



Int ADAC-MCS Rundstreckenrennen Preis der Stadt Stuttgart  
MCS Stuttgart e.V.



VFV-GLPPro TW+GT - Wertung  
Laps and Sector times -

26 - 28 April 2013  
Hockenheimring GP - 4574 mtr.

<b>501</b>	<b>Michael Heininger</b>				<b>BMW 2002ti</b>				
1	30.155	1:02.099	41.587	2:13.841	7	<del>27.808</del>	1:02.083	42.765	2:12.656
2	29.200	1:01.949	41.828	2:12.977	8	28.252	1:01.456	41.897	2:11.605
3	28.526	1:01.680	41.525	2:11.731	9	28.246	1:02.998	42.010	2:13.254
4	28.207	1:02.996	41.141	2:12.344	10	28.243	1:02.450	42.754	2:13.447
5	29.772	1:02.063	42.641	2:14.476	11	28.278	<del>1:00.876</del>	<del>40.730</del>	<del>2:09.884</del>
6	27.976	1:02.399	41.328	2:11.703	12	28.542	1:01.302	41.212	2:11.056
<b>504</b>	<b>Michael Schatterny</b>				<b>Trabant P601 RS</b>				
1	33.835	1:18.291	50.551	2:42.677	6	32.771	1:16.981	47.788	2:37.540
2	34.009	1:17.031	49.234	2:40.274	7	32.847	1:14.744	48.466	2:36.057
3	34.008	1:17.616	48.676	2:40.300	8	33.479	1:15.059	51.984	2:40.522
4	33.310	1:15.491	53.499	2:42.300	9	<del>32.713</del>	1:14.544	47.782	2:35.039
5	33.408	1:15.117	48.412	2:36.937	10	33.529	<del>1:13.539</del>	<del>47.481</del>	<del>2:34.549</del>
<b>511</b>	<b>Wolfgang Ziegler</b>				<b>Trabant 601 RS</b>				
1	Out	1:07.400	46.696	2:21.688	7	30.344	1:09.162	43.053	2:22.559
2	30.623	1:06.667	44.710	2:22.000	8	30.497	1:06.979	44.236	2:21.712
3	31.737	1:07.333	45.357	2:24.427	9	29.957	1:07.283	<del>41.989</del>	2:19.229
4	31.400	1:08.461	42.787	2:22.648	10	<del>29.689</del>	1:07.132	42.340	2:19.161
5	30.116	1:10.665	42.865	2:23.646	11	29.829	<del>1:06.435</del>	42.388	<del>2:18.652</del>
6	30.013	1:07.324	44.104	2:21.441	12				
<b>514</b>	<b>Ralf Gierkes</b>				<b>Renault R12 Gordini</b>				
<b>515</b>	<b>Thomas Kleber</b>				<b>Ford Sierra</b>				
1	31.366	1:07.449	43.602	2:22.417	7	29.414	1:04.564	43.752	2:17.730
