

Historischer Börde Grand Prix

Veteranen Fahrzeug Verband

Auto GLPpro Klasse 1 - Pflichttraining 1

25 - 26 July 2015

Oschersleben - 3667 mtr.

| Pl. | Nr. | Name | Motorrad | Kls | PIK | Schnellste | In | Diff. | Diff | Rnd | Km/h |
|-----|-----|-----------------------|--------------------------------|-----|-----|-----------------|-----------|--------|-------|-----|--------|
| 1 | 500 | Volker Schneider | Ford Sierra | B | 1 | 1:49.031 | 6 | | | 11 | 121.08 |
| 2 | 540 | Günter Ullrich | BMW E30 | B | 2 | 1:53.250 | 10 | 4.219 | 4.219 | 10 | 116.57 |
| 3 | 735 | Franz Straub | DeTomaso Pantera GT4 | C | 1 | 1:53.874 | 6 | 4.843 | 0.624 | 11 | 115.93 |
| 4 | 738 | Peter-Carsten Kilian | Pontiac Friebird Bullnose | C | 2 | 1:54.040 | 6 | 5.009 | 0.166 | 9 | 115.76 |
| 5 | 648 | Hans-Jörg Lamm | Alfa Romeo GTV Gr. 4 | B | 3 | 1:54.756 | 7 | 5.725 | 0.716 | 9 | 115.04 |
| 6 | 515 | Thomas Kleber | Ford Sierra | B | 4 | 1:55.182 | 5 | 6.151 | 0.426 | 7 | 114.61 |
| 7 | 577 | Rainer Fischer | BMW 2002 ti | B | 5 | 1:57.060 | 10 | 8.029 | 1.878 | 10 | 112.77 |
| 8 | 787 | Karl-Heinz Reck | Porsche 924S | C | 3 | 1:57.174 | 10 | 8.143 | 0.114 | 10 | 112.66 |
| 9 | 635 | Thomas Straub | Opel C-Kadett Limousine | B | 6 | 1:57.224 | 3 | 8.193 | 0.050 | 4 | 112.62 |
| 10 | 585 | Alexander Liese | Alfa Romeo Giulia | B | 7 | 1:57.315 | 10 | 8.284 | 0.091 | 10 | 112.53 |
| 11 | 641 | Wolfgang Lammers | VW Käfer 1303 | B | 8 | 1:57.691 | 9 | 8.660 | 0.376 | 10 | 112.17 |
| 12 | 670 | Ingo Brinkmann | Volkswagen Käfer | B | 9 | 1:58.188 | 5 | 9.157 | 0.497 | 7 | 111.70 |
| 13 | 784 | Markus Behrens | Porsche 911 | C | 4 | 1:58.300 | 8 | 9.269 | 0.112 | 9 | 111.59 |
| 14 | 616 | Gerald Dietz | BMW E30 320iS | B | 10 | 1:58.542 | 6 | 9.511 | 0.242 | 10 | 111.36 |
| 15 | 741 | Heinz Siller | Cobra Shamrock | C | 5 | 1:59.865 | 6 | 10.834 | 1.323 | 10 | 110.13 |
| 16 | 647 | Peter Kohl | Ford Sierra | B | 11 | 2:00.251 | 8 | 11.220 | 0.386 | 9 | 109.78 |
| 17 | 544 | Marc Ullrich | VW Golf II | B | 12 | 2:00.444 | 4 | 11.413 | 0.193 | 9 | 109.60 |
| 18 | 518 | Armin Lixl | BMW 2002ti | B | 13 | 2:01.008 | 9 | 11.977 | 0.564 | 10 | 109.09 |
| 19 | 711 | Wolfgang Ziegler | Ginetta G20 | C | 6 | 2:01.290 | 6 | 12.259 | 0.282 | 10 | 108.84 |
| 20 | 587 | Thomas Reips | Alfa Romeo Gtam | B | 14 | 2:01.511 | 6 | 12.480 | 0.221 | 7 | 108.64 |
| 21 | 680 | Hartmuth Rupprecht | BMW 2002 | B | 15 | 2:01.643 | 7 | 12.612 | 0.132 | 10 | 108.52 |
| 22 | 539 | Holger Kiwatt | Lada 2101 | B | 16 | 2:01.789 | 5 | 12.758 | 0.146 | 9 | 108.39 |
| 23 | 598 | Tobias Möhring | Audi Audi 50 | B | 17 | 2:01.875 | 6 | 12.844 | 0.086 | 7 | 108.32 |
| 24 | 679 | Sebastian Chedor | Autobianchi A112 Abarth | B | 18 | 2:02.183 | 5 | 13.152 | 0.308 | 9 | 108.04 |
| 25 | 632 | Jürgen Landsberg | Layland Mini | B | 19 | 2:02.623 | 6 | 13.592 | 0.440 | 9 | 107.66 |
| 26 | 638 | Michael Horn | Wartburg 2101 | B | 20 | 2:03.035 | 10 | 14.004 | 0.412 | 10 | 107.30 |
| 27 | 740 | Michael Vaillant | Porsche 911 Turbo | C | 7 | 2:03.347 | 10 | 14.316 | 0.312 | 10 | 107.02 |
| 28 | 770 | Peter Melkus | Melkus RS 1000 GTR | C | 8 | 2:03.823 | 5 | 14.792 | 0.476 | 9 | 106.61 |
| 29 | 524 | Hermann Raulfs | Volkswagen Golf 2 GTI 16V | B | 21 | 2:04.183 | 9 | 15.152 | 0.360 | 10 | 106.30 |
