

## Zolder Race Festival 2013

### Cup und Tourenwagen Trophy - Qualifying 1

17 - 18 August 2013

#### Runden und Sektoren Zeiten

Zolder - 4000 mtr.

| 2 Paul Hochweg |                   |                   |                   |                  | VW Golf I       |    |        |        |        |       |          |
|----------------|-------------------|-------------------|-------------------|------------------|-----------------|----|--------|--------|--------|-------|----------|
| 1              | Out               | 52.037            | 39.584            | 156.7            | 2:34.971        | 7  | 39.459 | 44.478 | 36.784 | 165.9 | 2:00.721 |
| 2              | 40.865            | 44.514            | 35.507            | 164.3            | 2:00.886        | 8  | 39.247 | 48.125 | 35.882 | 165.9 | 2:03.254 |
| 3              | 38.478            | 44.039            | 41.246            | 167.5            | 2:03.763        | 9  | 41.004 | 43.001 | 36.002 | 165.9 | 2:00.007 |
| 4              | 39.849            | 43.101            | 34.756            | <del>170.1</del> | 1:57.706        | 10 | 38.955 | 43.368 | 35.615 | 165.1 | 1:57.938 |
| 5              | 38.354            | <del>42.816</del> | <del>34.111</del> | 169.2            | <b>1:55.311</b> | 11 | 39.423 | 43.430 | 35.869 | 166.7 | 1:58.722 |
| 6              | <del>35.707</del> | 335.138           | 37.646            | 151.7            | 4:49.484        | 12 | 37.693 | 49.449 | 36.149 | 144.6 | 2:03.291 |

| 6 Greven-Milz |        |        |        |       | Citroen ZX |    |                   |                   |                   |                  |                 |
|---------------|--------|--------|--------|-------|------------|----|-------------------|-------------------|-------------------|------------------|-----------------|
| 1             | 52.622 | 56.227 | 46.289 | 141.0 | 2:35.138   | 8  | 40.302            | 43.078            | 36.127            | 157.4            | 1:59.507        |
| 2             | 48.213 | 51.158 | 39.274 | 152.4 | 2:18.645   | 9  | 43.607            | 43.290            | 39.436            | 157.4            | 2:06.333        |
| 3             | 41.644 | 47.661 | 37.519 | 154.5 | 2:06.824   | 10 | 38.935            | 42.950            | 35.909            | <del>158.9</del> | 1:57.794        |
| 4             | 42.079 | 47.274 | 37.191 | 157.4 | 2:06.544   | 11 | 37.673            | 43.014            | 36.081            | 158.1            | 1:56.768        |
| 5             | 39.158 | 43.814 | 36.352 | 157.4 | 1:59.324   | 12 | 38.203            | 47.799            | 36.011            | <del>158.9</del> | 2:02.013        |
| 6             | 39.098 | 45.494 | In     |       | 2:22.146 P | 13 | <del>37.294</del> | <del>42.299</del> | <del>35.336</del> | <del>158.9</del> | <b>1:54.929</b> |
| 7             | Out    | 49.958 | 39.216 | 155.9 | 3:25.994   | 14 |                   |                   |                   |                  |                 |

| 10 Patrick Lendle |                   |                   |                   |                  | Citroen Saxo |    |        |        |        |       |                 |
|-------------------|-------------------|-------------------|-------------------|------------------|--------------|----|--------|--------|--------|-------|-----------------|
| 1                 | 48.449            | 50.953            | 40.408            | 142.2            | 2:19.810     | 6  | Out    | 47.548 | 39.415 | 139.3 | 4:20.150        |
| 2                 | 44.180            | 49.915            | 43.088            | 143.4            | 2:17.183     | 7  | 42.104 | 47.424 | 39.452 | 136.5 | <b>2:08.980</b> |
| 3                 | 43.077            | 47.600            | 39.615            | 142.8            | 2:10.382     | 8  | 42.822 | 48.813 | 40.501 | 132.7 | 2:12.136        |
| 4                 | 44.025            | 47.511            | <del>38.553</del> | <del>144.6</del> | 2:10.089     | 9  | 43.822 | 49.746 | In     |       | 2:26.099 P      |
| 5                 | <del>41.410</del> | <del>46.583</del> | In                |                  | 2:18.680 P   | 10 |        |        |        |       |                 |

| 11 Milz-Breuer |                   |        |        |       | Citroen Saxo VTS |    |        |                   |                   |                  |            |
|----------------|-------------------|--------|--------|-------|------------------|----|--------|-------------------|-------------------|------------------|------------|
| 1              | 45.761            | 52.076 | In     |       | 2:34.591 P       | 7  | 39.051 | 42.123            | 37.965            | <del>160.4</del> | 1:59.139   |
| 2              | Out               | 49.499 | 37.941 | 155.9 | 5:34.405         | 8  | 39.075 | 42.325            | 37.037            | 156.7            | 1:58.437   |
| 3              | 39.668            | 46.247 | 36.461 | 157.4 | 2:02.376         | 9  | 39.483 | <del>42.071</del> | 35.044            | 156.7            | 1:56.598   |
| 4              | 38.257            | 43.596 | In     |       | 2:14.737 P       | 10 | 39.032 | 42.094            | <del>34.923</del> | 156.7            | 1:56.049   |
| 5              | Out               | 44.103 | 35.643 | 158.1 | 4:50.536         | 11 | 37.148 | 44.150            | In                |                  | 2:18.405 P |
| 6              | <del>35.588</del> | 42.865 | 35.115 | 156.7 | <b>1:54.938</b>  | 12 |        |                   |                   |                  |            |

| 12 Timo Siekmann |                   |                   |                   |       | Ford Fiesta ST  |    |        |        |        |                  |            |
|------------------|-------------------|-------------------|-------------------|-------|-----------------|----|--------|--------|--------|------------------|------------|
| 1                | 42.457            | 45.878            | 37.528            | 143.4 | 2:05.863        | 8  | 36.953 | 44.671 | In     |                  | 2:13.718 P |
| 2                | 37.810            | 43.503            | 36.427            | 145.2 | 1:57.740        | 9  | Out    | 43.282 | 36.279 | <del>147.8</del> | 3:10.966   |
| 3                | 36.777            | 42.739            | 36.004            | 145.9 | 1:55.520        | 10 | 38.564 | 42.653 | 36.914 | 147.1            | 1:58.131   |
| 4                | 36.640            | 43.591            | 39.195            | 146.5 | 1:59.426        | 11 | 39.126 | 43.798 | 38.164 | 144.0            | 2:01.088   |
| 5                | 37.337            | 42.856            | 36.282            | 144.0 | 1:56.475        | 12 | 38.443 | 42.201 | 36.501 | 147.1            | 1:57.145   |
| 6                | 37.577            | 42.957            | <del>35.927</del> | 145.2 | 1:56.461        | 13 | 37.483 | 42.316 | 39.015 | 141.6            | 1:58.814   |
| 7                | <del>35.524</del> | <del>42.088</del> | 35.996            | 147.1 | <b>1:54.618</b> | 14 | 37.200 | 42.130 | 36.104 | 145.9            | 1:55.434   |

