

## Hockenheim Classics

VFV Veteranen Fahrzeug Verband

### VFV-GLPpro TW und GT - Freies Training 2

#### Laps and Sector Times

13 - 15 September 2013

Hockenheim Motorrad - 3692 mtr.

500 Volker Schneider					Ford Sierra				
1	28.138	39.851	43.190	1:51.179	6	10:32.920	40.028	39.116	11:52.064
2	28.383	39.256	39.795	1:47.434	7	28.097	38.528	40.749	1:47.374
3	27.227	39.395	39.200	1:45.822	8	<b>26.967</b>	<b>38.405</b>	<b>38.270</b>	<b>1:43.642</b>
4	27.788	38.797	39.631	1:46.216	9	28.474	38.992	39.299	1:46.765
5	28.069	39.183	39.883	1:47.135	10	27.085	38.569	38.417	1:44.071

504 Michael Schatterny					Trabant P601 RS				
1	34.869			<b>2:14.609</b>	3	<b>34.417</b>			2:14.627
2	35.549			2:20.523	4				

507 Norbert Hieronymi					Fiat X 1/9				
1	35.197	47.464	49.199	2:11.860	4	37.015	<b>46.597</b>	46.371	2:09.983
2	38.238	47.977	<b>46.039</b>	2:12.254	5	11:20.454	54.568	48.459	13:03.481
3	34.396	47.886	46.492	<b>2:08.774</b>	6	<b>33.675</b>	47.287	50.834	2:11.796

511 Wolfgang Ziegler					Trabant 601 RS				
1	32.003	43.030	43.526	1:58.559	5	<b>30.495</b>	44.464	<b>41.714</b>	1:56.673
2	31.222	<b>42.493</b>	42.022	<b>1:55.737</b>	6	32.252	44.320	43.747	2:00.319
3	31.070	42.693	42.208	1:55.971	7	31.139	42.942	41.993	1:56.074
4	12:41.579	45.132	43.292	14:10.003	8				

514 Ralf Gierkes					Renault Cup Clio 1				
1	31.473	43.354	42.575	1:57.402	6	30.972	42.130	42.647	1:55.749
2	33.113	42.365	44.944	2:00.422	7	<b>29.590</b>	42.171	43.120	1:54.881
3	32.337	43.107	43.647	1:59.091	8	29.890	42.846	43.019	1:55.755
4	29.691	<b>42.036</b>	<b>42.033</b>	<b>1:53.760</b>	9	30.186	42.281	42.646	1:55.113
5	10:47.654	45.762	43.643	12:17.059	10				

518 Armin Lixl					BMW 2002ti				
1	33.387	46.287	45.860	2:05.534	6	<b>30.973</b>	43.907	44.854	1:59.734
2	32.890	46.223	46.037	2:05.150	7	32.601	44.603	44.192	2:01.396
3	34.224	46.142	46.876	2:07.242	8	31.398	<b>43.093</b>	<b>43.855</b>	<b>1:58.346</b>
4	33.141	45.127	44.264	2:02.532	9	31.808	43.347	48.298	2:03.453
5	10:43.796	44.897	44.995	12:13.688	10				

520 Brzezinski-Brzezinski					Ford Escort MK I				
1	41.594	55.510	56.499	2:33.603	4	36.824	<b>48.141</b>	50.050	<b>2:15.015</b>
2	37.900	55.151	51.673	2:24.724	5	36.465	51.089	50.170	2:17.724
3	13:24.542	56.893	53.152	15:14.587	6	<b>34.767</b>	52.682	<b>49.018</b>	2:16.467

523 Joachim Lafferenz					Mazda 323 BD1				
1	33.000	42.453	45.079	2:00.532	4	12:29.752	51.384	42.368	14:03.504
2	32.208	43.113	44.517	1:59.838	5	39.987	41.991	43.069	2:05.047
3	<b>30.906</b>	<b>41.558</b>	<b>42.185</b>	<b>1:54.649</b>	6				