2	30.821	1:06.127	43.804	2:20.752	8	30.109	1:06.237	44.502	2:20.848
3	29.615	1:04.172	43.627	2:17.414	9	<del>28.626</del>	<del>1:02.388</del>	44.076	2:15.090
4	29.454	1:04.054	43.227	2:16.735	10	28.950	1:02.793	<del>42.757</del>	<del>2:14.500</del>
5	28.908	1:02.640	43.848	2:15.396	11	29.097	1:02.884	43.026	2:15.007
6	29.880	1:03.661	42.957	2:16.498	12				
<b>518</b>	<b>Armin Lixl</b>				<b>BMW 2002ti</b>				
1	33.963	1:08.828	46.544	2:29.335	7	32.818	1:10.400	46.435	2:29.653
2	31.862	1:08.936	47.174	2:27.972	8	<del>30.855</del>	<del>1:06.923</del>	46.795	2:24.573
3	32.575	1:09.034	47.285	2:28.894	9	31.078	1:07.562	45.476	2:24.116
4	31.552	1:08.905	46.559	2:27.016	10	32.172	1:07.032	46.991	2:26.195
5	31.931	1:08.147	45.674	2:25.752	11	30.940	1:06.962	<del>44.560</del>	<del>2:22.462</del>
6	31.670	1:10.344	47.448	2:29.462	12				
<b>523</b>	<b>Joachim Lafferenz</b>				<b>Mazda 323 BD1</b>				
1	31.848	1:05.819	43.003	2:20.670	7	<del>29.294</del>	1:04.335	45.847	2:19.476
2	30.046	1:05.041	43.283	2:18.370	8	33.602	1:05.805	42.298	2:21.705
3	29.987	1:04.907	42.753	2:17.647	9	30.151	1:08.985	45.170	2:24.306
4	29.715	1:04.323	42.673	<del>2:16.711</del>	10	29.453	<del>1:04.192</del>	49.853	2:23.498
5	29.326	1:04.368	43.048	2:16.742	11	32.422	1:05.272	43.003	2:20.697
6	29.784	1:05.668	<del>42.244</del>	2:17.696	12				
<b>531</b>	<b>Alex Buchholz</b>				<b>Auto Union DKW F 12</b>				
1	32.338			<del>2:33.086</del>	2	<del>31.711</del>			2:33.580
<b>535</b>	<b>Alberto Pinna</b>				<b>Leyland Mini</b>				
1	31.580	1:08.783	47.017	2:27.380	7	30.681	1:07.271	44.158	2:22.110
2	31.407	1:07.733	45.135	2:24.275	8	30.392	1:06.845	44.556	2:21.793
3	32.076	1:09.198	46.600	2:27.874	9	30.339	1:06.844	44.639	2:21.822
4	31.317	1:09.500	44.510	2:25.327	10	<del>29.833</del>	<del>1:05.533</del>	<del>42.844</del>	<del>2:18.210</del>
5	30.760	1:07.665	44.788	2:23.213	11	30.113	1:08.120	44.002	2:22.235