| 16 Gerd Linden |        |        |        |       | Renault Clio RS III Cup |    |                   |                   |                   |                  |                 |
|----------------|--------|--------|--------|-------|-------------------------|----|-------------------|-------------------|-------------------|------------------|-----------------|
| 1              | Out    | 54.445 | 43.307 | 146.5 | 2:29.825                | 8  | 38.715            | 43.851            | 36.924            | <del>148.1</del> | 1:59.490        |
| 2              | 43.136 | 46.036 | 38.735 | 145.9 | 2:07.907                | 9  | <del>38.081</del> | 43.454            | 36.215            | 147.8            | 1:57.720        |
| 3              | 39.947 | 46.311 | 40.819 | 147.1 | 2:07.077                | 10 | 38.550            | <del>42.908</del> | 36.397            | 148.4            | 1:57.855        |
| 4              | 39.676 | 44.914 | 36.971 | 147.1 | 2:01.561                | 11 | 38.221            | 42.985            | <del>35.132</del> | 148.4            | <b>1:57.338</b> |
| 5              | 39.524 | 47.133 | 38.301 | 145.9 | 2:04.958                | 12 | 38.544            | 43.084            | 36.136            | 147.8            | 1:57.764        |
| 6              | 39.935 | 44.208 | 36.869 | 147.1 | 2:01.012                | 13 | 39.425            | 43.900            | 37.077            | 143.4            | 2:00.402        |
| 7              | 38.386 | 47.392 | 36.393 | 147.1 | 2:02.171                | 14 |                   |                   |                   |                  |                 |

| 21 Michael Haager |        |        |        |                  | Opel Astra turbo |    |                   |                   |                   |       |                 |
|-------------------|--------|--------|--------|------------------|------------------|----|-------------------|-------------------|-------------------|-------|-----------------|
| 1                 | Out    | 53.508 | 38.109 | 162.7            | 2:24.522         | 8  | Out               | 40.194            | 34.009            | 172.7 | 2:48.545        |
| 2                 | 39.244 | 43.290 | 34.664 | <del>173.5</del> | 1:57.198         | 9  | 36.944            | 39.366            | 33.267            | 170.9 | 1:49.577        |
| 3                 | 38.082 | 40.221 | 33.372 | <del>173.5</del> | 1:51.675         | 10 | 37.592            | 40.671            | 32.817            | 170.9 | 1:51.080        |
| 4                 | 36.631 | 41.960 | 35.283 | 170.9            | 1:53.874         | 11 | 35.915            | 40.386            | 33.282            | 172.7 | 1:49.583        |
| 5                 | 36.354 | 40.931 | 33.194 | 172.7            | 1:50.479         | 12 | 35.551            | 39.200            | <del>32.706</del> | 169.2 | 1:47.457        |
| 6                 | 35.903 | 39.645 | 33.042 | 172.7            | 1:48.590         | 13 | 35.280            | 38.895            | 32.751            | 170.1 | 1:46.926        |
| 7                 | 35.167 | 41.574 | In     |                  | 2:01.906 P       | 14 | <del>34.499</del> | <del>38.825</del> | 33.462            | 162.7 | <b>1:46.786</b> |

## Zolder Race Festival 2013

### Cup und Tourenwagen Trophy - Qualifying 1

17 - 18 August 2013

#### Runden und Sektoren Zeiten

Zolder - 4000 mtr.

| 22 Daniel Haager |                   |        |                   |       |                 | Renault Clio RS III |        |                   |        |                  |          |
|------------------|-------------------|--------|-------------------|-------|-----------------|---------------------|--------|-------------------|--------|------------------|----------|
| 1                | Out               | 51.543 | 37.928            | 151.7 | 2:27.759        | 8                   | 37.960 | 42.298            | 39.028 | <del>153.8</del> | 1:59.286 |
| 2                | 39.766            | 42.737 | 38.044            | 153.1 | 2:00.547        | 9                   | 36.532 | 43.164            | 39.330 | 126.7            | 1:59.026 |
| 3                | 38.718            | 42.897 | 38.632            | 149.7 | 2:00.247        | 10                  | 43.178 | 50.342            | 39.603 | 152.4            | 2:13.123 |
| 4                | 38.533            | 42.265 | 37.974            | 133.2 | 1:58.772        | 11                  | 45.939 | 48.324            | 36.087 | 152.4            | 2:10.350 |
| 5                | 45.290            | 50.226 | 35.886            | 151.1 | 2:11.402        | 12                  | 38.913 | 43.189            | 35.472 | 153.1            | 1:57.574 |
| 6                | 36.862            | 41.807 | <del>35.451</del> | 152.4 | <b>1:54.123</b> | 13                  | 37.262 | <del>41.431</del> | 35.845 | 152.4            | 1:54.538 |
| 7                | <del>36.472</del> | 45.105 | 36.980            | 149.1 | 1:58.557        | 14                  |        |                   |        |                  |          |

| 23 Lodzinski-Lodzinski |        |        |        |                  |            | Opel Astra GSI |                   |                   |                   |       |                 |
|------------------------|--------|--------|--------|------------------|------------|----------------|-------------------|-------------------|-------------------|-------|-----------------|
| 1                      | 46.731 | 48.989 | 38.320 | 151.1            | 2:14.040   | 7              | 38.539            | <del>43.528</del> | 36.618            | 154.5 | <b>1:58.685</b> |
| 2                      | 45.881 | 49.021 | In     |                  | 2:36.846 P | 8              | 41.817            | 52.342            | In                |       | 2:33.051 P      |
| 3                      | Out    | 50.286 | 40.562 | 153.1            | 4:42.855   | 9              | Out               | 47.671            | 37.062            | 154.5 | 3:50.105        |
| 4                      | 40.923 | 44.945 | 37.395 | 155.2            | 2:03.263   | 10             | 41.291            | 43.827            | <del>35.132</del> | 152.4 | 2:01.250        |
| 5                      | 39.663 | 44.829 | 36.924 | 153.8            | 2:01.416   | 11             | <del>37.982</del> | 43.803            | 36.934            | 154.5 | 1:58.699        |
| 6                      | 38.734 | 46.321 | 36.722 | <del>156.7</del> | 2:01.777   | 12             |                   |                   |                   |       |                 |