| 30 | 744 | Martin Bermann | Porsche 944 | C | 9 | 2:04.753 | 5 | 15.722 | 0.570 | 9 | 105.82 |
| 31 | 714 | Olaf Althaus | VW Porsche 914 | C | 10 | 2:04.838 | 8 | 15.807 | 0.085 | 9 | 105.75 |
| 32 | 723 | Dieter Kötter | VW Scirocco | C | 11 | 2:05.170 | 4 | 16.139 | 0.332 | 8 | 105.47 |
| 33 | 565 | Michael Bentz | Ford Escort RS1600i | B | 22 | 2:05.308 | 8 | 16.277 | 0.138 | 9 | 105.35 |
| 34 | 582 | Felix Vaillant | Renault R5 Alpine Turbo (122B) | B | 23 | 2:06.215 | 9 | 17.184 | 0.907 | 9 | 104.59 |
| 35 | 767 | Bernard Fischer | Porsche 911 RSR | C | 12 | 2:06.218 | 7 | 17.187 | 0.003 | 9 | 104.59 |
| 36 | 788 | Hans-Dieter Kessler | Melkus RS1000 | C | 13 | 2:06.459 | 7 | 17.428 | 0.241 | 9 | 104.39 |
| 37 | 530 | Joachim Beck | Fiat Abarth 1000TC | B | 24 | 2:06.516 | 7 | 17.485 | 0.057 | 9 | 104.34 |
| 38 | 702 | Christian Beck | Melkus RS1000 | C | 14 | 2:07.245 | 5 | 18.214 | 0.729 | 9 | 103.75 |
| 39 | 619 | Stefan Siebert | Alfa - Romeo Giulia TI Super | B | 25 | 2:07.932 | 6 | 18.901 | 0.687 | 9 | 103.19 |
| 40 | 773 | Frank Schönfelder | Melkus RS 1000 GTR | C | 15 | 2:08.491 | 5 | 19.460 | 0.559 | 9 | 102.74 |
| 41 | 561 | Claus Stratmann | Fiat 146 | B | 26 | 2:09.101 | 2 | 20.070 | 0.610 | 8 | 102.25 |
| 42 | 629 | Mike Fiedler | NSU TT | B | 27 | 2:09.364 | 4 | 20.333 | 0.263 | 9 | 102.05 |
| 43 | 583 | Wilhelm Hamann | Ford Escort RS 2000 | B | 28 | 2:10.003 | 6 | 20.972 | 0.639 | 8 | 101.55 |
| 44 | 724 | Gerhard Dörr | Porsche 924 | C | 16 | 2:12.119 | 5 | 23.088 | 2.116 | 9 | 99.92 |
| 45 | 661 | Clemens Beckel | Alfa Romeo 2000 GTAM | B | 29 | 2:12.164 | 7 | 23.133 | 0.045 | 9 | 99.88 |
| 46 | 549 | Hans-Joachim Klein | Fiat Abarth | B | 30 | 2:12.874 | 2 | 23.843 | 0.710 | 9 | 99.35 |
| 47 | 765 | Rainer Stäwen | Triumph TR 4a IRS | C | 17 | 2:13.712 | 6 | 24.681 | 0.838 | 7 | 98.73 |
| 48 | 771 | Raimund Olbrich | Melkus RS1000 | C | 18 | 2:14.281 | 9 | 25.250 | 0.569 | 9 | 98.31 |
| 49 | 607 | Dirk Toschka | Autobianchi Abarth A112 | B | 31 | 2:14.660 | 3 | 25.629 | 0.379 | 5 | 98.03 |
| 50 | 667 | Ingo Nast | Autobianchi A112 Abarth | B | 32 | 2:15.227 | 8 | 26.196 | 0.567 | 8 | 97.62 |
| 51 | 584 | Friedrich Lauterborn | Fiat Abarth 1000 TC | B | 33 | 2:16.574 | 7 | 27.543 | 1.347 | 8 | 96.66 |
| 52 | 509 | Martin Niegel | Autobianchi A112 | B | 34 | 2:21.451 | 3 | 32.420 | 4.877 | 8 | 93.33 |
| 53 | 560 | Hans-Joachim Schiller | Fiat Panda 34 | B | 35 | 2:23.943 | 6 | 34.912 | 2.492 | 8 | 91.71 |
| 54 | 645 | Dr. Ing. Lars. Birken | Steyr Puch 650TR | B | 36 | 2:25.251 | 2 | 36.220 | 1.308 | 5 | 90.89 |
| 55 | 708 | Laura Hoffmann | Triumph MKIII | C | 19 | 2:31.545 | 4 | 42.514 | 6.294 | 7 | 87.11 |
| 56 | 506 | Victor Bloch | Fiat Abarth 1000 TC | B | 37 | 2:35.244 | 7 | 46.213 | 3.699 | 7 | 85.04 |
| 57 | 733 | Joachim Hensel | Melkus RS1000 | C | 20 | 2:35.638 | 3 | 46.607 | 0.394 | 7 | 84.82 |

Schnellste Runde : 1:49.031 in Runde 6 durch nr. 500 : Volker Schneider (Ford)

Aushangzeit

Ergebnisse und Rundenzeiten : www.raceresults.nu

Zeitnahme durch : RSTime by Time Service BV

| | | | | |
|---------------|---|-------------|--|---|
| Race director | Steward | Zeitmessung |  H. Roelse - TimeService.nl |  |
| Peter Lux | | | | |
| Seite 1 von 1 | Die Ergebnisse sind vorläufig, vorbehaltlich der technischen Nachuntersuchung | | | |