

Czech Moto Classic Most

Klassik Motorsport Club e.V.

Gruppe 7, 4Takt Div 2 - Training 2

20 - 21 August 2016
Autodrom Most - 4148 mtr.

| Pl. | Nr. | Name / Bewerber | Fahrzeug | Kls | PIK | Schnellste In | Diff. | Diff | Rnd | Km/h |
|-----|-----|--|--------------------------|-----------|-----|---------------|-------|--------|-----|--------|
| 1 | 141 | Luke Notton | Seeley 7R | lass ik50 | 1 | 1:55.732 | 3 | | 5 | 129.03 |
| 2 | 64 | Peter Höss Fun Racing Team Calw | Ducati Pantah | lass ik50 | 2 | 1:59.911 | 2 | 4.179 | 4 | 124.53 |
| 3 | 139 | Gregor Kraus | BMW R 90 S | Boxer üb | 1 | 2:01.960 | 2 | 6.228 | 4 | 122.44 |
| 4 | 511 | Lars Lindenberg Tip Top Renn Team | Ducati TT 750 | lass ik75 | 1 | 2:04.286 | 4 | 8.554 | 4 | 120.15 |
| 5 | 525 | Michael Hoheisel | Ducati TT750 | lass ik75 | 2 | 2:04.294 | 3 | 8.562 | 4 | 120.14 |
| 6 | 122 | Gerd Thomsen | Ducati Pantah/TT | lass ik75 | 3 | 2:04.392 | 3 | 8.660 | 3 | 120.05 |
| 7 | 587 | Frank Hans Georg Schreiner Stiletto Design Vertrieb | Yamaha SR 500 | lass ik50 | 3 | 2:04.501 | 4 | 8.769 | 4 | 119.94 |
| 8 | 73 | Albert Manz | Norton Domiracer 750 | lass ik75 | 4 | 2:04.537 | 4 | 8.805 | 4 | 119.91 |
| 9 | 16 | Walfred Brandau | Ducati Pantah | lass ik75 | 5 | 2:05.099 | 2 | 9.367 | 4 | 119.37 |
| 10 | 30 | Klaus Moeris | Honda CB 400 N | lass ik50 | 4 | 2:05.291 | 4 | 9.559 | 4 | 119.18 |
| 11 | 242 | Hans Mühlbauer Single Power Racing | SPR Honda XL 500 | lass ik50 | 5 | 2:06.860 | 3 | 11.128 | 4 | 117.71 |
| 12 | 2 | Mathias Weichel Benelli Classic Racing Germany | Junghans-Benelli Quattro | lass ik50 | 6 | 2:07.414 | 3 | 11.682 | 3 | 117.20 |
| 13 | 17 | Hansjörg Vollmer Aristo Timing | Fallert-BMW R80 | Boxer bi: | 1 | 2:07.566 | 3 | 11.834 | 4 | 117.06 |
| 14 | 87 | Ernst Himmelsbach | Benelli Quattro | lass ik75 | 6 | 2:07.862 | 4 | 12.130 | 4 | 116.79 |
| 15 | 117 | Oliver Jaensch Classicmotors | Yamah SR 500 | lass ik50 | 7 | 2:08.336 | 4 | 12.604 | 4 | 116.36 |
| 16 | 59 | Stephan Hochlenert Klassik Motorsport | Suzuki GS450 | lass ik50 | 8 | 2:08.613 | 3 | 12.881 | 4 | 116.11 |
| 17 | 411 | Karsten Guhra KG-Motorsport | BMW R 100 RS | Boxer üb | 2 | 2:09.320 | 4 | 13.588 | 4 | 115.47 |
| 18 | 4 | Jan Thomsen | Yamaha SR 500 | lass ik50 | 9 | 2:09.837 | 3 | 14.105 | 4 | 115.01 |
| 19 | 31 | Hendrik Knechtel | Yamaha SR 500 | lass ik50 | 10 | 2:10.032 | 4 | 14.300 | 4 | 114.84 |
| 20 | 81 | Thomas. Bauer Bauer Motorsport | Kazcor BMW R75 | Boxer bi: | 2 | 2:11.383 | 2 | 15.651 | 4 | 113.66 |
| 21 | 22 | Manfred Schneider | Ducati MK3 | lass ik35 | 1 | 2:11.962 | 4 | 16.230 | 4 | 113.16 |
| 22 | 41 | Ove Koch | Honda RSC 350 | lass ik35 | 2 | 2:13.365 | 2 | 17.633 | 4 | 111.97 |

Schnellste Runde : 1:55.732 in Runde 3 durch nr. 141 : Luke Notton (Seeley)

Aushangzeit

Ergebnisse und Rundenzeiten : www.raceresults.at

Zeitnahme durch : SDO SportTiming

| | | | |
|---------------|---------|-------------|--|
| Rennleiter | Steward | Zeitmessung | |
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| 23 | 164 | Bruno Just | Honda CB250RS | lassik50 | 11 | 2:13.743 | 2 | 18.011 | 0.378 | 4 | 111.65 |
| 24 | 451 | Klaus Kaiser Old Man Racing Team | Ducati Pantah | lassik75 | 7 | 2:14.395 | 3 | 18.663 | 0.652 | 4 | 111.11 |
| 25 | 490 | Uwe Schramm Old Man Racing Team | Egli Honda EVH 450 | lassik50 | 12 | 2:15.924 | 2 | 20.192 | 1.529 | 3 | 109.86 |
| 26 | 69 | Armin Schmidt Classic Cycles | CCS-Honda 500 Four | lassik75 | 8 | 2:15.936 | 3 | 20.204 | 0.012 | 4 | 109.85 |
| 27 | 19 | Ully Schabany | Honda VF500 | lassik75 | 9 | 2:15.974 | 3 | 20.242 | 0.038 | 4 | 109.82 |
| 28 | 561 | Ulla Baumann Tip Top Renn Team | Moto Guzzi V 50 | lassik50 | 13 | 2:18.177 | 3 | 22.445 | 2.203 | 4 | 108.07 |
| 29 | 57 | Bernd Schäfer | Aermacchi-Metisse 350 | lassik35 | 3 | 2:19.340 | 4 | 23.608 | 1.163 | 4 | 107.17 |
| 30 | 88 | Jochen Blume Bauer Motorsport | Wenz Corse-Ducati Pantah | lassik75 | 10 | 2:19.983 | 3 | 24.251 | 0.643 | 3 | 106.68 |
| 31 | 32 | Kuno Elander | Honda CB 350 | lassik35 | 4 | 2:24.537 | 3 | 28.805 | 4.554 | 3 | 103.31 |
| 32 | 120 | Manfred Rasch RMR Racing | Yamaha SR 500 | lassik50 | 14 | 2:28.259 | 2 | 32.527 | 3.722 | 3 | 100.72 |

#490 kein Transpondersignal

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