525 Preising Eric					Opel Kadett C City				
1	31.624	40.668	42.856	1:55.148	3	30.845	41.525	43.258	1:55.628
2	29.945	40.730	<b>42.102</b>	<b>1:52.777</b>	4				

531 Alex Buchholz					Auto Union DKW F 12				
1	3:07.113	53.152	49.727	4:49.992	4	39.156	53.819	55.147	2:28.122
2	13:15.457	55.855	52.488	15:03.800	5	39.330	51.712	53.354	2:24.396
3	<b>37.601</b>	<b>49.365</b>	<b>48.133</b>	<b>2:15.099</b>	6				

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533 Hermann Jesko					Ford Escort RS				
1	29.936	40.140	44.155	1:54.231	6	28.328	38.825	39.066	1:46.219
2	27.902	39.618	39.072	1:46.592	7	28.575	38.738	39.706	1:47.019
3	28.044	38.759	44.141	1:50.944	8	27.835	39.665	<del>37.996</del>	1:45.496
4	29.168	38.652	39.251	1:47.071	9	27.362	<del>38.389</del>	38.573	<b>1:44.324</b>
5	<b>11:38.627</b>	45.916	39.931	13:04.474	10	27.843	38.407	39.884	1:46.134

538 Martin Fricke					Trabant 601P				
1	36.247	50.204	48.745	2:15.196	4	11:40.476	47.678	<del>45.304</del>	13:13.458
2	39.698	49.292	47.336	2:16.326	5	<del>33.640</del>	<del>45.956</del>	47.605	<b>2:07.201</b>
3	40.086	47.235	45.939	2:13.260	6	36.286	51.096	46.189	2:13.571

540 Günter Ullrich					VW Polo Coupe II				
1	30.636	42.248	43.098	1:55.982	5	11:58.259	43.743	40.872	13:22.874
2	30.558	41.674	43.172	1:55.404	6	31.617	41.040	40.786	1:53.443
3	31.406	42.547	41.725	1:55.678	7	30.373	41.315	41.664	1:53.352
4	29.593	<del>40.871</del>	<del>40.767</del>	<b>1:51.231</b>	8	<del>29.475</del>	41.395	42.422	1:53.292

547 Markus Kofler					Ford Escort MK2				
1	<del>31.722</del>	<del>42.377</del>	51.409	2:05.508	3	31.962	42.496	<del>45.079</del>	<b>1:59.537</b>
2	34.157	42.875	46.571	2:03.603	4				

548 Kieser Werner					Ford Escort RS 2000				
1	33.869	46.889	44.215	2:04.973	5	31.515	<del>41.322</del>	41.875	1:54.712
2	33.936	47.834	47.069	2:08.839	6	<del>30.210</del>	42.120	<del>41.678</del>	<b>1:54.008</b>
3	36.725	48.890	49.922	2:15.537	7	31.012	43.709	43.346	1:58.067
4	11:05.021	45.113	42.584	12:32.718	8	30.892	44.500	42.486	1:57.878

550 Stephan Lewitzki					Ford Anglia				
1	34.256	45.295	47.142	2:06.693	4	<del>12.21.443</del>	45.913	44.452	13:51.808
2	31.408	<del>43.321</del>	45.741	2:00.470	5	31.117	43.869	<del>43.613</del>	<b>1:58.599</b>
3	31.328	44.646	44.789	2:00.763	6				

552 Victor Fischer					Ford Cortina Lotus				
1	33.533	44.539	47.193	2:05.265	5	<del>31.652</del>	43.772	46.276	<b>2:01.700</b>
2	32.680	44.544	45.782	2:03.006	6	32.434	44.853	47.958	2:05.245
3	32.198	44.783	48.690	2:05.671	7	31.789	44.119	46.929	2:02.837
4	10:54.266	<del>46.033</del>	<del>45.500</del>	12:25.799	8	32.865	47.900	46.935	2:07.700