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6	30.665	1:08.367	44.533	2:23.565	12				
<b>540</b>	<b>Günter Ullrich</b>				<b>VW Polo Coupe II</b>				
1	31.393	1:05.487	42.531	2:19.411	5	<del>28.629</del>	1:03.169	<del>40.924</del>	2:12.722
2	29.095	1:03.549	41.611	2:14.255	6	28.829	1:03.975	41.740	2:14.544
3	29.148	1:03.877	41.800	2:14.825	7	29.790	1:04.432	41.181	2:15.403
4	29.106	1:05.048	40.969	2:15.123	8	28.820	<b>1:03.163</b>	In	2:44.819 <b>P</b>
<b>549</b>	<b>Hans-Joachim Klein</b>				<b>Fiat Abarth</b>				
1	33.830	<b>1:11.618</b>	48.931	2:34.379	5	33.760	1:13.497	48.268	2:35.525
2	36.100	1:13.973	48.674	2:38.747	6	<del>33.028</del>	1:13.503	<del>47.695</del>	2:34.226
3	35.470	1:12.864	48.109	2:36.443	7	33.887	1:11.968	47.698	<b>2:33.553</b>
4	34.840	1:13.319	48.376	2:36.535	8				
<b>550</b>	<b>Stephan Lewitzki</b>				<b>Ford Anglia</b>				
1	30.393	<b>1:07.822</b>	<del>43.881</del>	<b>2:22.096</b>	6	31.265	1:08.242	44.266	2:23.773
2	30.466	1:08.062	44.631	2:23.159	7	29.923	1:09.594	44.344	2:23.861
3	<del>29.880</del>	1:09.942	In	4:21.649 <b>P</b>	8	30.431	1:10.291	44.912	2:25.634
4	Out	1:08.769	44.198	2:39.893	9	30.415	1:08.356	46.445	2:25.216
5	30.022	1:08.822	44.070	2:22.914	10	30.713	1:09.059	44.670	2:24.442
<b>574</b>	<b>Karin Hübsch-Sieling</b>				<b>FIAT 128 Coupe</b>				
1	32.620	1:09.187	<del>47.012</del>	<b>2:28.819</b>	6	33.165	1:12.203	49.094	2:34.462
2	32.905	<b>1:08.985</b>	49.145	2:31.035	7	33.414	1:12.623	52.661	2:38.698
3	33.346	1:12.187	49.576	2:35.109	8	32.614	1:09.235	47.322	2:29.171
4	33.591	1:11.090	48.532	2:33.213	9	<del>32.055</del>	1:09.663	48.065	2:29.783
5	33.682	1:10.123	48.062	2:31.867	10	32.496	1:09.923	47.997	2:30.416
<b>575</b>	<b>Ulrich Sieling</b>				<b>VW Polo</b>				
1	31.287	1:03.692	42.207	2:17.186	6	29.360	1:02.141	<del>41.082</del>	2:12.583
2	29.466	1:04.099	42.348	2:15.913	7	28.418	1:04.096	42.129	2:14.643
3	28.547	1:01.910	41.783	2:12.240	8	30.286	1:01.827	42.501	2:14.614
4	28.818	1:03.493	41.629	2:13.940	9	28.688	1:01.604	41.417	2:11.709
5	<del>28.013</del>	<b>1:01.548</b>	41.623	<b>2:11.184</b>	10				
<b>582</b>	<b>Felix Vaillant</b>				<b>Renault R5 Alpine Turbo</b>				
1	32.653	1:09.343	48.675	2:30.671	6	32.062	1:10.186	47.472	2:29.720
2	31.834	1:09.055	48.018	2:28.907	7	32.754	1:09.857	47.869	2:30.480
3	33.051	1:09.401	46.787	2:29.239	8	31.914	1:09.715	47.054	2:28.683
4	31.751	1:09.473	46.654	2:27.878	9	<del>31.597</del>	<b>1:08.408</b>	46.893	<b>2:26.898</b>
5	32.092	1:09.726	<del>46.227</del>	2:28.045	10	31.895	1:09.328	46.398	2:27.621
<b>592</b>	<b>Hajo Weber</b>				<b>Audi 50LS</b>				
1	29.922	1:04.652	42.560	2:17.134	7	29.169	1:04.249	41.598	2:15.016
2	28.719	<b>1:03.595</b>	42.222	2:14.536	8	28.697	1:03.800	43.382	2:15.879
3	<del>28.611</del>	1:03.725	41.746	<b>2:14.082</b>	9	29.222	1:06.036	43.536	2:18.794
4	28.848	1:04.515	41.418	2:14.781	10	29.010	1:03.665	41.703	2:14.378
5	28.704	1:05.757	42.075	2:16.536	11	29.234	1:03.736	42.682	2:15.652
6	28.675	1:04.265	41.570	2:14.510	12	28.867	1:04.499	<del>41.259</del>	2:14.625
<b>599</b>	<b>Hans Becker</b>				<b>Fiat 128 Coupe</b>				
1	31.953	1:02.454	43.338	2:17.745	5	29.143	<b>1:02.052</b>	42.754	<b>2:13.949</b>
2	29.217	1:02.722	42.664	2:14.603	6	29.306	1:03.031	<del>42.186</del>	2:14.523
3	<del>28.824</del>	1:17.229	42.863	2:28.916	7	28.989	1:05.494	43.272	2:17.755
4	30.912	1:03.474	42.619	2:17.005	8				
<b>612</b>	<b>Philipp Kowalski</b>				<b>BMW E30 320i</b>				
1	31.192	1:07.640	44.831	2:23.663	7	31.330	1:08.186	43.753	2:23.269
2	30.840	1:07.491	43.836	2:22.167	8	31.196	1:07.707	43.547	2:22.450
3	30.074	1:07.468	43.773	2:21.315	9	30.234	1:07.212	45.166	2:22.612

