

ADAC Hockenheim Historic "Das Jim Clark Revival"

HIST-14232-24

DMSB
ADAC Graf Berghe von Trips Pokal

3 - 5 May 2024

Laps and Sector Times - Qualifying 2

Hockenheim GP - 4574mtr.

| 8 | | Elio Cocciarelli | | | | | | | Ralt RT3/84 Alfa Novamotor | | | | | | | | |
|-----|---------|------------------|----------|-------|--------|-------|----------|--------------|----------------------------|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 120.5 | 1:02.509 | 159.3 | 38.941 | 166.9 | 2:12.114 | 189.5 | 4 | 24.791 | <u>138.6</u> | 52.034 | 168.0 | <u>34.041</u> | <u>175.6</u> | 1:50.866 | 213.4 |
| 2 | 27.149 | 131.1 | 54.597 | 162.4 | 35.540 | 173.1 | 1:57.286 | <u>216.9</u> | 5 | <u>24.502</u> | 138.1 | <u>52.028</u> | <u>169.5</u> | 34.236 | <u>175.6</u> | <u>1:50.766</u> | 212.2 |
| 3 | 24.846 | 137.8 | 52.691 | 166.9 | 34.377 | 174.5 | 1:51.914 | 212.6 | 6 | 26.397 | 136.2 | 56.177 | 166.2 | Pit In | | <u>2:15.659</u> | 216.4 |

| 13 | | Alexander Weiss | | | | | | | Reynard 873 Alfa Novamotor | | | | | | | | |
|-----|---------|-----------------|----------|-------|---------------|-------|----------|-----------|----------------------------|---------------|--------------|---------------|--------------|--------|--------------|-----------------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 122.0 | 1:02.674 | 158.8 | 39.440 | 170.6 | 2:12.044 | 166.7 | 6 | 24.851 | 144.4 | 52.065 | 135.7 | 35.558 | 177.6 | 1:52.474 | 217.7 |
| 2 | 27.037 | 139.7 | 53.000 | 167.4 | 36.010 | 174.2 | 1:56.047 | 215.6 | 7 | <u>24.461</u> | 146.1 | 1:00.550 | 101.5 | 51.117 | 99.4 | 2:16.128 | 219.1 |
| 3 | 25.537 | 144.2 | 51.693 | 169.3 | 34.642 | 177.0 | 1:51.872 | 216.0 | 8 | 34.391 | 97.9 | 1:14.168 | 108.2 | 47.415 | 175.0 | 2:35.974 | 106.6 |
| 4 | 24.696 | 144.6 | 51.423 | 170.3 | <u>34.324</u> | 177.3 | 1:50.443 | 217.3 | 9 | 24.987 | <u>146.3</u> | 53.251 | 160.7 | 34.535 | <u>180.0</u> | 1:52.773 | <u>220.4</u> |
| 5 | 24.578 | 145.2 | 51.404 | 171.7 | 35.034 | 177.3 | 1:51.016 | 217.3 | 10 | 24.509 | 144.6 | <u>51.130</u> | <u>173.1</u> | 34.579 | 172.2 | <u>1:50.218</u> | <u>220.4</u> |

| 33 | | Luciano Arnold | | | | | | | Brabham BT36 Cosworth | | | | | | | | |
|-----|---------|----------------|----------|--------------|---------------|-------|-----------------|-----------|-----------------------|---------------|--------------|---------------|-------|--------|--------------|-----------------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 107.0 | 1:04.166 | 153.4 | 40.801 | 172.2 | 2:17.681 | 182.1 | 6 | <u>24.595</u> | 143.2 | 50.724 | 169.5 | 37.448 | 186.9 | 1:52.767 | 228.3 |
| 2 | 28.792 | 127.5 | 54.591 | 166.4 | 37.646 | 177.0 | 2:01.029 | 210.9 | 7 | 26.135 | 137.9 | 1:01.621 | 138.3 | Pit In | | <u>2:28.796</u> | 222.2 |
| 3 | 26.223 | 131.1 | 57.478 | 169.3 | 40.254 | 177.9 | 2:03.955 | 204.9 | 8 | Pit Out | 140.6 | 52.238 | 173.6 | 36.548 | 181.8 | <u>3:54.079</u> | 229.3 |
| 4 | 25.164 | 142.5 | 51.749 | <u>176.5</u> | 35.278 | 185.6 | 1:52.191 | 226.9 | 9 | 24.701 | <u>143.4</u> | <u>50.692</u> | 174.8 | 35.848 | <u>187.8</u> | 1:51.241 | <u>229.8</u> |
| 5 | 24.914 | 137.6 | 50.936 | 172.0 | <u>34.955</u> | 185.6 | <u>1:50.805</u> | 225.9 | 10 | | | | | | | | |