| 25 Marius Barczak |        |        |        |                  |          | Renault Clio 3 RS |                   |                   |                   |       |                 |
|-------------------|--------|--------|--------|------------------|----------|-------------------|-------------------|-------------------|-------------------|-------|-----------------|
| 1                 | Out    | 50.303 | 36.418 | 156.7            | 2:13.667 | 7                 | 36.393            | 40.994            | 34.300            | 159.6 | 1:51.687        |
| 2                 | 38.930 | 43.407 | 35.389 | 158.1            | 1:57.726 | 8                 | 35.975            | <del>40.490</del> | <del>33.998</del> | 159.6 | <b>1:50.463</b> |
| 3                 | 37.200 | 41.983 | 35.043 | 159.6            | 1:54.226 | 9                 | <del>35.882</del> | 40.649            | 34.215            | 158.9 | 1:50.746        |
| 4                 | 39.795 | 43.393 | 35.035 | <del>160.4</del> | 1:58.223 | 10                | 36.034            | 40.921            | In                |       | 2:02.825 P      |
| 5                 | 37.502 | 53.038 | 47.238 | 158.1            | 2:17.778 | 11                | Out               | 41.309            | 41.545            | 157.4 | 4:23.060        |
| 6                 | 37.004 | 41.527 | 34.132 | 158.9            | 1:52.663 | 12                | 35.968            | 40.566            | In                |       | 2:01.243 P      |

| 26 Christoph Eicker |                   |        |        |                  |                 | Renault Clio RS III |        |                   |                   |                  |          |
|---------------------|-------------------|--------|--------|------------------|-----------------|---------------------|--------|-------------------|-------------------|------------------|----------|
| 1                   | Out               | 55.748 | 43.397 | 155.9            | 2:33.020        | 8                   | 36.801 | 44.644            | 37.661            | <del>160.4</del> | 1:59.106 |
| 2                   | 41.144            | 43.364 | 36.109 | 158.9            | 2:00.617        | 9                   | 35.670 | 42.309            | <del>34.899</del> | 159.6            | 1:52.478 |
| 3                   | 38.389            | 42.620 | 36.345 | 158.9            | 1:57.354        | 10                  | 38.970 | 41.777            | 37.016            | 157.4            | 1:57.763 |
| 4                   | 37.106            | 41.644 | 35.177 | 159.6            | 1:53.927        | 11                  | 37.516 | 41.858            | 34.962            | <del>160.4</del> | 1:54.336 |
| 5                   | 36.336            | 41.862 | 34.916 | 157.4            | 1:53.114        | 12                  | 37.162 | 41.316            | 34.707            | 158.9            | 1:53.185 |
| 6                   | 36.090            | 41.057 | 34.858 | <del>160.4</del> | <b>1:52.005</b> | 13                  | 36.935 | 40.885            | 34.614            | 158.9            | 1:52.434 |
| 7                   | <del>35.589</del> | 47.318 | 38.990 | 158.1            | 2:01.897        | 14                  | 36.433 | <del>40.632</del> | 35.024            | 157.4            | 1:52.089 |

| 29 Lothar Moll |        |                   |        |       |                 | Fiat Punto |                   |        |                   |                  |            |
|----------------|--------|-------------------|--------|-------|-----------------|------------|-------------------|--------|-------------------|------------------|------------|
| 1              | 45.982 | 45.542            | 39.031 | 164.3 | 2:10.555        | 4          | 36.871            | 42.979 | <del>35.316</del> | <del>171.8</del> | 1:55.166   |
| 2              | 41.202 | 42.516            | 36.920 | 170.1 | 2:00.638        | 5          | <del>36.383</del> | 44.451 | In                |                  | 2:10.356 P |
| 3              | 37.051 | <del>42.389</del> | 35.540 | 168.4 | <b>1:54.980</b> | 6          |                   |        |                   |                  |            |

| 30 Denny Hefermehl |        |        |        |                  |          | Seat Leon |                   |                   |                   |       |                 |
|--------------------|--------|--------|--------|------------------|----------|-----------|-------------------|-------------------|-------------------|-------|-----------------|
| 1                  | 44.631 | 52.920 | 38.421 | 154.5            | 2:15.972 | 7         | 38.341            | 45.368            | 35.416            | 155.2 | 1:59.125        |
| 2                  | 39.764 | 46.239 | 37.425 | <del>155.9</del> | 2:03.428 | 8         | 37.631            | 44.348            | 35.398            | 154.5 | 1:57.377        |
| 3                  | 38.928 | 45.723 | 38.990 | 155.2            | 2:03.641 | 9         | <del>36.815</del> | <del>41.687</del> | 35.725            | 151.7 | <b>1:54.227</b> |
| 4                  | 40.334 | 45.039 | 36.585 | 155.2            | 2:01.958 | 10        | 39.679            | 47.902            | In                |       | 2:16.380 P      |
| 5                  | 37.977 | 43.965 | 35.930 | <del>155.9</del> | 1:57.872 | 11        | Out               | 43.545            | 35.356            | 153.8 | 4:34.822        |
| 6                  | 39.156 | 46.828 | 35.415 | <del>155.9</del> | 2:01.399 | 12        | 36.910            | 42.396            | <del>34.997</del> | 153.8 | 1:54.303        |

| 32 Matthias Dreher |        |                   |        |                  |          | Seat Leon Supercopa |                   |        |                   |                  |                 |
|--------------------|--------|-------------------|--------|------------------|----------|---------------------|-------------------|--------|-------------------|------------------|-----------------|
| 1                  | 46.742 | 50.852            | 42.061 | 155.2            | 2:19.655 | 7                   | 39.540            | 46.258 | In                |                  | 2:14.059 P      |
| 2                  | 44.795 | 47.018            | 38.500 | 155.9            | 2:10.313 | 8                   | Out               | 44.138 | <del>35.719</del> | <del>158.1</del> | 3:39.862 P      |
| 3                  | 39.810 | 44.929            | 36.788 | 157.4            | 2:01.527 | 9                   | 42.380            | 44.241 | 1:00.643          | 142.2            | 2:27.264        |
| 4                  | 38.953 | 44.248            | 36.888 | 157.4            | 2:00.089 | 10                  | 51.134            | 46.821 | 37.305            | 155.9            | 2:15.260        |
| 5                  | 38.858 | 44.684            | 36.558 | 157.4            | 2:00.100 | 11                  | 41.340            | 46.875 | 36.453            | 157.4            | 2:04.668        |
| 6                  | 39.526 | <del>44.128</del> | 37.313 | <del>158.1</del> | 2:00.967 | 12                  | <del>38.727</del> | 44.286 | 36.032            | 155.2            | <b>1:59.045</b> |

| 34 Utrecht-Utrecht |        |        |        |       |          | Renault Clio III |        |        |        |       |            |
|--------------------|--------|--------|--------|-------|----------|------------------|--------|--------|--------|-------|------------|
| 1                  | Out    | 55.701 | 41.446 | 135.4 | 2:31.742 | 8                | 38.152 | 43.198 | In     |       | 2:08.617 P |
| 2                  | 43.618 | 46.656 | 37.851 | 149.7 | 2:08.125 | 9                | Out    | 53.304 | 37.168 | 153.1 | 3:28.275   |

## Zolder Race Festival 2013

### Cup und Tourenwagen Trophy - Qualifying 1

17 - 18 August 2013

#### Runden und Sektoren Zeiten

Zolder - 4000 mtr.