Fastest time : 2:07.650 in lap 10 by nbr. 750 : Oliver Neidull (Porsche)

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4	<i>30.063</i>	1:08.107	43.758	2:21.928	10	30.600	1:06.852	<i>43.375</i>	2:20.827
5	30.200	1:07.735	43.844	2:21.779	11	30.239	<i>1:06.779</i>	43.504	<i>2:20.522</i>
6	30.198	1:08.475	43.693	2:22.366	12				
<b>615</b>	<b>Werner Uetrecht</b>				<b>BMW E30 M3</b>				
1	30.283	1:03.581	42.700	2:16.564	7	29.942	1:02.707	41.488	2:14.137
2	29.187	<i>1:02.014</i>	41.775	2:12.976	8	29.158	1:02.259	48.101	2:19.518
3	37.655	1:03.931	<i>41.209</i>	2:22.795	9	28.971	1:03.650	42.601	2:15.222
4	<i>28.196</i>	1:04.252	41.776	2:14.224	10	28.635	1:02.512	42.601	2:13.748
5	28.326	1:03.820	41.869	2:14.015	11	28.915	1:03.382	43.393	2:15.690
6	28.527	1:02.795	41.565	<i>2:12.887</i>	12	28.812	1:03.777	42.229	2:14.818
<b>622</b>	<b>Sigmar Lenkeit</b>				<b>BMW 2002 Ti</b>				
1	31.856	1:40.791	<i>44.713</i>	2:57.360	3	30.469	2:19.572	In	3:48.435 p
2	<i>29.749</i>	<i>1:06.254</i>	55.503	<i>2:31.506</i>	4				
<b>623</b>	<b>Jeronimo Lenkeit</b>				<b>BMW 2002</b>				
1	31.585	<i>1:04.629</i>	<i>43.969</i>	<i>2:20.183</i>	2	<i>31.393</i>	1:10.599	44.502	2:26.494
<b>624</b>	<b>Sebastian Gierkes</b>				<b>Renault Clio Cup A</b>				
1	29.972	1:04.719	42.904	2:17.595	7	28.615	1:04.107	40.999	2:13.721
2	29.234	1:02.411	41.552	2:13.197	8	29.035	1:03.681	40.910	2:13.626
3	29.155	1:03.082	41.452	2:13.689	9	28.080	<i>1:01.166</i>	43.310	2:12.555
4	28.352	1:02.335	41.623	2:12.310	10	28.464	1:01.641	41.170	2:11.275
5	28.569	1:01.543	42.556	2:12.668	11	28.053	1:01.257	<i>40.863</i>	<i>2:10.173</i>
6	28.389	1:02.506	41.864	2:12.759	12	<i>27.966</i>	1:01.247	42.584	2:11.797
<b>628</b>	<b>Thomas Dinger</b>				<b>BMW M3</b>				
1	30.253	1:02.605	43.012	2:15.870	7	28.513	1:01.841	42.245	2:12.599
2	29.106	1:00.345	42.100	2:11.551	8	29.651	1:01.848	41.457	2:12.956
