



Youngtimer Touring Car Challenge - Qualifying  
Laps and Sector times -

18 - 21 April 2013  
Hockenheimring GP - 4575 mtr.

<b>2</b>	<b>Philippe De Dain</b>				<b>Porsche 911RS</b>				
1	Out	1:08.738	47.044	2:27.697	6	<del>27.888</del>	57.279	40.838	<b>2:05.975</b>
2	31.366	1:05.470	43.939	2:20.775	7	27.907	57.567	40.739	2:06.213
3	30.398	1:02.023	44.382	2:16.803	8	27.948	58.523	40.576	2:07.047
4	32.278	1:03.246	In	2:28.843 <b>P</b>	9	28.540	<del>57.209</del>	<del>40.495</del>	2:06.244
5	Out	58.893	41.122	4:02.103	10	28.405	57.858	40.947	2:07.210
<b>3</b>	<b>Benoist Deloison (F)</b>				<b>BMW 315</b>				
1	Out	1:10.009	46.169	2:30.439	3	31.898	<del>1:03.930</del>	<del>43.348</del>	<b>2:19.176</b>
2	31.922	1:04.281	43.529	2:19.732	4	<del>30.597</del>	1:05.064	In	2:28.619 <b>P</b>
<b>4</b>	<b>Bas Jansen</b>				<b>Austin Healey</b>				
1	Out	1:11.736	44.998	2:32.763	6	30.640	1:04.841	In	2:30.329 <b>P</b>
2	32.413	1:04.052	<del>42.845</del>	<b>2:19.310</b>	7	Out	1:31.947	51.916	5:07.364
3	33.865	<del>1:03.487</del>	43.019	2:20.371	8	46.343	1:09.670	53.497	2:49.510
4	<del>30.141</del>	1:04.305	45.385	2:19.831	9	34.897	1:10.591	46.328	2:31.816
5	30.183	1:06.961	44.544	2:21.688	10				
<b>8</b>	<b>Franck Metzger (F)</b>				<b>Cesca Grac 1973</b>				
1	53.086	57.217	38.905	2:29.208	6	25.488	53.560	In	2:05.159 <b>P</b>
2	26.797	53.673	39.738	2:00.208	7	Out	53.570	36.947	3:07.234
3	26.425	53.178	36.110	1:55.713	8	25.415	52.559	<del>35.864</del>	<b>1:53.838</b>
4	<del>25.397</del>	52.726	36.395	1:54.518	9	25.723	<del>52.505</del>	37.439	1:55.667
5	26.264	53.888	37.933	1:58.085	10	27.811	1:06.856	In	2:24.555 <b>P</b>
<b>10</b>	<b>Nicolas Grue (F)</b>				<b>Ford Sierra Cosworth 1988</b>				
1	Out	1:10.642	52.008	2:34.702	4	<del>28.325</del>	58.634	<del>39.533</del>	<b>2:06.492</b>
2	28.913	<del>53.422</del>	40.612	2:07.947	5	34.444	1:23.354	In	3:08.109 <b>P</b>
3	35.023	1:20.104	42.017	2:37.144	6				
<b>12</b>	<b>Jacques China (F)</b>				<b>Porsche 964 RS</b>				
1	Out	1:08.280	43.799	2:20.878	5	<del>27.663</del>	57.614	41.173	2:06.450
2	28.146	59.345	41.018	2:08.509	6	28.142	58.083	41.126	2:07.351
3	28.328	57.482	<del>40.468</del>	2:06.278	7	27.822	<del>56.888</del>	40.709	<b>2:05.419</b>
4	27.744	56.938	40.766	2:05.448	8	31.980	1:10.493	In	2:35.946 <b>P</b>
<b>15</b>	<b>Hubert Dubois (F)</b>				<b>Jide 1600 1973</b>				
1	Out	1:17.046	48.509	2:40.219	4	30.631	<del>1:02.968</del>	42.818	2:16.417
2	33.441	1:08.539	42.680	2:24.660	5	<del>29.557</del>	1:03.607	<del>42.362</del>	<b>2:15.526</b>