|   |        |        |        |                  |          |    |                   |                  |                  |       |                 |
|---|--------|--------|--------|------------------|----------|----|-------------------|------------------|------------------|-------|-----------------|
| 3 | 39.650 | 47.344 | 38.997 | 151.7            | 2:05.991 | 10 | 38.754            | 42.984           | 36.169           | 152.4 | 1:57.907        |
| 4 | 38.096 | 44.605 | 36.320 | 153.1            | 1:59.021 | 11 | 37.547            | 43.254           | 35.691           | 153.8 | 1:56.492        |
| 5 | 37.464 | 42.790 | 35.881 | 152.4            | 1:56.135 | 12 | 36.681            | <del>42.08</del> | <del>35.55</del> | 154.5 | <b>1:54.234</b> |
| 6 | 37.389 | 42.376 | 35.546 | 154.5            | 1:55.311 | 13 | <del>36.417</del> | 42.844           | 35.771           | 152.4 | 1:55.032        |
| 7 | 36.583 | 44.321 | 36.886 | <del>155.7</del> | 1:57.790 | 14 |                   |                  |                  |       |                 |

|           |                       |        |                   |                  |          |                |                   |                   |        |       |                 |
|-----------|-----------------------|--------|-------------------|------------------|----------|----------------|-------------------|-------------------|--------|-------|-----------------|
| <b>35</b> | <b>Gerhard Füller</b> |        |                   |                  |          | <b>BMW E36</b> |                   |                   |        |       |                 |
| 1         | 38.566                | 43.344 | 34.352            | 172.7            | 1:56.262 | 5              | 36.558            | 42.533            | In     |       | 2:05.066 P      |
| 2         | 35.144                | 40.729 | 33.224            | 171.8            | 1:49.097 | 6              | Out               | 40.613            | 33.491 | 171.8 | 4:02.468        |
| 3         | 35.054                | 39.380 | 32.716            | <del>173.5</del> | 1:47.150 | 7              | <del>33.772</del> | <del>33.501</del> | 32.828 | 171.8 | <b>1:45.101</b> |
| 4         | 33.880                | 40.153 | <del>32.711</del> | 170.9            | 1:46.744 | 8              | 38.306            | 44.829            | In     |       | 2:11.321 P      |

|           |                     |        |                  |                  |            |                       |                   |                   |        |       |                 |
|-----------|---------------------|--------|------------------|------------------|------------|-----------------------|-------------------|-------------------|--------|-------|-----------------|
| <b>36</b> | <b>Manfred Lewe</b> |        |                  |                  |            | <b>Seat Leon WTCC</b> |                   |                   |        |       |                 |
| 1         | Out                 | 58.139 | 42.216           | 170.1            | 2:39.819   | 8                     | 35.482            | 40.704            | 33.102 | 187.0 | 1:49.288        |
| 2         | 40.723              | 43.093 | 34.961           | 181.0            | 1:58.777   | 9                     | 37.162            | 43.721            | 33.190 | 182.9 | 1:54.073        |
| 3         | 38.269              | 42.679 | 34.682           | 187.0            | 1:55.630   | 10                    | 37.471            | 40.901            | 32.998 | 176.3 | 1:51.370        |
| 4         | 37.255              | 40.931 | 34.135           | 188.0            | 1:52.321   | 11                    | 38.158            | 39.539            | 32.294 | 185.9 | 1:49.991        |
| 5         | 37.276              | 41.990 | In               |                  | 2:13.951 P | 12                    | 37.889            | 39.835            | 32.639 | 188.0 | 1:50.363        |
| 6         | Out                 | 43.124 | 33.548           | 188.0            | 3:24.500   | 13                    | <del>33.955</del> | <del>33.959</del> | 32.669 | 187.0 | <b>1:45.613</b> |
| 7         | 36.014              | 44.211 | <del>32.23</del> | <del>189.1</del> | 1:52.458   | 14                    |                   |                   |        |       |                 |

|           |                       |        |                  |                  |          |                    |                   |                   |        |                  |                 |
|-----------|-----------------------|--------|------------------|------------------|----------|--------------------|-------------------|-------------------|--------|------------------|-----------------|
| <b>37</b> | <b>Sven Schneider</b> |        |                  |                  |          | <b>Porsche 996</b> |                   |                   |        |                  |                 |
| 1         | Out                   | 52.836 | 41.375           | 158.9            | 2:30.919 | 6                  | 36.808            | <del>41.891</del> | 34.402 | <del>167.5</del> | <b>1:53.101</b> |
| 2         | 45.249                | 47.977 | 38.200           | 164.3            | 2:11.426 | 7                  | 36.753            | 43.814            | 34.631 | 165.9            | 1:55.198        |
| 3         | 39.859                | 45.343 | 35.980           | 166.7            | 2:01.182 | 8                  | <del>36.449</del> | 42.424            | 35.091 | 165.9            | 1:53.964        |
| 4         | 38.127                | 42.830 | 35.191           | 166.7            | 1:56.148 | 9                  | 38.981            | 56.231            | In     |                  | 2:39.595 P      |
| 5         | 37.394                | 41.906 | <del>34.35</del> | <del>167.5</del> | 1:53.625 | 10                 |                   |                   |        |                  |                 |

|           |                            |        |                  |                  |            |                |     |                   |    |  |            |
|-----------|----------------------------|--------|------------------|------------------|------------|----------------|-----|-------------------|----|--|------------|
| <b>39</b> | <b>Franz-Josef Fischer</b> |        |                  |                  |            | <b>Audi TT</b> |     |                   |    |  |            |
| 1         | 1:39.174                   | 58.574 | In               |                  | 3:41.307 P | 4              | Out | 46.587            | In |  | 6:04.205 P |
| 2         | Out                        | 48.453 | <del>32.60</del> | <del>153.8</del> | 3:50.189   | 5              | Out | <del>46.135</del> | In |  | 5:26.807 P |
| 3         | <del>46.704</del>          | 58.567 | In               |                  | 2:46.456 P | 6              |     |                   |    |  |            |

|           |                     |        |                   |                  |                 |                    |                  |                   |        |       |            |
|-----------|---------------------|--------|-------------------|------------------|-----------------|--------------------|------------------|-------------------|--------|-------|------------|
| <b>42</b> | <b>Günter Göbel</b> |        |                   |                  |                 | <b>Porsche 996</b> |                  |                   |        |       |            |
| 1         | 39.748              | 43.398 | 33.409            | 182.9            | 1:56.555        | 8                  | <del>33.90</del> | 43.603            | In     |       | 2:07.615 P |
| 2         | 35.942              | 40.367 | 32.785            | 181.0            | 1:49.094        | 9                  | Out              | 41.252            | 33.153 | 183.9 | 3:22.849   |
| 3         | 36.110              | 40.928 | 33.288            | <del>187.0</del> | 1:50.326        | 10                 | 35.090           | 47.200            | In     |       | 2:09.650 P |
| 4         | 34.609              | 40.847 | 33.334            | 185.9            | 1:48.790        | 11                 | Out              | 40.571            | 32.396 | 183.9 | 3:31.132   |
| 5         | 36.468              | 40.744 | 33.450            | 185.9            | 1:50.662        | 12                 | 35.778           | <del>33.901</del> | 32.369 | 184.9 | 1:47.048   |
| 6         | 34.909              | 39.554 | 32.394            | 183.9            | <b>1:46.857</b> | 13                 | 35.708           | 39.117            | 32.254 | 179.0 | 1:47.079   |
| 7         | 35.089              | 41.777 | <del>32.119</del> | 185.9            | 1:48.935        | 14                 |                  |                   |        |       |            |