3	28.568	1:00.874	41.869	2:11.311	9	<i>27.805</i>	1:02.840	43.755	2:14.400
4	28.247	1:02.088	43.268	2:13.603	10	27.855	59.349	42.520	2:09.724
5	29.082	1:00.874	43.792	2:13.748	11	28.012	<i>59.107</i>	<i>40.573</i>	<i>2:07.692</i>
6	28.372	1:03.140	41.907	2:13.419	12	28.422	1:00.822	41.012	2:10.256
<b>629</b>	<b>Mike Fiedler</b>				<b>NSU 67 TTS</b>				
1	33.960	1:14.941	48.745	2:37.646	6	32.349	1:18.561	47.070	2:37.980
2	37.282	1:14.745	49.229	2:41.256	7	33.916	1:12.830	<i>46.148</i>	2:32.894
3	34.274	1:13.748	47.842	2:35.864	8	<i>32.080</i>	1:11.161	46.854	2:30.095
4	34.202	1:12.189	48.131	2:34.522	9	32.308	1:11.296	46.606	2:30.210
5	32.521	1:13.069	47.619	2:33.209	10	32.184	<i>1:11.018</i>	46.227	<i>2:29.429</i>
<b>632</b>	<b>Alexander Liese</b>				<b>Alfa Romeo Giulia</b>				
1	35.910	1:13.035	48.559	2:37.504	6	32.147	1:08.321	47.803	2:28.271
2	35.186	1:12.803	49.077	2:37.066	7	33.692	1:09.920	46.850	2:30.462
3	33.818	1:08.157	46.872	2:28.847	8	31.455	1:07.564	48.146	2:27.165
4	33.033	1:09.318	46.362	2:28.713	9	31.295	1:07.651	47.453	2:26.399
5	31.948	1:07.692	46.442	2:26.082	10	<i>30.671</i>	<i>1:06.534</i>	<i>45.411</i>	<i>2:22.616</i>
<b>680</b>	<b>Hartmuth Rupprecht</b>				<b>BMW 2002</b>				
1	31.543	1:03.260	42.995	2:17.798	6	28.774	<i>1:02.126</i>	42.954	<i>2:13.854</i>
2	<i>28.581</i>	1:03.035	43.813	2:15.429	7	29.363	1:06.294	43.719	2:19.376
3	29.646	1:04.454	43.245	2:17.345	8	30.757	1:02.867	43.688	2:17.312
4	29.427	1:04.489	<i>42.813</i>	2:16.729	9	29.709	1:26.288	In	3:00.645 p
5	28.963	1:02.907	43.430	2:15.300	10				
<b>707</b>	<b>Jörg Hoffmann</b>				<b>Triumph Spitfire Mk III</b>				
1	34.071	1:14.427	46.944	2:35.442	6	33.865	1:13.869	47.490	2:35.224
2	33.748	1:14.046	47.598	2:35.392	7	34.844	1:12.776	47.267	2:34.887
3	34.438	1:12.264	47.371	2:34.073	8	32.265	1:12.454	<i>45.536</i>	2:30.255