3	31.156	1:04.322	43.084	2:18.562	6	34.565	1:17.407	In	2:47.818 <b>P</b>
<b>18</b>	<b>Jean Moindrot (F)</b>				<b>Grac MT14 1972</b>				
1	Out	1:13.756	47.129	2:33.117	6	30.316	1:09.119	44.088	2:23.523
2	31.974	1:05.191	42.968	2:20.133	7	30.866	1:01.963	<del>41.446</del>	2:14.275
3	29.844	1:02.102	44.827	2:16.773	8	<del>29.216</del>	1:01.716	42.309	<b>2:13.241</b>
4	32.729	1:05.659	45.131	2:23.519	9	31.827	<del>1:01.358</del>	50.109	2:23.294
5	31.012	1:14.496	43.418	2:28.926	10	33.840	1:08.961	In	2:39.144 <b>P</b>
<b>21</b>	<b>Vincent Drouilleau (F)</b>				<b>Alfa Romeo GTV6 1983</b>				
1	Out	1:17.208	43.184	2:36.739	6	28.142	<del>56.850</del>	<del>38.875</del>	<b>2:03.867</b>
2	28.294	58.638	39.728	2:06.660	7	28.079	1:22.700	In	2:47.534 <b>P</b>
3	28.723	59.933	42.008	2:10.664	8	Out	59.299	40.716	5:47.824
4	29.288	58.597	39.899	2:07.784	9	27.854	57.237	38.972	2:04.063
5	<del>27.780</del>	57.790	39.241	2:04.811	10				
<b>22</b>	<b>Jean-Marc Breugnot (F)</b>				<b>Porsche 911 L Carrera 1976</b>				
1	1:00.642	1:18.571	47.321	3:06.534	6	30.781	1:03.827	43.629	2:18.237
2	34.940	1:05.730	46.037	2:26.707	7	31.132	1:03.750	44.488	2:19.370
3	31.613	1:05.914	44.084	2:21.611	8	31.086	1:04.155	44.517	2:19.758



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4	31.644	1:03.913	44.898	2:20.455	9	30.989	1:03.215	45.352	2:19.556
5	30.994	1:04.567	43.956	2:19.517	10	<b>30.417</b>	<b>1:02.751</b>	<b>43.309</b>	<b>2:16.477</b>
<b>25</b>	<b>Phillipe Drouilleau (F)</b>				Alfa Romeo 1750 GTV '72				
1	Out	1:17.571	47.335	2:42.662	7	29.680	1:01.431	43.017	2:14.128
2	31.005	1:03.702	44.345	2:19.052	8	29.698	1:01.556	42.785	2:14.039
3	34.405	1:02.649	42.869	2:19.923	9	29.581	1:01.511	42.656	2:13.748
4	29.799	1:01.389	43.038	2:14.226	10	29.589	1:00.720	42.351	2:12.660
5	<b>29.426</b>	1:01.550	43.377	2:14.353	11	29.607	<b>1:00.422</b>	<b>41.703</b>	<b>2:11.732</b>
6	33.340	1:01.973	43.890	2:19.203	12				
<b>27</b>	<b>Jean-Michel Vallet (F)</b>				Lotus Europa 1968				
1	Out	1:17.586	46.094	2:34.481	6	28.501	<b>59.019</b>	<b>39.847</b>	<b>2:07.367</b>
2	31.381	1:01.275	43.396	2:16.052	7	<b>27.959</b>	1:00.518	40.747	2:09.224
3	30.093	1:01.527	42.797	2:14.417	8	28.613	59.407	42.680	2:10.700
4	29.700	1:01.622	41.390	2:12.712	9	28.839	59.867	40.528	2:09.234
5	30.360	59.778	42.190	2:12.328	10	29.233	1:02.539	In	2:25.785 <b>p</b>
<b>31</b>	<b>Franck Schaeffer (F)</b>				BMW 2002 Ti				
1	51.195	1:12.885	44.482	2:48.562	7	28.517	1:00.832	41.356	2:10.705
2	31.512	1:03.747	41.772	2:17.031	8	<b>28.194</b>	1:00.367	41.156	2:09.717