|           |                         |        |        |                  |            |                            |                  |                   |                   |       |                 |
|-----------|-------------------------|--------|--------|------------------|------------|----------------------------|------------------|-------------------|-------------------|-------|-----------------|
| <b>43</b> | <b>Thorsten Klimmer</b> |        |        |                  |            | <b>Porsche 996 GT3 Cup</b> |                  |                   |                   |       |                 |
| 1         | 49.744                  | 53.417 | 38.205 | 165.9            | 2:21.366   | 5                          | Out              | 42.672            | 34.723            | 177.2 | 3:48.270        |
| 2         | 39.813                  | 45.682 | 36.913 | 177.2            | 2:02.408   | 6                          | 35.836           | 42.339            | 34.127            | 176.3 | 1:52.302        |
| 3         | 38.453                  | 44.578 | 35.773 | <del>178.1</del> | 1:58.804   | 7                          | 36.332           | <del>41.655</del> | <del>33.315</del> | 176.3 | <b>1:51.302</b> |
| 4         | 36.485                  | 42.299 | In     |                  | 2:14.164 P | 8                          | <del>35.56</del> | 43.813            | 33.748            | 171.8 | 1:53.107        |

|           |                           |        |                   |                  |            |                            |                   |                   |        |       |                 |
|-----------|---------------------------|--------|-------------------|------------------|------------|----------------------------|-------------------|-------------------|--------|-------|-----------------|
| <b>47</b> | <b>Christian Ladurner</b> |        |                   |                  |            | <b>Seat Leon Supercopa</b> |                   |                   |        |       |                 |
| 1         | 49.508                    | 48.372 | 39.305            | 169.2            | 2:17.185   | 7                          | Out               | 43.629            | 34.086 | 170.9 | 5:39.086        |
| 2         | 37.547                    | 41.073 | 33.777            | <del>171.8</del> | 1:52.397   | 8                          | <del>33.867</del> | <del>33.066</del> | 32.670 | 170.9 | <b>1:45.603</b> |
| 3         | 35.292                    | 39.583 | 33.032            | <del>171.8</del> | 1:47.907   | 9                          | 35.808            | 40.676            | 34.341 | 169.2 | 1:50.825        |
| 4         | 34.844                    | 40.355 | <del>32.652</del> | 170.9            | 1:47.851   | 10                         | 36.489            | 39.555            | In     |       | 2:04.928 P      |
| 5         | 34.370                    | 39.145 | 32.787            | 170.9            | 1:46.302   | 11                         | Out               | 39.794            | 33.547 | 153.1 | 4:04.526        |
| 6         | 34.149                    | 41.287 | In                |                  | 2:05.782 P | 12                         |                   |                   |        |       |                 |

## Zolder Race Festival 2013

### Cup und Tourenwagen Trophy - Qualifying 1

17 - 18 August 2013

#### Runden und Sektoren Zeiten

Zolder - 4000 mtr.

|           |                        |        |        |       |          |                   |                   |                   |                         |          |
|-----------|------------------------|--------|--------|-------|----------|-------------------|-------------------|-------------------|-------------------------|----------|
| <b>48</b> | <b>Werner Trachsel</b> |        |        |       |          | <b>Opel Astra</b> |                   |                   |                         |          |
| 1         | Out                    | 54.244 | 41.564 | 149.1 | 2:32.567 | 2                 | <del>43.238</del> | <del>50.704</del> | <del>38.784</del> 155.2 | 2:12.781 |

|           |                    |        |                   |       |          |                           |                   |                   |        |                  |                 |
|-----------|--------------------|--------|-------------------|-------|----------|---------------------------|-------------------|-------------------|--------|------------------|-----------------|
| <b>50</b> | <b>Hubert Jahn</b> |        |                   |       |          | <b>Renault Clio 3 Cup</b> |                   |                   |        |                  |                 |
| 1         | 44.775             | 48.092 | 38.178            | 151.7 | 2:11.045 | 8                         | 36.704            | 42.300            | 35.536 | <del>155.9</del> | 1:54.540        |
| 2         | 40.298             | 44.652 | 38.654            | 153.1 | 2:03.604 | 9                         | <del>35.418</del> | <del>41.991</del> | 35.752 | 155.2            | <b>1:54.161</b> |
| 3         | 39.114             | 43.345 | 36.221            | 155.2 | 1:58.680 | 10                        | 43.226            | 51.254            | 40.563 | 153.8            | 2:15.043        |
| 4         | 38.110             | 42.815 | 36.357            | 151.7 | 1:57.282 | 11                        | 46.437            | 48.896            | 38.599 | 153.1            | 2:13.932        |
| 5         | 37.444             | 43.200 | 1:00.954          | 151.7 | 2:21.598 | 12                        | 37.398            | 43.624            | 36.602 | 154.5            | 1:57.624        |
| 6         | 37.176             | 41.995 | <del>35.400</del> | 154.5 | 1:54.631 | 13                        | 36.740            | 41.994            | 35.808 | 153.8            | 1:54.542        |
| 7         | 36.836             | 44.564 | 36.976            | 154.5 | 1:58.376 | 14                        |                   |                   |        |                  |                 |

|           |                       |        |        |                  |            |                  |                   |                   |                   |       |                 |
|-----------|-----------------------|--------|--------|------------------|------------|------------------|-------------------|-------------------|-------------------|-------|-----------------|
| <b>53</b> | <b>Frank Schröder</b> |        |        |                  |            | <b>VW Beetle</b> |                   |                   |                   |       |                 |
| 1         | 43.721                | 49.591 | 37.730 | <del>153.8</del> | 2:11.042   | 8                | <del>37.997</del> | 44.839            | 36.704            | 151.7 | 1:59.540        |
| 2         | 41.954                | 46.983 | 39.056 | 153.1            | 2:07.993   | 9                | 39.415            | 43.829            | 37.250            | 151.7 | 2:00.494        |
| 3         | 39.099                | 45.567 | 39.280 | 151.1            | 2:03.946   | 10               | 38.775            | 44.542            | 38.136            | 148.4 | 2:01.453        |
| 4         | 38.769                | 44.297 | 37.994 | 147.1            | 2:01.060   | 11               | 38.855            | <del>43.082</del> | 37.357            | 148.4 | 1:59.244        |
| 5         | 38.575                | 44.419 | In     |                  | 2:16.535 P | 12               | 39.089            | 43.903            | 37.020            | 145.9 | 2:00.012        |
| 6         | Out                   | 45.957 | 39.573 | 147.1            | 3:52.709   | 13               | 39.096            | 43.514            | <del>35.624</del> | 151.1 | <b>1:59.234</b> |
| 7         | 38.708                | 44.090 | 37.293 | 151.7            | 2:00.091   | 14               |                   |                   |                   |       |                 |