554 Hans Brückner					Fiat Abarth 127A				
1	32.656	<del>44.208</del>	<del>43.382</del>	<b>2:00.246</b>	2	<del>31.443</del>	44.551	44.398	2:00.392

560 Hans-Joachim Schiller					Fiat Panda 34				
1	40.635	54.657	54.716	2:30.008	4	40.488	53.893	55.156	2:29.537
2	40.079	55.298	54.621	2:29.998	5	40.060	52.555	<del>51.836</del>	2:24.451
3	12:59.160	58.656	53.041	14:50.857	6	<del>38.766</del>	<del>52.191</del>	52.090	<b>2:23.047</b>

563 Peter Altmann					Autobianchi A112				
1	36.895	50.789	52.418	2:20.102	4	34.676	50.261	49.602	2:14.539
2	36.302	49.377	49.992	2:15.671	5	<del>34.524</del>	49.129	49.670	2:13.323
3	12:59.701	49.262	50.329	14:39.292	6	34.570	<del>48.173</del>	<del>49.093</del>	<b>2:11.836</b>

564 Michael Thier					BMW 530i US				
1	35.297	47.327	49.220	2:11.844	5	33.789	<del>44.149</del>	44.622	2:02.560
2	34.098	48.880	50.876	2:13.854	6	31.817	44.531	44.293	<b>2:00.641</b>
3	34.068	48.004	52.223	2:14.295	7	33.184	44.908	<del>43.907</del>	2:01.999
4	11:42.895	46.381	45.979	13:15.255	8	<del>31.789</del>	44.190	46.571	2:02.550

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568 Robert Saft					BMW 2002				
1	39.332	47.050	45.628	2:12.010	5	32.738	<del>43.294</del>	<del>44.583</del>	2:00.615
2	<del>32.135</del>	44.312	48.460	2:04.908	6	2:35.673	46.458	44.958	4:07.089
3	34.805	45.581	45.220	2:05.606	7	34.085	44.505	44.684	2:03.274
4	10:59.284	43.734	44.654	12:27.672	8				

582 Felix Vaillant					Renault R5 Alpine Turbo (122B)				
1	34.330	45.788	47.322	2:07.440	5	33.891	44.985	45.996	2:04.872
2	32.827	45.170	46.135	2:04.132	6	<del>32.120</del>	44.843	45.643	2:02.606
3	32.908	45.030	45.745	2:03.683	7	33.352	<del>44.831</del>	<del>45.266</del>	2:03.449
4	10:54.076	46.508	46.037	12:26.621	8	32.281	45.708	48.118	2:06.107

599 Hans Becker					Fiat 128 Coupe				
1	32.686	43.978	<del>44.657</del>	2:01.321	3	33.834	<del>42.919</del>	48.122	2:04.875
2	32.333	43.095	45.846	2:01.274	4				

611 Michael Polster					BMW 325i E30				
1	34.615	46.679	47.106	2:08.400	5	32.744	45.791	47.605	2:06.140
2	35.971	45.212	46.925	2:08.108	6	<del>32.086</del>	44.997	<del>44.810</del>	2:01.903
3	33.403	47.043	49.079	2:09.525	7	33.466	<del>44.390</del>	45.020	2:02.876
4	12:46.434	47.363	46.974	14:20.771	8	32.369	45.863	46.394	2:04.626

612 Philipp Kowalski					BMW E30 320i				
1	31.420	43.786	43.503	1:58.709	6	32.790	<del>42.938</del>	<del>42.779</del>	1:58.507
2	30.587	44.593	44.367	1:59.547	7	30.521	43.295	43.578	1:57.394
3	30.878	45.193	44.289	2:00.360	8	<del>30.432</del>	43.015	42.927	1:56.374
4	37.816	43.815	43.577	2:05.208	9	30.680	43.372	44.287	1:58.339
5	10:38.446	45.227	44.272	12:07.945	10				