3	30.465	1:01.351	41.710	2:13.526	9	29.281	1:01.164	40.340	2:10.785
4	29.081	1:02.033	41.769	2:12.883	10	28.501	<b>58.934</b>	40.059	<b>2:07.494</b>
5	29.531	1:00.436	41.237	2:11.204	11	28.462	59.513	<b>40.054</b>	2:08.029
6	28.504	1:00.599	41.198	2:10.301	12				
<b>60</b>	<b>Marc Louail (F)</b>				Ford Falcon 1963				
1	Out	1:12.134	42.308	2:22.570	5	26.784	54.916	38.293	1:59.993
2	28.228	56.637	38.370	2:03.235	6	26.551	54.668	<b>37.868</b>	<b>1:59.087</b>
3	27.041	55.426	38.263	2:00.730	7	<b>26.422</b>	54.851	39.637	2:00.910
4	27.256	<b>54.581</b>	39.696	2:01.533	8	28.218	59.584	In	2:20.883 <b>p</b>
<b>68</b>	<b>Fabrice Delavault (F)</b>				Westfield Aerosport '88				
1	Out	1:14.291	46.358	2:30.953	7	31.855	1:13.414	45.396	2:30.665
2	28.751	1:00.307	41.675	2:10.733	8	27.844	1:00.871	40.937	2:09.652
3	28.619	59.820	40.230	2:08.669	9	28.123	1:00.082	<b>39.410</b>	2:07.615
4	<b>27.687</b>	<b>59.003</b>	39.626	<b>2:06.316</b>	10	27.697	59.218	39.558	2:06.473
5	29.070	59.828	39.747	2:08.645	11	34.190	1:16.305	53.946	2:44.441
6	27.842	59.239	39.803	2:06.884	12				
<b>79</b>	<b>Paul Singer (HU)</b>				Porsche 924 GTR Gr V '81				
1	28.206	56.748	40.784	2:05.738	5	32.200	1:13.874	38.711	2:24.785
2	28.032	57.765	38.398	2:04.195	6	27.796	56.643	40.289	2:04.728
3	<b>26.573</b>	<b>55.909</b>	<b>37.474</b>	<b>1:59.956</b>	7	27.144	57.991	38.089	2:03.224
4	28.432	1:09.153	40.163	2:17.748	8	35.806	1:19.580	In	2:51.036 <b>p</b>
<b>87</b>	<b>Patrick Fuet (F)</b>				BMW 325i 1984				
1	Out	1:13.085	47.597	2:39.106	5	29.226	58.602	40.533	2:08.361
2	31.001	1:04.202	42.840	2:18.043	6	<b>28.366</b>	<b>57.765</b>	40.554	<b>2:06.685</b>
3	31.020	59.341	40.536	2:10.897	7	28.436	58.132	<b>40.162</b>	2:06.730
4	30.553	58.894	41.464	2:10.911	8	35.470	1:31.510	In	3:09.553 <b>p</b>
<b>102</b>	<b>Bart Lemaire (B)</b>				Trabant 601 RS 1972				
1	52.719	1:48.007	1:09.535	3:50.261	4	49.140	1:44.767	1:05.969	3:39.876
2	52.369	1:48.239	1:07.923	3:48.531	5	48.885	1:41.298	<b>1:05.041</b>	<b>3:35.224</b>
3	50.444	1:43.553	1:06.763	3:40.760	6				
<b>107</b>	<b>Peter Scheefhals (NL)</b>				Alfa Romeo Guilia 1974				
1	Out	1:23.015	47.895	2:46.406	5	29.739	1:01.981	<b>41.481</b>	2:13.201
2	33.344	1:06.693	43.813	2:23.850	6	29.129	1:01.323	42.629	2:13.081



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<b>3</b>	29.562	1:01.888	41.973	2:13.423	<b>7</b>	<del>28.625</del>	<del>1:01.135</del>	42.397	<b>2:12.157</b>
<b>4</b>	29.467	1:01.344	41.524	2:12.335	<b>8</b>	29.665	1:02.111	In	2:17.564 <b>P</b>
<b>119</b>	<b>Kevin Abbring (NL)</b>				<b>Nothelle Golf I 1975</b>				