|           |                         |          |                   |       |          |                            |                   |                   |        |                  |                 |
|-----------|-------------------------|----------|-------------------|-------|----------|----------------------------|-------------------|-------------------|--------|------------------|-----------------|
| <b>55</b> | <b>Dr. Jochen Keils</b> |          |                   |       |          | <b>Porsche 996 GT3 Cup</b> |                   |                   |        |                  |                 |
| 1         | Out                     | 1:07.863 | 44.786            | 164.3 | 2:57.422 | 7                          | 36.143            | 44.546            | 34.144 | 174.4            | 1:54.833        |
| 2         | 40.010                  | 43.126   | 35.208            | 172.7 | 1:58.344 | 8                          | 37.100            | 41.490            | 33.723 | 165.9            | 1:52.313        |
| 3         | 37.963                  | 44.245   | 35.257            | 172.7 | 1:57.465 | 9                          | <del>35.027</del> | <del>40.195</del> | 34.193 | 173.5            | <b>1:49.415</b> |
| 4         | 38.456                  | 41.866   | 35.420            | 174.4 | 1:55.742 | 10                         | 37.141            | 53.590            | 34.050 | <del>175.3</del> | 2:04.781        |
| 5         | 35.602                  | 41.783   | <del>33.557</del> | 170.9 | 1:50.936 | 11                         | 35.452            | 40.751            | In     |                  | 2:12.103 P      |
| 6         | 35.455                  | 40.199   | 34.374            | 171.8 | 1:50.028 | 12                         |                   |                   |        |                  |                 |

|           |                    |        |        |       |                 |                            |        |                   |                   |                  |            |
|-----------|--------------------|--------|--------|-------|-----------------|----------------------------|--------|-------------------|-------------------|------------------|------------|
| <b>56</b> | <b>Ralf Heisig</b> |        |        |       |                 | <b>Porsche 996 GT3 Cup</b> |        |                   |                   |                  |            |
| 1         | Out                | 52.592 | 41.110 | 163.5 | 2:30.233        | 7                          | Out    | 43.916            | 33.752            | 174.4            | 4:49.544   |
| 2         | 40.200             | 40.922 | 35.512 | 170.9 | 1:56.634        | 8                          | 34.641 | 40.255            | 33.386            | 178.1            | 1:48.282   |
| 3         | 35.274             | 39.430 | 33.284 | 171.8 | <b>1:47.988</b> | 9                          | 35.086 | 42.861            | 33.131            | 178.1            | 1:51.078   |
| 4         | 35.127             | 39.374 | 33.719 | 174.4 | 1:48.220        | 10                         | 38.216 | 39.043            | 33.142            | 176.3            | 1:50.401   |
| 5         | 34.704             | 39.729 | 33.561 | 175.3 | 1:47.994        | 11                         | 37.119 | 39.759            | <del>33.112</del> | <del>182.9</del> | 1:49.990   |
| 6         | <del>34.227</del>  | 42.632 | In     |       | 2:04.819 P      | 12                         | 36.166 | <del>39.995</del> | In                |                  | 2:01.703 P |

|           |                               |        |                   |                  |          |                    |                   |                   |        |       |                 |
|-----------|-------------------------------|--------|-------------------|------------------|----------|--------------------|-------------------|-------------------|--------|-------|-----------------|
| <b>57</b> | <b>Hans-Ulrich Kainzinger</b> |        |                   |                  |          | <b>Porsche 964</b> |                   |                   |        |       |                 |
| 1         | Out                           | 57.695 | 46.105            | 158.1            | 2:38.352 | 8                  | 36.792            | 42.389            | 34.821 | 160.4 | 1:54.002        |
| 2         | 39.317                        | 43.774 | 36.557            | 164.3            | 1:59.648 | 9                  | <del>35.366</del> | 41.928            | 36.979 | 161.9 | 1:55.273        |
| 3         | 38.459                        | 43.563 | 35.536            | <del>165.7</del> | 1:57.558 | 10                 | 38.478            | 44.853            | In     |       | 2:09.337 P      |
| 4         | 38.097                        | 43.156 | 35.444            | 158.9            | 1:56.697 | 11                 | Out               | 42.818            | 35.192 | 160.4 | 2:51.396        |
| 5         | 36.564                        | 42.214 | 35.632            | 161.1            | 1:54.410 | 12                 | 37.172            | 42.130            | 35.655 | 161.9 | 1:54.957        |
| 6         | 38.149                        | 45.778 | 34.643            | 162.7            | 1:58.570 | 13                 | 37.573            | <del>41.478</del> | 34.584 | 160.4 | <b>1:53.635</b> |
| 7         | 36.815                        | 42.671 | <del>34.353</del> | 162.7            | 1:53.839 | 14                 |                   |                   |        |       |                 |

|           |                       |        |                   |       |          |                       |        |                   |        |                  |                 |
|-----------|-----------------------|--------|-------------------|-------|----------|-----------------------|--------|-------------------|--------|------------------|-----------------|
| <b>58</b> | <b>Andreas Klocke</b> |        |                   |       |          | <b>Porsche 964 RS</b> |        |                   |        |                  |                 |
| 1         | Out                   | 49.257 | 36.307            | 165.9 | 2:12.055 | 6                     | 36.972 | 42.021            | 34.616 | <del>166.7</del> | 1:53.609        |
| 2         | 37.963                | 46.351 | 35.322            | 165.9 | 1:59.636 | 7                     | 37.149 | 42.237            | 34.811 | <del>166.7</del> | 1:54.197        |
| 3         | 37.227                | 44.048 | 34.848            | 165.9 | 1:56.123 | 8                     | 39.015 | 41.779            | 34.714 | <del>166.7</del> | 1:55.508        |
| 4         | <del>35.677</del>     | 43.360 | 34.881            | 164.3 | 1:54.918 | 9                     | 36.902 | <del>41.559</del> | 34.421 | 165.9            | <b>1:52.882</b> |
| 5         | 38.508                | 43.044 | <del>34.355</del> | 165.9 | 1:55.937 | 10                    |        |                   |        |                  |                 |

|           |                  |        |        |                  |          |               |        |        |        |       |          |
|-----------|------------------|--------|--------|------------------|----------|---------------|--------|--------|--------|-------|----------|
| <b>60</b> | <b>Uwe Claus</b> |        |        |                  |          | <b>BMW M3</b> |        |        |        |       |          |
| 1         | Out              | 52.501 | 41.899 | 159.6            | 2:29.828 | 8             | 40.468 | 44.778 | 37.478 | 159.6 | 2:02.724 |
| 2         | 43.495           | 45.320 | 36.920 | 159.6            | 2:05.735 | 9             | 37.580 | 42.515 | 35.228 | 156.7 | 1:55.323 |
| 3         | 38.297           | 42.877 | 35.408 | <del>161.7</del> | 1:56.582 | 10            | 37.635 | 42.732 | 35.198 | 156.7 | 1:55.565 |
| 4         | 37.305           | 42.530 | 35.712 | <del>161.7</del> | 1:55.547 | 11            | 43.176 | 44.644 | 35.779 | 157.4 | 2:03.599 |