621 Moritz Kolb					BMW E21				
1				2:00.119	5				13:44.855
2				1:58.768	6				1:55.004
3				1:51.593	7				3:54.868
4				1:51.688	8				1:48.964

622 Nikolai Lenkeit					BMW 2002 Ti				
1	<del>31.887</del>	<del>42.638</del>	<del>43.083</del>	1:57.608	2	32.080	42.981	44.798	1:59.859

623 Jeronimo Lenkeit					BMW 2002				
1	29.743	41.882	43.448	1:55.073	6	30.006	<del>39.986</del>	<del>40.233</del>	1:50.225
2	30.371	41.805	45.414	1:57.590	7	29.454	40.951	40.532	1:50.937
3	29.491	41.573	41.519	1:52.583	8	30.196	40.279	40.280	1:50.755
4	29.100	40.766	41.526	1:51.392	9	<del>29.049</del>	41.227	41.084	1:51.360
5	12:22.062	42.026	42.196	13:46.284	10				

624 Sebastian Gierkes					Renault Clio Cup A				
1	30.280	42.464	43.946	1:56.690	6	<del>28.878</del>	41.613	41.310	1:51.801
2	30.441	41.226	44.296	1:55.963	7	28.912	40.667	42.809	1:52.388
3	30.081	40.473	42.319	1:52.873	8	30.252	41.159	41.181	1:52.592
4	29.851	40.431	42.326	1:52.608	9	29.024	<del>40.366</del>	<del>40.870</del>	1:50.260
5	12:19.436	42.367	42.163	13:43.966	10				

626 Karl-Heinz Kuhn					BMW E30 M3				
1	30.282	41.657	41.566	1:53.505	6	29.265	39.993	41.077	1:50.335
2	28.545	41.656	42.350	1:52.551	7	29.126	39.776	42.127	1:51.029
3	30.791	42.499	44.548	1:57.838	8	30.276	39.944	41.139	1:51.359

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4	30.526	40.568	40.897	1:51.991	9	<i>28.278</i>	<i>39.732</i>	<i>40.831</i>	1:48.841
5	10:46.087	44.497	43.363	12:13.947	10				

<b>628</b>	<b>Thomas Dinger</b>				<b>BMW M3</b>				
1	33.597	44.444	41.122	1:59.163	6	29.582	41.727	41.545	1:52.854
2	28.028	44.317	44.615	1:56.960	7	28.101	40.346	40.725	<b>1:49.172</b>
3	31.907	44.514	43.869	2:00.290	8	29.082	41.513	41.136	1:51.731
4	32.813	44.178	<b>40.313</b>	1:57.304	9	28.101	<b>39.819</b>	41.537	1:49.457
5	<b>10:41.751</b>	47.703	44.206	12:13.660	10				

<b>631</b>	<b>Claudio Riggio</b>				<b>Alfa Romeo 75</b>				
1	37.773	51.811	49.867	2:19.451	5	34.604	46.180	47.568	2:08.352
2	35.704	50.352	48.187	2:14.243	6	<b>33.675</b>	47.025	<b>46.953</b>	2:07.653
3	34.664	48.311	47.550	2:10.525	7	34.362	<b>45.858</b>	47.199	<b>2:07.419</b>
4	12:43.965	54.869	48.403	14:27.237	8				

<b>665</b>	<b>Marco Santamaria</b>				<b>Alfa Romeo Typ 33</b>				
1	40.409	54.175	50.807	2:25.391	5	31.901	44.230	45.297	2:01.428
2	35.200	47.813	46.654	2:09.667	6	31.461	46.909	46.788	2:05.158
3	32.620	43.871	45.937	2:02.428	7	32.078	47.322	<b>43.589</b>	2:02.989
4	<b>11:35.368</b>	51.805	46.016	13:13.189	8	31.336	<b>43.521</b>	43.723	<b>1:58.580</b>