<b>1</b>	Out	1:05.489	39.982	2:18.757	<b>4</b>	<del>27.127</del>	<del>58.222</del>	39.991	2:05.340
<b>2</b>	28.141	1:03.522	38.939	2:10.602	<b>5</b>	30.412	1:08.130	In	2:43.045 <b>P</b>
<b>3</b>	27.430	59.340	<del>38.563</del>	<b>2:05.333</b>	<b>6</b>				
<b>120</b>	<b>Marcel Frijlink (NL)</b>				<b>Ford Escort RS1600 1972</b>				
<b>1</b>	Out	1:06.378	42.450	2:20.236	<b>4</b>	27.123	56.989	39.577	2:03.689
<b>2</b>	28.881	57.406	39.619	2:05.906	<b>5</b>	<del>26.922</del>	56.139	39.172	2:02.233
<b>3</b>	27.209	<del>56.120</del>	<del>38.704</del>	<b>2:02.033</b>	<b>6</b>	28.765	1:03.168	In	2:27.865 <b>P</b>
<b>121</b>	<b>Raoul Scultore (F)</b>				<b>Chevron B60 TS 1981</b>				
<b>1</b>	Out	55.897	38.333	1:57.786	<b>4</b>	<del>25.353</del>	54.089	<del>36.084</del>	1:55.526
<b>2</b>	26.350	54.220	37.904	1:58.474	<b>5</b>	25.489	52.906	36.371	<b>1:54.766</b>
<b>3</b>	27.456	<del>52.640</del>	36.521	1:56.617	<b>6</b>				
<b>122</b>	<b>Jochen Kinzel (D)</b>				<b>Porsche 911 RSR 1973</b>				
<b>1</b>	29.496	59.402	40.703	2:09.601	<b>6</b>	27.588	58.774	In	2:15.972 <b>P</b>
<b>2</b>	27.738	58.163	40.080	2:05.981	<b>7</b>		59.773	39.737	3:29.329
<b>3</b>	27.712	59.858	39.925	2:07.495	<b>8</b>	27.709	<del>56.513</del>	39.227	2:03.449
<b>4</b>	28.274	57.631	40.003	2:05.908	<b>9</b>	<del>27.360</del>	56.848	<del>38.569</del>	<b>2:02.777</b>
<b>5</b>	28.111	57.867	39.448	2:05.426	<b>10</b>	27.937	57.195	39.770	2:04.902
<b>123</b>	<b>Ottokar Krust (D)</b>				<b>Porsche 911 RSR 1975</b>				
<b>1</b>	31.442	1:01.605	45.005	2:18.052	<b>5</b>	<del>27.122</del>	<del>57.290</del>	<del>39.744</del>	<b>2:04.156</b>
<b>2</b>	31.754	1:02.210	42.692	2:16.656	<b>6</b>	31.247	59.212	40.750	2:11.209
<b>3</b>	28.816	59.010	41.198	2:09.024	<b>7</b>	28.147	58.685	40.791	2:07.623
<b>4</b>	28.478	57.351	40.225	2:06.054	<b>8</b>	29.471	1:29.047	In	3:09.697 <b>P</b>
<b>201</b>	<b>Anita Renes (NL)</b>				<b>Lotus Sunbeam 1981</b>				
<b>1</b>	Out	1:23.432	46.062	2:43.442	<b>7</b>	28.779	58.718	40.556	2:08.053
<b>2</b>	30.170	59.267	42.613	2:12.050	<b>8</b>	28.544	58.386	40.270	2:07.200
<b>3</b>	28.613	1:00.199	43.099	2:11.911	<b>9</b>	<del>27.763</del>	58.912	39.803	2:06.478
<b>4</b>	28.672	59.247	42.617	2:10.536	<b>10</b>	28.068	<del>57.339</del>	40.085	<b>2:05.492</b>
<b>5</b>	28.851	59.802	41.097	2:09.750	<b>11</b>	28.187	58.578	<del>39.796</del>	2:06.561
<b>6</b>	29.058	59.688	42.003	2:10.749	<b>12</b>				
<b>202</b>	<b>Dimitri Cuyvers (B)</b>				<b>BMW M1 Procar</b>				