## Zolder Race Festival 2013

### Cup und Tourenwagen Trophy - Qualifying 1

17 - 18 August 2013

#### Runden und Sektoren Zeiten

Zolder - 4000 mtr.

|   |                   |                   |                        |          |    |        |        |              |          |   |
|---|-------------------|-------------------|------------------------|----------|----|--------|--------|--------------|----------|---|
| 5 | 37.148            | 42.339            | <del>35080</del> 160.4 | 1:54.547 | 12 | 42.160 | 45.611 | In           | 2:20.571 | P |
| 6 | <del>37.097</del> | <del>42.145</del> | 35.747 157.4           | 1:54.989 | 13 | Out    | 42.994 | 35.965 151.7 | 3:55.701 |   |
| 7 | 37.423            | 43.922            | 35.690 157.4           | 1:57.035 | 14 |        |        |              |          |   |

|           |                      |        |              |          |                 |        |        |                   |                         |                 |
|-----------|----------------------|--------|--------------|----------|-----------------|--------|--------|-------------------|-------------------------|-----------------|
| <b>61</b> | <b>Markus Möller</b> |        |              |          | <b>BMW 325i</b> |        |        |                   |                         |                 |
| 1         | Out                  | 53.270 | 41.927 147.1 | 2:32.033 | 8               | 39.505 | 44.888 | 38.811 147.8      | 2:03.204                |                 |
| 2         | 44.062               | 51.373 | In           | 2:26.422 | P               | 9      | 46.382 | 46.825            | 42.056 <del>151.7</del> | 2:15.263        |
| 3         | Out                  | 44.967 | 37.798 149.7 | 3:27.068 |                 | 10     | 42.679 | 44.040            | 36.950 <del>151.7</del> | 2:03.669        |
| 4         | 40.416               | 43.504 | 36.864 149.7 | 2:00.784 |                 | 11     | 39.869 | 43.651            | 36.583 150.4            | 2:00.103        |
| 5         | 39.322               | 43.655 | 36.793 150.4 | 1:59.770 |                 | 12     | 39.771 | 43.374            | <del>36.422</del> 151.1 | 1:59.567        |
| 6         | <del>38.134</del>    | 48.372 | 38.006 150.4 | 2:04.512 |                 | 13     | 38.362 | <del>42.988</del> | 36.539 151.1            | <b>1:57.889</b> |
| 7         | 41.124               | 50.789 | 37.068 150.4 | 2:08.981 |                 | 14     |        |                   |                         |                 |

|           |                      |          |              |          |                 |                   |        |                                    |              |                 |
|-----------|----------------------|----------|--------------|----------|-----------------|-------------------|--------|------------------------------------|--------------|-----------------|
| <b>64</b> | <b>Stephan Ernst</b> |          |              |          | <b>BMW 325i</b> |                   |        |                                    |              |                 |
| 1         | Out                  | 1:00.957 | 44.092 142.2 | 2:51.108 | 7               | 37.447            | 42.295 | 36.332 <del>149.7</del>            | 1:56.074     |                 |
| 2         | 41.705               | 45.394   | 37.943 147.1 | 2:05.042 | 8               | 36.967            | 53.151 | 39.749 <del>149.7</del>            | 2:09.867     |                 |
| 3         | 38.535               | 44.635   | 38.594 145.9 | 2:01.764 | 9               | 37.074            | 42.391 | <del>36.056</del> <del>149.7</del> | 1:55.521     |                 |
| 4         | 38.355               | 42.883   | In           | 2:07.177 | P               | 10                | 36.865 | <del>42.088</del>                  | 36.439 148.4 | <b>1:55.392</b> |
| 5         | Out                  | 47.449   | 36.784 145.9 | 4:22.465 | 11              | 41.306            | 46.937 | 36.095 149.1                       | 2:04.338     |                 |
| 6         | 38.837               | 43.538   | 36.398 148.4 | 1:58.773 | 12              | <del>36.810</del> | 46.928 | 36.763 149.1                       | 2:00.501     |                 |

|           |                        |        |              |          |                 |                   |        |                   |                                    |          |
|-----------|------------------------|--------|--------------|----------|-----------------|-------------------|--------|-------------------|------------------------------------|----------|
| <b>67</b> | <b>Gollais-Planken</b> |        |              |          | <b>BMW 325i</b> |                   |        |                   |                                    |          |
| 1         | Out                    | 53.870 | 44.842 131.7 | 2:27.961 | 6               | Out               | 46.796 | 37.924 147.1      | 3:05.716                           |          |
| 2         | 43.094                 | 49.620 | 39.805 147.1 | 2:12.519 | 7               | <del>37.801</del> | 43.723 | 37.807 147.1      | <b>1:59.331</b>                    |          |
| 3         | 40.205                 | 44.733 | 39.373 147.8 | 2:04.311 | 8               | 37.820            | 55.420 | In                | 2:17.089                           | P        |
| 4         | 39.176                 | 44.170 | 38.598 147.8 | 2:01.944 | 9               | Out               | 43.483 | 38.588 146.5      | 4:43.044                           |          |
| 5         | 38.732                 | 44.635 | In           | 2:10.483 | P               | 10                | 41.901 | <del>43.346</del> | <del>36.773</del> <del>148.4</del> | 2:02.020 |

|           |                      |        |              |          |                 |                   |                   |                         |                 |  |
|-----------|----------------------|--------|--------------|----------|-----------------|-------------------|-------------------|-------------------------|-----------------|--|
| <b>72</b> | <b>Michael Adler</b> |        |              |          | <b>BMW 325i</b> |                   |                   |                         |                 |  |
| 1         | Out                  | 54.056 | 43.109 137.6 | 2:33.014 | 8               | 37.789            | 43.297            | 38.636 <del>151.7</del> | 1:59.722        |  |
| 2         | 44.121               | 47.240 | 40.964 143.4 | 2:12.325 | 9               | 37.948            | 59.387            | 37.913 147.8            | 2:15.248        |  |
| 3         | 42.159               | 45.733 | 38.626 146.5 | 2:06.518 | 10              | 38.404            | 44.237            | 37.124 148.4            | 1:59.765        |  |
| 4         | 39.256               | 43.887 | 37.436 145.9 | 2:00.579 | 11              | 40.909            | 42.772            | 37.495 147.8            | 2:01.176        |  |
| 5         | 38.907               | 43.404 | 37.417 147.1 | 1:59.728 | 12              | 37.667            | 42.756            | 36.774 149.1            | 1:57.197        |  |
| 6         | 40.401               | 47.684 | 38.499 147.1 | 2:06.584 | 13              | 37.141            | <del>42.644</del> | <del>36.510</del> 149.7 | <b>1:56.295</b> |  |
| 7         | 38.977               | 44.782 | 37.561 147.8 | 2:01.320 | 14              | <del>37.124</del> | 43.216            | 37.225 147.8            | 1:57.565        |  |