Fastest time : 2:07.650 in lap 10 by nbr. 750 : Oliver Neidull (Porsche)

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4	32.643	1:12.213	48.131	2:32.987	9	<i>31.622</i>	<i>1:09.841</i>	46.442	<b>2:27.905</b>
5	33.755	1:12.719	48.899	2:35.373	10	32.091	1:11.317	46.027	2:29.435
<b>710</b>	<b>Frank Fiedler</b>				Alpine A110				
1	30.935	1:04.391	43.111	2:18.437	4	<i>29.063</i>	1:03.926	43.706	2:16.695
2	29.259	<i>1:03.095</i>	<b>42.110</b>	<b>2:14.464</b>	5	29.120	1:03.142	42.237	2:14.499
3	29.131	1:03.919	43.547	2:16.597	6				
<b>717</b>	<b>Florian Weber</b>				Mazda SA2 RX7				
1	31.071	1:05.379	44.661	2:21.111	7	28.123	1:04.288	41.386	2:13.797
2	29.683	59.707	42.321	2:11.711	8	29.575	1:00.792	41.082	2:11.449
3	28.329	59.485	42.876	2:10.690	9	29.941	59.684	41.742	2:11.367
4	28.960	1:01.652	41.801	2:12.413	10	28.545	1:02.098	40.969	2:11.612
5	28.353	1:00.222	41.399	2:09.974	11	<i>27.568</i>	<i>59.473</i>	41.092	<b>2:08.133</b>
6	27.778	1:01.620	<i>40.889</i>	2:10.287	12	28.423	1:00.028	41.476	2:09.927
<b>727</b>	<b>Michael Heck</b>				Porsche 924				
1	35.386	1:18.084	48.731	2:42.201	6	37.830	1:15.939	49.126	2:42.895
2	35.660	1:16.147	50.619	2:42.426	7	33.960	1:14.547	<i>47.673</i>	<b>2:36.180</b>
3	36.188	1:19.108	49.956	2:45.252	8	<i>33.584</i>	1:14.770	48.000	2:36.354
4	39.654	1:17.089	47.695	2:44.438	9	34.176	1:14.920	47.917	2:37.013
5	36.107	1:16.670	50.226	2:43.003	10	34.891	<i>1:13.895</i>	48.000	2:36.786
<b>732</b>	<b>Axel Gast</b>				Reliant Scimitar GTE				
1				<b>2:43.277</b>	5				3:10.381
2				2:46.480	6				3:12.473
3				2:49.206	7				3:29.916
4				3:07.874	8				3:27.256
<b>737</b>	<b>Jochen Kocher</b>				Porsche 944				
1	35.547	1:12.261	50.643	2:38.451	6	33.946	1:12.131	<i>49.328</i>	2:35.405
2	34.252	1:12.541	51.621	2:38.414	7	33.495	<i>1:10.284</i>	49.725	<b>2:33.504</b>
3	34.293	1:12.245	50.438	2:36.976	8	<i>32.679</i>	1:10.704	50.324	2:33.707
4	33.988	1:11.415	51.244	2:36.647	9	32.785	1:11.019	50.039	2:33.843
5	34.232	1:11.632	49.587	2:35.451	10	34.246	1:10.521	49.942	2:34.709
<b>738</b>	<b>Peter-Carsten Kilian</b>				Ford Capri RS 2600 Turbo				
1	35.339	1:11.418	46.004	2:32.761	7	31.061	1:05.374	43.210	2:19.645
2	32.082	1:05.192	45.143	2:22.417	8	30.207	1:05.976	44.461	2:20.644
3	30.404	1:05.030	45.430	2:20.864	9	29.790	1:06.019	46.321	2:22.130
4	30.726	1:05.826	44.357	2:20.909	10	30.395	<i>1:03.891</i>	43.252	<b>2:17.538</b>
5	30.387	1:04.776	43.073	2:18.236	11	<i>29.685</i>	1:05.377	44.285	2:19.347
6	30.186	1:04.749	<i>43.029</i>	2:17.964	12				
<b>739</b>	<b>Gerhard Götz</b>				Alfa Romeo 2000 GTV				
1	34.372	1:13.486	51.348	2:39.206	6	33.468	1:11.871	47.664	2:33.003
2	33.037	1:10.889	50.582	2:34.508	7	34.949	1:11.016	47.273	2:33.238
3	34.990	1:12.107	49.797	2:36.894	8	32.374	1:10.176	47.614	2:30.164
4	32.126	1:08.479	47.291	2:27.896	9	<i>31.494</i>	<i>1:06.860</i>	<i>45.646</i>	<b>2:24.000</b>
5	32.502	1:08.992	49.840	2:31.334	10	35.512	1:07.237	45.761	2:28.510
<b>740</b>	<b>Michael Vaillant</b>				Porsche 944/l				
1				2:30.093	7				2:32.091
2				2:27.516	8				2:25.926
3				2:28.984	9				<b>2:24.758</b>
4				2:31.193	10				2:28.445
5				2:27.863	11				2:25.645
6				2:28.552	12				



Int ADAC-MCS Rundstreckenrennen Preis der Stadt Stuttgart  
MCS Stuttgart e.V.



VFV-GLPPro TW+GT - Wertung  
Laps and Sector times -

26 - 28 April 2013  
Hockenheimring GP - 4574 mtr.

