<b>2</b>	58.114	193.9	34.435	39.587	193.9	2:12.136	<b>5</b>	58.620	198.9	32.487	38.765	198.9	2:09.872
<b>3</b>	57.654	198.5	33.257	39.983	198.5	2:10.894	<b>6</b>	56.375	197.4	32.687	<del>38.374</del>	197.4	2:07.436
<b>162</b>	<b>Schröder-Schröder</b>					VW Derby							
<b>1</b>	55.434	199.6	32.340	37.613	199.6	2:05.387	<b>4</b>	Out	194.2	32.420	37.933	194.2	3:48.032
<b>2</b>	55.253	195.7	32.251	<del>37.607</del>	195.7	<b>2:05.111</b>	<b>5</b>	55.418	192.9	32.278	37.962	192.9	2:05.658
<b>3</b>	56.138		32.318	In		2:14.320 P	<b>6</b>	<del>55.210</del>	171.4	<del>31.905</del>	38.501	171.4	2:05.616
<b>214</b>	<b>Ratz-Seyffert</b>					Alfa Romeo GTV 6 / 2,5							
<b>314</b>	<b>Bernd Langewiesche</b>					Porsche 911							
<b>1</b>	<del>1:00.701</del>	222.7	35.177	32.157	222.7	2:08.035	<b>5</b>	1:31.109	225.0		37.057	225.0	2:03.788
<b>2</b>	1:07.954	223.6	34.174	23.067	223.6	2:05.195	<b>6</b>	1:34.492	220.0		37.307	220.0	2:02.721

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3	1:15.333	226.4	33.908	14.162	226.4	2:03.403	7	1:39.761	194.9	32.823	0191	194.9	2:12.775
4	1:22.752	224.1	<del>33.945</del>	5.331	224.1	<b>2:02.028</b>	8						

<b>315</b>	<b>Georg Nolte</b>						<b>Ford GT 40</b>						
1	51.829	257.8	29.893	33.596	257.8	1:55.318	4	<del>48.889</del>	260.2	29.663	33.372	260.2	1:51.924
2	49.171	<del>262.1</del>	29.325	32.811	<del>262.1</del>	1:51.307	5	49.694	<del>262.1</del>	<del>28.610</del>	<del>32.462</del>	<del>262.1</del>	<b>1:50.766</b>
3	49.082	259.6	29.264	33.210	259.6	1:51.556	6	52.045	30.527	In			2:07.440 <b>p</b>

<b>319</b>	<b>Andreas Sczepak</b>						<b>Porsche 911 3.0 RSR</b>						
1	54.503	229.8	31.471	36.849	229.8	2:02.823	5	53.452	232.3	31.225	36.161	232.3	2:00.838
2	53.746	232.3	31.136	36.975	232.3	2:01.857	6	53.679	228.8	31.252	37.223	228.8	2:02.154
3	53.171	231.8	<del>30.836</del>	<del>35.451</del>	231.8	<b>1:59.458</b>	7	53.643	226.9	31.879	36.615	226.9	2:02.137
4	<del>52.884</del>	<del>233.8</del>	31.209	36.058	<del>233.8</del>	2:00.151	8						

<b>436</b>	<b>Roland Botor</b>						<b>VW Golf GTI</b>						
1	1:01.281	180.9	35.578	41.512	180.9	2:18.371	4	58.095	201.9	34.788	<del>40.160</del>	201.9	2:13.043
2	59.947	202.2	34.905	40.737	202.2	2:15.589	5	57.889	203.0	<del>34.034</del>	40.415	203.0	<b>2:12.338</b>
3	1:00.857	<del>206.1</del>	35.139	40.665	<del>206.1</del>	2:16.661	6	<del>57.267</del>		34.405	In		2:19.449 <b>p</b>

<b>443</b>	<b>Jens Böhler</b>						<b>BMW M3</b>						
1	58.255	211.4	33.055	41.611	211.4	2:12.921	5	<del>55.008</del>	<del>226.4</del>	<del>32.543</del>	38.095	<del>226.4</del>	<b>2:05.641</b>
2	56.273	221.3	33.794	39.047	221.3	2:09.114	6	56.090	198.9	34.272	42.792	198.9	2:13.154
3	55.640	223.6	32.721	37.741	223.6	2:06.102	7	1:00.362	216.0	34.353	41.300	216.0	2:16.015
4	55.755	223.1	32.956	<del>37.180</del>	223.1	2:05.891	8						