<b>1</b>	Out	1:05.462	38.968	2:15.633	<b>5</b>	<del>24.780</del>	52.301	<del>35.841</del>	<b>1:52.922</b>
<b>2</b>	26.786	52.646	41.031	2:00.463	<b>6</b>	25.004	<del>51.695</del>	36.230	1:52.929
<b>3</b>	25.808	51.816	35.885	1:53.509	<b>7</b>	29.437	57.278	In	2:12.419 <b>P</b>
<b>4</b>	25.033	51.945	36.351	1:53.329	<b>8</b>				
<b>208</b>	<b>Jeroen Veldhuis (NL)</b>				<b>Rover SDI 3500 V8 1980</b>				
<b>1</b>	31.680	1:01.552	41.737	2:14.969	<b>4</b>	28.194	59.932	41.069	2:09.195
<b>2</b>	31.919	1:00.295	42.189	2:14.403	<b>5</b>	30.214	59.003	41.632	2:10.849
<b>3</b>	28.713	1:00.870	<del>39.595</del>	<b>2:09.178</b>	<b>6</b>	<del>27.882</del>	<del>58.006</del>	In	2:17.580 <b>P</b>
<b>209</b>	<b>Daniel Schrey (D)</b>				<b>Porsche 911 K1 / 935 K3</b>				
<b>1</b>	30.271	1:04.485	41.856	2:16.612	<b>6</b>		54.785	35.428	3:57.667
<b>2</b>	28.545	58.062	35.842	2:02.449	<b>7</b>	<del>24.002</del>	50.419	<del>34.246</del>	1:48.667
<b>3</b>	24.942	51.626	36.669	1:53.237	<b>8</b>	24.105	49.418	34.463	<b>1:47.986</b>
<b>4</b>	24.018	<del>49.355</del>	36.041	1:49.414	<b>9</b>	27.929	1:03.599	In	2:23.037 <b>P</b>
<b>5</b>	24.664	56.575	In	2:06.252 <b>P</b>	<b>10</b>				
<b>210</b>	<b>Axel Hagemann (D)</b>				<b>BMW M1 Procar 1978</b>				
<b>1</b>	28.489	57.098	39.892	2:05.479	<b>7</b>	27.482	55.515	38.545	2:01.542
<b>2</b>	26.920	55.105	39.654	2:01.679	<b>8</b>	26.177	56.767	<del>38.343</del>	2:01.287



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3	26.461	<i>54.706</i>	39.456	2:00.623	9	26.336	54.827	39.366	<b>2:00.529</b>
4	27.691	55.102	39.786	2:02.579	10	27.012	55.680	40.682	2:03.374
5	27.815	54.855	38.449	2:01.119	11	<i>26.139</i>	55.444	39.032	2:00.615
6	27.973	54.908	42.925	2:05.806	12				
<b>212</b>	<b>Achim Pohl (D)</b>				<b>BMW M1 Procar 1978</b>				
1	31.463	1:00.984	44.061	2:16.508	6	31.780	58.948	49.521	2:20.249
2	32.026	56.950	39.211	2:08.187	7	36.211	1:08.718	50.125	2:35.054
3	<i>26.704</i>	54.491	38.839	<b>2:00.034</b>	8	32.542	1:08.100	45.073	2:25.715
4	28.303	58.428	39.745	2:06.476	9	32.212	1:06.899	44.407	2:23.518
5	27.940	<i>54.209</i>	<i>38.688</i>	2:00.837	10	31.980	1:07.356	45.375	2:24.711
<b>214</b>	<b>Jan Bot (NL)</b>				<b>BMW March M1 IMSA '79</b>				
1	Out	59.270	38.261	2:03.414	5	25.373	52.551	38.284	1:56.208
2	27.135	55.739	39.992	2:02.866	6	<i>25.035</i>	<i>51.635</i>	37.141	<b>1:53.811</b>
3	26.587	54.118	37.967	1:58.672	7	25.986	53.769	38.330	1:58.085
4	27.432	56.525	<i>36.358</i>	2:00.315	8	25.571	56.606	In	2:09.489 <b>p</b>
<b>215</b>	<b>Gotthard Mayer (D)</b>				<b>BMW M1 Procar 1980</b>				