<b>680</b>	<b>Hartmuth Rupprecht</b>				<b>BMW 2002</b>				
1	31.263	42.533	47.519	2:01.315	6	30.515	41.215	<b>42.446</b>	<b>1:54.176</b>
2	30.797	43.726	47.080	2:01.603	7	<b>30.099</b>	42.032	44.182	1:56.313
3	32.157	<b>41.212</b>	44.544	1:57.913	8	30.516	43.781	43.602	1:57.899
4	30.558	41.734	44.283	1:56.575	9	30.647	41.945	42.850	1:55.442
5	10:51.269	42.434	42.950	12:16.653	10				

<b>700</b>	<b>Friedel Busch</b>				<b>Lotus Elise</b>				
1	28.911	42.383	43.728	1:55.022	6	28.412	38.707	40.097	<b>1:47.216</b>
2	31.589	40.096	40.910	1:52.595	7	27.822	39.653	<b>39.885</b>	1:47.360
3	29.436	39.866	40.274	1:49.576	8	28.457	<b>38.410</b>	40.759	1:47.626
4	<b>27.758</b>	38.997	40.759	1:47.514	9	28.290	38.661	40.999	1:47.950
5	12:22.265	40.778	39.939	13:42.982	10				

<b>701</b>	<b>Jean-Michel Farine</b>				<b>Ginetta G4</b>				
1	30.503	43.363	42.334	1:56.200	6	30.143	41.577	43.608	1:55.328
2	32.561	42.977	44.660	2:00.198	7	<b>29.367</b>	<b>40.100</b>	43.018	<b>1:52.485</b>
3	34.346	44.190	45.007	2:03.543	8	30.004	41.126	43.013	1:54.143
4	30.413	40.822	53.152	2:04.387	9	29.851	40.849	<b>41.805</b>	1:52.505
5	10:39.247	44.931	43.253	12:07.431	10				

<b>710</b>	<b>Frank Fiedler</b>				<b>Alpine A110</b>				
1	34.230	46.624	50.554	2:11.408	5	32.408	44.468	<b>45.571</b>	2:02.447
2	31.741	43.695	46.074	2:01.510	6	32.007	45.069	47.638	2:04.714
3	<b>31.559</b>	<b>43.566</b>	46.324	<b>2:01.449</b>	7	33.880	45.084	46.133	2:05.097
4	10:54.955	47.716	47.709	12:30.380	8	32.207	44.228	45.799	2:02.234

<b>717</b>	<b>Florian Weber</b>				<b>Mazda SA2 RX7</b>				
1	29.501	40.468	40.120	1:50.089	6	28.030	40.115	39.791	1:47.936
2	28.183	<b>39.730</b>	<b>39.643</b>	<b>1:47.556</b>	7	28.122	40.187	42.024	1:50.333
3	28.983	40.277	39.846	1:49.106	8	29.187	41.167	42.502	1:52.856
4	<b>27.986</b>	41.497	40.831	1:50.314	9	33.198	42.511	46.359	2:02.068
5	10:30.381	41.083	40.070	11:51.534	10				