<b>741</b>	<b>Heinz Siller</b>				<b>Cobra Shamrock</b>				
1	32.832	1:10.626	49.039	2:32.497	6	32.952	1:09.885	49.191	2:32.028
2	33.148	1:12.289	49.751	2:35.188	7	34.532	1:10.670	49.893	2:35.095
3	34.013	1:11.651	<b>47.977</b>	2:33.641	8	35.392	1:09.125	49.950	2:34.467
4	32.810	<b>1:07.668</b>	48.756	2:29.234	9	32.263	1:09.492	51.192	2:32.947
5	<b>31.610</b>	1:08.864	48.594	<b>2:29.068</b>	10	37.577	1:16.384	53.352	2:47.313
<b>744</b>	<b>Andreas Kuck</b>				<b>Porsche 944</b>				
1	33.943	1:10.662	49.017	2:33.622	6	32.280	1:09.907	48.961	2:31.148
2	33.451	1:09.098	48.571	2:31.120	7	33.767	1:09.529	<b>47.022</b>	2:30.318
3	32.574	1:08.758	48.481	2:29.813	8	31.573	1:07.682	47.871	2:27.126
4	34.065	1:10.094	48.088	2:31.247	9	<b>31.140</b>	1:08.037	48.194	2:27.371
5	31.730	<b>1:06.864</b>	47.399	<b>2:25.993</b>	10	32.477	1:08.078	48.236	2:28.791
<b>745</b>	<b>Adriaan Deelen</b>				<b>Porsche 924 Turbo</b>				
1	34.752	1:14.238	49.291	2:38.281	6	35.092	1:15.461	48.555	2:39.108
2	35.927	1:15.106	48.743	2:39.776	7	33.952	1:14.454	50.048	2:38.454
3	34.479	1:13.512	<b>48.476</b>	2:36.467	8	34.128	1:12.856	49.906	2:36.890
4	34.387	1:12.915	48.861	2:36.163	9	<b>32.777</b>	1:12.742	49.925	<b>2:35.444</b>
5	34.197	1:13.349	52.318	2:39.864	10	34.584	<b>1:12.488</b>	49.464	2:36.536
<b>748</b>	<b>Thorsten Rolka</b>				<b>Porsche 944</b>				
1				2:37.987	6				2:30.620
2				2:36.748	7				2:28.449
3				2:30.085	8				<b>2:27.034</b>
4				2:29.087	9				2:27.990
5				2:28.427	10				2:29.059
<b>750</b>	<b>Oliver Neidull</b>				<b>Porsche 911 Carrera 3.0</b>				
1	29.394	1:01.800	42.845	2:14.039	7	27.829	1:00.376	42.017	2:10.222
2	28.482	1:00.640	42.251	2:11.373	8	28.363	1:00.309	41.892	2:10.564
3	28.164	1:00.197	41.724	2:10.085	9	27.513	1:00.223	41.645	2:09.381
4	27.748	1:01.316	41.804	2:10.868	10	<b>27.427</b>	<b>58.743</b>	41.480	<b>2:07.650</b>
5	28.836	1:00.414	44.171	2:13.421	11	27.809	59.593	<b>41.067</b>	2:08.469
6	27.829	1:00.399	41.502	2:09.730	12	28.556	59.279	41.396	2:09.231
<b>765</b>	<b>Rainer Stäwen</b>				<b>Triumph TR 4a</b>				
1	36.492	1:16.657	52.694	2:45.843	6	37.287	1:16.242	51.853	2:45.382
2	36.150	<b>1:14.695</b>	52.361	2:43.206	7	35.717	1:15.977	52.359	2:44.053
3	35.718	1:17.646	52.048	2:45.412	8	<b>34.817</b>	1:15.345	52.069	<b>2:42.231</b>
4	37.770	1:14.929	51.474	2:44.173	9	35.625	1:15.182	51.739	2:42.546
5	35.258	1:16.487	<b>51.265</b>	2:43.010	10				
<b>769</b>	<b>Michael Koppe</b>				<b>Jaguar E-Type Coupe</b>				
1	32.955	1:09.782	48.673	2:31.410	6	33.507	1:09.469	45.510	2:28.486
2	34.087	1:09.606	46.677	2:30.370	7	33.471	1:11.982	46.468	2:31.921
3	32.672	1:09.495	47.462	2:29.629	8	32.729	1:09.170	<b>45.251</b>	2:27.150
4	32.542	1:09.550	45.888	2:27.980	9	31.914	1:11.037	50.799	2:33.750
5	32.390	<b>1:07.237</b>	45.464	<b>2:25.091</b>	10	<b>31.384</b>	1:12.052	45.289	2:28.725