1	28.314	56.892	40.198	2:05.404	7	29.022	55.861	38.946	2:03.829
2	28.837	55.622	39.445	2:03.904	8	27.222	55.553	<i>38.327</i>	2:01.102
3	27.388	56.318	39.942	2:03.648	9	<i>27.097</i>	<i>54.920</i>	38.520	<b>2:00.537</b>
4	27.814	57.377	39.393	2:04.584	10	28.939	55.311	39.755	2:04.005
5	28.634	57.155	38.632	2:04.421	11	30.221	1:03.176	42.026	2:15.423
6	28.100	55.442	41.042	2:04.584	12				
<b>250</b>	<b>Randall Lawson (NL)</b>				<b>Alpine A310 GrIV '79</b>				
1	59.257	1:06.742	43.989	2:49.988	5	<i>28.310</i>	59.205	40.780	<b>2:08.295</b>
2	29.482	<i>57.955</i>	41.050	2:08.487	6	30.116	59.003	<i>40.624</i>	2:09.743
3	28.903	1:00.613	41.284	2:10.800	7	28.707	58.015	In	2:25.155 <b>p</b>
4	32.145	1:04.165	43.259	2:19.569	8				
<b>274</b>	<b>Michael Kammermann (CH)</b>				<b>BMW M1 Procar 1979</b>				
1	26.487	55.068	37.181	1:58.736	7	25.956	53.863	37.517	1:57.336
2	25.815	53.130	36.579	1:55.524	8	26.172	54.112	38.014	1:58.298
3	27.456	56.203	37.460	2:01.119	9	25.894	53.353	36.729	1:55.976
4	25.861	52.516	36.719	1:55.096	10	<i>25.545</i>	<i>52.394</i>	36.879	<b>1:54.818</b>
5	26.085	54.000	<i>36.576</i>	1:56.661	11	26.183	53.707	36.742	1:56.632
6	25.753	53.524	37.209	1:56.486	12	26.075	54.687	37.031	1:57.793
<b>303</b>	<b>Jordan Strik (NL)</b>				<b>Toyota Supra 1986</b>				
1	Out	1:12.418	43.516	2:24.804	6	27.886	58.062	40.137	2:06.085
2	29.811	1:00.124	40.919	2:10.854	7	27.682	58.928	39.488	2:06.098
3	28.410	58.862	40.202	2:07.474	8	<i>27.382</i>	57.770	<i>39.071</i>	<b>2:04.223</b>
4	27.851	58.070	39.743	2:05.664	9	27.572	1:01.947	In	2:21.361 <b>p</b>
5	27.527	<i>57.642</i>	39.683	2:04.852	10				
<b>304</b>	<b>Johan Beekman (NL)</b>				<b>Porsche 964 RS '89</b>				
1	1:08.539	1:16.591	46.788	3:11.918	5	28.539	58.805	42.301	2:09.645
2	32.213	59.812	41.618	2:13.643	6	27.933	<i>56.231</i>	<i>39.538</i>	<b>2:03.702</b>
3	29.612	1:00.573	40.892	2:11.077	7	32.641	1:21.163	In	2:53.284 <b>p</b>
4	<i>27.818</i>	56.927	39.664	2:04.409	8				
<b>308</b>	<b>Jan van Elderen (B)</b>				<b>Ford Sierra RS500 1986</b>				
1	Out	1:00.975	39.561	2:07.546	7	27.310	55.652	38.623	2:01.585
2	27.809	56.752	39.570	2:04.131	8	26.898	<i>55.164</i>	38.264	2:00.326
3	27.768	55.937	39.287	2:02.992	9	<i>26.709</i>	55.186	39.295	2:01.190
4	27.260	55.731	40.371	2:03.362	10	27.318	55.513	39.612	2:02.443
5	27.141	55.328	<i>37.779</i>	<b>2:00.248</b>	11	27.279	57.213	40.844	2:05.336
6	27.756	55.780	38.248	2:01.784	12	27.732	57.493	41.079	2:06.304



Youngtimer Touring Car Challenge - Qualifying  
Laps and Sector times -

18 - 21 April 2013  
Hockenheimring GP - 4575 mtr.