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<b>718</b>	<b>Matthias Buck</b>				Ford Escort RS 2000				
1	36.504	47.615	51.106	2:15.225	5	33.735	44.232	46.709	2:04.676
2	36.934	47.229	51.865	2:16.028	6	49.521	46.916	46.573	2:23.010
3	35.862	50.136	49.305	2:15.303	7	34.146	47.335	47.512	2:08.993
4	10:44.759	49.325	48.870	12:22.954	8	<b>33.541</b>	<b>43.447</b>	<b>45.472</b>	<b>2:02.460</b>
<b>723</b>	<b>Dieter Kötter</b>				VW Scirocco				
1	35.443	47.321	47.265	2:10.029	5	34.282	45.346	47.593	2:07.221
2	35.404	49.963	46.275	2:11.642	6	34.464	45.731	47.790	2:07.985
3	34.327	46.245	48.455	2:09.027	7	33.870	<b>44.635</b>	<b>45.768</b>	<b>2:04.273</b>
4	10:45.214	49.255	48.175	12:22.644	8				
<b>724</b>	<b>Gerhard Dörr</b>				Porsche 924				
1	38.269	50.706	52.516	2:21.491	4	10:39.982	<b>47.926</b>	51.330	12:19.238
2	<b>35.649</b>	50.656	50.047	2:16.352	5	38.028	55.292	54.471	2:27.791
3	36.411	48.294	<b>49.453</b>	<b>2:14.188</b>	6				
<b>726</b>	<b>Michael Gebert</b>				Alpine A310-4				
1	<b>18:06.800</b>	<b>56.719</b>	53.012	19:56.531	2				
<b>727</b>	<b>Michael Heck</b>				Porsche 924				
1	34.980	48.519	<b>47.507</b>	<b>2:11.006</b>	5	<b>34.736</b>	<b>48.190</b>	48.406	2:11.332
2	34.903	49.689	47.723	2:12.315	6	35.567	51.751	49.376	2:16.694
3	34.941	48.558	47.617	2:11.116	7	35.746	51.773	49.021	2:16.540
4	12:49.093	52.415	48.757	14:30.265	8				
<b>730</b>	<b>Erwin Opuchlich</b>				Melkus RS 1000 GT				
1	38.708	53.412	54.736	2:26.856	4	<b>36.002</b>	52.971	<b>50.653</b>	<b>2:19.626</b>
2	41.632	54.720	53.106	2:29.458	5	37.593	<b>52.573</b>	52.239	2:22.405
3	13:06.530	53.193	51.179	14:50.902	6	37.025	54.527	53.069	2:24.621
<b>732</b>	<b>Axel Gast</b>				Reliant Scimitar GTE				
1	34.955	49.996	50.738	2:15.689	5	33.736	46.497	<b>46.217</b>	<b>2:06.450</b>
2	34.658	46.678	48.840	2:10.176	6	33.993	<b>46.412</b>	46.879	2:07.284
3	35.886	48.294	46.432	2:10.612	7	35.592	46.864	46.812	2:09.268
4	10:45.308	48.704	47.293	12:21.305	8	<b>33.636</b>	47.263	48.804	2:09.703
<b>737</b>	<b>Jochen Kocher</b>				Porsche 944				
1	32.907	45.784	46.248	2:04.939	5	32.043	44.405	47.320	2:03.768
2	32.280	46.107	45.542	2:03.929	6	32.943	44.953	47.632	2:05.528
3	32.031	45.739	45.864	2:03.634	7	33.075	45.434	<b>43.970</b>	2:02.479
4	12:41.720	48.212	45.981	14:15.913	8	<b>31.026</b>	<b>43.661</b>	45.874	<b>2:00.561</b>
<b>739</b>	<b>Gerhard Götz</b>				Alfa Romeo 2000 GTV				
1	42.610	50.313	46.752	2:19.675	5	33.896	44.180	45.056	2:03.132
2	33.556	46.922	48.260	2:08.738	6	32.977	45.421	44.862	2:03.260
3	35.674	46.230	46.132	2:08.036	7	33.507	43.684	<b>44.613</b>	2:01.804
4	10:40.604	44.686	47.250	12:12.540	8	<b>32.361</b>	<b>43.676</b>	45.279	<b>2:01.316</b>
<b>740</b>	<b>Michael Vaillant</b>				Porsche 944/l				
1	33.146	44.905	45.497	2:03.548	3	32.376	<b>43.820</b>	<b>45.374</b>	<b>2:01.570</b>
2	33.579	45.441	46.413	2:05.433	4				
<b>741</b>	<b>Heinz Siller</b>				Cobra Shamrock				
1	31.919	43.021	46.748	2:01.688	6	30.918	42.368	44.832	1:58.118
2	33.412	44.722	45.289	2:03.423	7	<b>29.996</b>	<b>41.977</b>	45.034	<b>1:57.007</b>
3	31.482	42.960	46.893	2:01.335	8	30.805	43.068	<b>43.221</b>	1:57.094

## Hockenheim Classics

VFV Veteranen Fahrzeug Verband

### VFV-GLPpro TW und GT - Freies Training 2

13 - 15 September 2013

#### Laps and Sector Times

Hockenheim Motorrad - 3692 mtr.