|           |                       |        |                         |          |                 |                   |                   |                         |                 |  |
|-----------|-----------------------|--------|-------------------------|----------|-----------------|-------------------|-------------------|-------------------------|-----------------|--|
| <b>73</b> | <b>Matthias Comes</b> |        |                         |          | <b>bmw 325i</b> |                   |                   |                         |                 |  |
| 1         | Out                   | 51.944 | 40.138 144.0            | 2:25.433 | 8               | <del>37.089</del> | 42.881            | 38.102 146.5            | 1:58.052        |  |
| 2         | 40.130                | 48.083 | 39.649 145.2            | 2:07.862 | 9               | 37.412            | 43.175            | 37.227 145.9            | 1:57.814        |  |
| 3         | 38.186                | 47.894 | 43.535 144.6            | 2:09.615 | 10              | 38.392            | 44.715            | 39.417 <del>148.4</del> | 2:02.524        |  |
| 4         | 38.101                | 43.694 | 38.230 124.9            | 2:00.025 | 11              | 38.081            | 43.178            | <del>36.366</del> 147.1 | 1:57.625        |  |
| 5         | 38.490                | 43.020 | 36.986 <del>148.4</del> | 1:58.496 | 12              | 38.286            | 43.059            | 36.837 147.1            | 1:58.182        |  |
| 6         | 38.537                | 43.708 | 39.412 134.3            | 2:01.657 | 13              | 37.435            | <del>42.843</del> | 36.506 145.2            | <b>1:56.784</b> |  |
| 7         | 37.962                | 45.028 | 37.447 <del>148.4</del> | 2:00.437 | 14              | 37.962            | 43.040            | 36.760 147.8            | 1:57.762        |  |

|           |                            |        |                                    |          |                 |                   |                   |              |                 |  |
|-----------|----------------------------|--------|------------------------------------|----------|-----------------|-------------------|-------------------|--------------|-----------------|--|
| <b>75</b> | <b>Andreas Pechtheyden</b> |        |                                    |          | <b>BMW 325i</b> |                   |                   |              |                 |  |
| 1         | Out                        | 53.624 | 44.953 119.2                       | 2:34.690 | 8               | <del>38.097</del> | 42.414            | 37.239 147.8 | 1:57.680        |  |
| 2         | 44.355                     | 44.808 | 36.727 148.4                       | 2:05.890 | 9               | 39.701            | 42.668            | 36.638 143.4 | 1:59.007        |  |
| 3         | 39.550                     | 43.206 | 38.924 148.4                       | 2:01.680 | 10              | 38.988            | 42.966            | 37.681 147.1 | 1:59.635        |  |
| 4         | 38.989                     | 42.571 | 37.192 147.1                       | 1:58.752 | 11              | 39.150            | 43.734            | 38.656 138.1 | 2:01.540        |  |
| 5         | 38.090                     | 42.827 | 37.230 147.8                       | 1:58.147 | 12              | 39.613            | 42.783            | 36.342 147.8 | 1:58.738        |  |
| 6         | 38.322                     | 46.282 | 37.291 147.8                       | 2:01.895 | 13              | 38.242            | 42.395            | 36.417 146.5 | <b>1:57.054</b> |  |
| 7         | 38.340                     | 45.710 | <del>36.198</del> <del>149.7</del> | 2:00.248 | 14              | 38.855            | <del>42.135</del> | 36.784 145.9 | 1:57.775        |  |

|           |                   |        |              |          |                 |        |        |              |                 |  |
|-----------|-------------------|--------|--------------|----------|-----------------|--------|--------|--------------|-----------------|--|
| <b>76</b> | <b>Klaus Roth</b> |        |              |          | <b>BMW 325i</b> |        |        |              |                 |  |
| 1         | 40.100            | 44.249 | 36.596 153.1 | 2:00.945 | 8               | 36.770 | 42.167 | 35.985 154.5 | 1:54.922        |  |
| 2         | 38.394            | 43.371 | 37.066 154.5 | 1:58.831 | 9               | 36.352 | 42.169 | 35.919 153.1 | <b>1:54.440</b> |  |
| 3         | 37.273            | 42.411 | 35.973 155.9 | 1:55.657 | 10              | 38.261 | 45.652 | 36.295 153.1 | 2:00.208        |  |

## Zolder Race Festival 2013

### Cup und Tourenwagen Trophy - Qualifying 1

17 - 18 August 2013

#### Runden und Sektoren Zeiten

Zolder - 4000 mtr.

|   |        |        |                   |                  |            |    |                   |                   |        |       |          |
|---|--------|--------|-------------------|------------------|------------|----|-------------------|-------------------|--------|-------|----------|
| 4 | 36.812 | 42.409 | 35.816            | 155.2            | 1:55.037   | 11 | 36.916            | <del>41.882</del> | 36.010 | 153.8 | 1:54.808 |
| 5 | 37.640 | 44.621 | In                |                  | 2:25.002 P | 12 | 36.844            | 41.897            | 35.984 | 155.9 | 1:54.725 |
| 6 | Out    | 47.187 | 38.130            | 154.5            | 3:50.100   | 13 | <del>36.029</del> | 47.747            | 38.689 | 116.3 | 2:02.465 |
| 7 | 36.817 | 42.466 | <del>35.730</del> | <del>157.4</del> | 1:55.013   | 14 |                   |                   |        |       |          |

|    |                    |        |        |                  |                 |          |                   |                   |                   |                  |            |
|----|--------------------|--------|--------|------------------|-----------------|----------|-------------------|-------------------|-------------------|------------------|------------|
| 77 | Burkhart Scheffler |        |        |                  |                 | BMW 325i |                   |                   |                   |                  |            |
| 1  | Out                | 49.713 | 39.189 | 137.6            | 2:21.934        | 5        | 40.143            | 44.456            | <del>37.860</del> | <del>138.7</del> | 2:02.459   |
| 2  | 42.431             | 44.627 | 38.735 | <del>138.7</del> | 2:05.793        | 6        | 38.847            | 45.790            | 37.872            | 138.1            | 2:02.509   |
| 3  | 39.433             | 44.787 | 37.927 | 138.1            | <b>2:02.147</b> | 7        | <del>38.297</del> | <del>43.293</del> | In                |                  | 2:15.631 P |
| 4  | 39.659             | 46.562 | 51.534 | 125.8            | 2:17.755        | 8        |                   |                   |                   |                  |            |