<b>309</b>	<b>Ruben Anders (NL)</b>				<b>BMW M3 E30 1988</b>				
1	Out	1:15.669	46.875	2:34.501	7	28.645	59.740	In	2:12.423 P
2	30.549	1:00.508	41.147	2:12.204	8	Out	59.440	38.893	3:42.951
3	27.713	56.737	39.010	2:03.460	9	27.181	<b>56.468</b>	<b>38.313</b>	<b>2:01.962</b>
4	28.607	56.677	39.165	2:04.449	10	<b>27.037</b>	56.580	39.860	2:03.477
5	28.069	56.495	39.590	2:04.154	11	27.635	56.606	38.625	2:02.866
6	27.303	58.233	38.829	2:04.365	12				
<b>310</b>	<b>Chris van Schuppen (NL)</b>				<b>Porsche 964 RS 1989</b>				
1	Out	1:17.606	45.620	2:34.308	7	27.578	57.229	40.217	2:05.024
2	31.534	1:01.226	43.323	2:16.083	8	27.150	<b>56.104</b>	39.566	2:02.820
3	28.735	58.459	40.905	2:08.099	9	27.462	56.808	39.910	2:04.180
4	28.550	58.322	41.139	2:08.011	10	<b>27.042</b>	56.203	<b>39.105</b>	<b>2:02.350</b>
5	28.892	57.789	40.425	2:07.106	11	31.560	1:15.444	In	2:37.192 P
6	28.418	57.635	40.145	2:06.198	12				
<b>312</b>	<b>Marc Seesing (NL)</b>				<b>BMW M3 E30 '87</b>				
1	28.470	59.261	40.395	2:08.126	6	27.964	1:01.607	43.748	2:13.319
2	27.664	57.689	39.586	2:04.939	7	27.570	57.930	38.791	2:04.291
3	28.744	58.801	In	2:12.781 P	8	27.355	57.384	38.885	2:03.624
4		1:01.141	40.866	4:14.771	9	<b>26.979</b>	<b>57.204</b>	<b>38.273</b>	<b>2:02.456</b> P
5	27.376	1:07.229	41.180	2:15.785	10	27.083	1:03.063	In	2:11.689 P
<b>325</b>	<b>Bas Ambaum (NL)</b>				<b>Porsche 964 RS '89</b>				
1	Out	1:04.113	42.684	2:17.755	6	29.506	1:00.197	43.083	2:12.786
2	29.814	1:00.520	<b>41.671</b>	2:12.005	7	30.279	1:00.501	42.988	2:13.768
3	30.222	1:00.542	42.983	2:13.747	8	29.563	1:00.061	43.571	2:13.195
4	29.288	<b>59.929</b>	42.743	<b>2:11.960</b>	9	<b>29.078</b>	1:00.284	43.767	2:13.129
5	29.828	1:01.115	42.627	2:13.570	10	29.293	1:00.332	In	2:18.750 P
<b>326</b>	<b>Ruud Poels (NL)</b>				<b>Porsche 964 RS '89</b>				
1	54.376	1:04.774	44.617	2:43.767	7	28.140	58.302	42.628	2:09.070
2	29.433	58.656	41.487	2:09.576	8	29.287	1:08.450	43.055	2:20.792
3	28.418	59.552	41.925	2:09.895	9	28.181	57.624	<b>40.497</b>	2:06.302
4	30.020	59.484	41.706	2:11.210	10	28.098	57.258	41.966	2:07.322
5	29.559	59.732	46.476	2:15.767	11	<b>27.548</b>	<b>56.779</b>	40.791	<b>2:05.118</b>
6	28.197	57.332	41.000	2:06.529	12	32.540	1:05.232	44.238	2:22.010
<b>327</b>	<b>Hans Wolters (NL)</b>				<b>Porsche 935 K3 Replica '89</b>				
1	1:01.034	1:09.441	46.195	2:56.670	7	28.649	57.858	42.911	2:09.418
2	31.232	1:01.562	44.626	2:17.420	8	30.642	58.017	41.137	2:09.796
3	29.631	1:00.785	42.276	2:12.692	9	28.031	57.586	41.801	2:07.418
4	28.450	59.806	41.382	2:09.638	10	28.656	57.051	41.234	2:06.941
5	27.959	57.614	42.077	2:07.650	11	27.617	57.516	41.335	2:06.468
6	28.954	58.977	41.784	2:09.715	12	<b>27.081</b>	<b>56.403</b>	<b>40.048</b>	<b>2:03.532</b>
<b>335</b>	<b>Mathijs Bakker (NL)</b>				<b>BMW M635 CSi 1985</b>				
1	Out	59.589	38.825	2:03.608	7	26.379	57.919	38.359	2:02.657
2	28.114	58.122	39.143	2:05.379	8	26.482	55.402	37.385	1:59.269
3	28.175	56.998	38.925	2:04.098	9	31.405	1:08.374	38.816	2:18.595
4	27.533	56.390	38.065	2:01.988	10	26.679	<b>55.022</b>	37.743	1:59.444
5	26.713	56.405	38.271	2:01.389	11	28.861	57.555	In	2:11.607 P
6	<b>26.212</b>	55.746	<b>37.206</b>	<b>1:59.164</b>	12				