4	31.618	43.482	44.762	1:59.862	9	30.928	46.636	44.471	2:02.035
5	10:43.882	47.641	47.486	12:19.009	10				

<b>743</b>	<b>Walter Stefan</b>				<b>Porsche 914 6 GT</b>				
1	33.583	<del>43.965</del>	45.812	2:03.360	5	31.789	44.438	47.377	2:03.604
2	<del>31.738</del>	44.336	<del>45.579</del>	<b>2:01.653</b>	6	32.196	45.808	47.190	2:05.194
3	32.302	44.271	48.027	2:04.600	7	35.668	44.711	46.100	2:06.479
4	12:49.208	47.865	47.859	14:24.932	8	32.450	45.040	46.478	2:03.968

<b>744</b>	<b>Andreas Kuck</b>				<b>Porsche 944</b>				
1	32.487	46.243	45.980	2:04.710	5	31.267	43.416	<del>44.894</del>	<b>1:59.577</b>
2	32.599	44.928	46.434	2:03.961	6	32.564	<del>43.052</del>	45.277	2:00.893
3	31.957	45.349	45.994	2:03.300	7	33.020	44.119	45.434	2:02.573
4	12:40.966	44.415	46.271	14:11.652	8	<del>31.029</del>	43.452	45.634	2:00.115

<b>750</b>	<b>Oliver Neidull</b>				<b>Porsche 911 Carrera 3.0</b>				
1	29.414	40.507	42.556	1:52.477	6	28.864	40.013	40.668	1:49.545
2	31.803	41.049	44.193	1:57.045	7	29.051	39.680	41.246	1:49.977
3	29.095	40.061	42.257	1:51.413	8	29.450	39.866	40.820	1:50.136
4	28.578	<del>39.591</del>	42.381	1:50.550	9	<del>28.351</del>	39.899	<del>40.579</del>	<b>1:48.829</b>
5	12:15.918	39.991	41.514	13:37.423	10				

<b>765</b>	<b>Rainer Stäwen</b>				<b>Triumph TR 4a</b>				
1	34.767	48.528	50.754	2:14.049	5	34.205	47.455	47.000	2:08.660
2	35.271	48.220	48.692	2:12.183	6	35.551	48.690	47.998	2:12.239
3	35.502	47.903	49.297	2:12.702	7	38.170	47.835	47.374	2:13.379
4	10:46.505	48.853	48.023	12:23.381	8	<del>33.804</del>	<del>46.840</del>	<del>46.817</del>	<b>2:07.461</b>

<b>777</b>	<b>Alexander Brinkmann</b>				<b>Ford Escort MKII</b>				
1	30.061	42.238	42.304	1:54.603	6	28.946	41.110	42.124	1:52.180
2	30.369	41.851	42.769	1:54.989	7	30.690	40.984	42.716	1:54.390
3	29.471	40.719	44.987	1:55.177	8	29.719	40.741	<del>41.633</del>	1:52.093
4	<del>28.785</del>	40.481	41.685	<b>1:50.952</b>	9	28.858	<del>40.475</del>	42.029	1:51.362
5	12:24.139	41.414	41.710	13:47.263	10				

<b>787</b>	<b>Karl-Heinz Reck</b>				<b>Porsche 924S</b>				
1	34.092	45.418	46.032	2:05.542	5	31.074	43.053	43.537	1:57.664
2	31.976	43.027	43.656	1:58.659	6	31.127	42.944	<del>42.834</del>	1:56.905
3	31.085	43.096	43.897	1:58.078	7	<del>29.983</del>	<del>42.519</del>	43.401	<b>1:55.903</b>
4	12:26.966	46.176	44.469	13:57.611	8	30.193	43.569	45.556	1:59.318