<b>444</b>	<b>Marc Gutowski</b>						<b>BMW 325i</b>						
1	54.794	216.0	32.265	37.465	216.0	2:04.524	5	54.691	<del>221.8</del>	32.410	37.877	<del>221.8</del>	2:04.978
2	54.488	216.9	32.570	38.163	216.9	2:05.221	6	54.299	219.1	<del>31.835</del>	<del>36.519</del>	219.1	<b>2:02.653</b>
3	54.834	180.0	34.246	41.373	180.0	2:10.453	7	<del>53.713</del>	216.9	32.042	38.350	216.9	2:04.105
4	1:00.340	217.3	39.372	37.919	217.3	2:17.631	8						

<b>474</b>	<b>Schnitzler-Doornbos</b>						<b>Porsche 911 SC/RS</b>						
1	Out	219.5	34.766	41.420	219.5	2:17.554	5	58.073	220.4	34.346	38.946	220.4	2:11.365
2	58.870	223.6	33.919	39.072	223.6	2:11.861	6	56.383	222.7	35.056	37.696	222.7	2:09.135
3	57.487	<del>224.5</del>	33.308	38.882	<del>224.5</del>	2:09.677	7	<del>55.818</del>		<del>32.608</del>	In		2:16.240 <b>p</b>
4	56.173	<del>224.5</del>	34.275	<del>37.503</del>	<del>224.5</del>	<b>2:07.951</b>	8						

<b>478</b>													
1	1:04.130	220.9	37.416	42.652	220.9	2:24.198	5	59.484	220.4	35.261	40.011	220.4	2:14.756
2	1:01.490	220.4	36.822	41.895	220.4	2:20.207	6	59.517	222.7	<del>34.295</del>	38.996	222.7	2:12.808
3	1:01.155	213.0	35.739	40.641	213.0	2:17.535	7	<del>59.011</del>	<del>224.1</del>	34.761	<del>38.728</del>	<del>224.1</del>	<b>2:12.500</b>
4	1:01.084	223.1	35.476	39.690	223.1	2:16.250	8						

<b>501</b>	<b>Roof-Roof</b>						<b>Porsche 911 RSR 3.0</b>						
1	52.866	234.3	31.147	35.941	234.3	1:59.954	5	52.053	234.8	31.307	<del>34.994</del>	234.8	<b>1:58.354</b>
2	52.658	233.3	31.352	35.699	233.3	1:59.709	6	52.474	<del>236.8</del>	<del>30.467</del>	35.413	<del>236.8</del>	1:58.354
3	53.567	232.8	31.694	35.936	232.8	2:01.197	7	<del>51.662</del>		34.956	In		2:20.915 <b>p</b>
4	52.663	233.3	30.883	35.639	233.3	1:59.185	8						

<b>502</b>	<b>Schrey-Schrey</b>						<b>Porsche 935 K1</b>						
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<b>503</b>	<b>Daniel Schrey</b>						<b>Porsche 935 K 1</b>						
1	50.727	248.3	29.876	33.788	248.3	1:54.391	5	49.021	250.0	29.400	<del>33.326</del>	250.0	1:51.747
2	55.613	248.8	29.917	33.983	248.8	1:59.513	6	<del>48.789</del>	248.3	<del>28.881</del>	33.872	248.3	<b>1:51.542</b>
3	52.436	250.0	29.254	33.585	250.0	1:55.275	7	50.055	247.1	29.244	33.847	247.1	1:53.146
4	55.912	<del>252.3</del>	29.559	33.471	<del>252.3</del>	1:58.942	8						

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504 Dr. Edgar Althoff						Porsche Carrera RSR							
1	<del>50.842</del>	234.3	30.535	35.241	234.3	1:56.618	5	51.245	<del>235.3</del>	30.304	34.509	<del>235.3</del>	<b>1:56.058</b>
2	52.510	<del>235.3</del>	31.194	<del>34.304</del>	<del>235.3</del>	1:58.008	6	52.345	223.1	<del>30.148</del>	35.116	223.1	1:57.609
3	51.118	227.8	30.947	34.781	227.8	1:56.846	7	52.468	233.8	30.231	35.212	233.8	1:57.911
4	51.177	<del>235.3</del>	32.105	34.813	<del>235.3</del>	1:58.095	8						