| 39 | | Johann Kowar | | | | | | | Ralt RT1 Toyota Novamotor | | | | | | | | |
|-----|--------|--------------|--------|-------|--------|-------|----------|-----------|---------------------------|--------|-------|--------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | | | | | | | | | 1 | | | | | | | | |

| 50 | | Francesco Macri | | | | | | | Ralt RT3/84 VW Brabham Judd | | | | | | | | |
|-----|---------------|-----------------|----------|-------|--------|-------|-----------------|-----------|-----------------------------|---------|-------|----------|--------------|---------------|--------------|-----------------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 103.7 | 1:09.022 | 139.5 | 41.536 | 163.9 | 2:24.166 | 160.5 | 5 | 26.649 | 131.7 | 54.295 | <u>165.9</u> | <u>35.882</u> | <u>173.1</u> | 1:56.826 | 211.8 |
| 2 | 27.817 | 126.9 | 55.551 | 160.2 | 36.996 | 171.2 | 2:00.364 | 210.5 | 6 | 26.353 | 135.2 | 54.195 | 150.8 | 37.767 | 172.0 | 1:58.315 | 212.2 |
| 3 | 27.147 | 131.7 | 55.835 | 164.1 | 37.598 | 168.8 | 2:00.580 | 200.4 | 7 | 27.166 | 122.6 | 1:22.786 | 114.4 | Pit In | | 2:47.071 | 84.0 |
| 4 | <u>25.993</u> | <u>137.8</u> | 54.149 | 162.7 | 36.603 | 172.5 | <u>1:56.745</u> | 212.6 | 8 | Pit Out | 107.7 | 1:04.979 | 138.5 | 39.258 | 171.2 | <u>3:18.915</u> | 169.8 |

| 93 | | Angela Grasso | | | | | | | Dallara F382 Alfa Romeo | | | | | | | | |
|-----|---------|---------------|-----------------|--------------|--------|-------|----------|--------------|-------------------------|---------------|-------|----------|-------|---------------|--------------|-----------------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 102.9 | 1:11.221 | 129.3 | 48.218 | 159.3 | 2:30.789 | 147.3 | 6 | 29.495 | 123.0 | 1:05.331 | 130.1 | 48.795 | 143.6 | 2:23.621 | 198.9 |
| 2 | 34.373 | 105.3 | 1:01.863 | 154.7 | 41.591 | 164.6 | 2:17.827 | 193.5 | 7 | 33.229 | 110.1 | 1:14.602 | 104.1 | 51.984 | 163.1 | 2:39.815 | 138.3 |
| 3 | 29.508 | <u>127.1</u> | 1:02.409 | 153.4 | 44.407 | 159.8 | 2:16.324 | 192.5 | 8 | <u>28.688</u> | 123.0 | 1:01.895 | 150.2 | <u>41.210</u> | 164.4 | 2:11.793 | 191.8 |
| 4 | 28.995 | 119.1 | 1:00.699 | 154.9 | 42.389 | 152.3 | 2:12.083 | 193.9 | 9 | 29.433 | 122.6 | 1:00.323 | 154.3 | 41.765 | <u>166.7</u> | <u>2:11.521</u> | 200.4 |
| 5 | 29.863 | 117.4 | <u>1:00.003</u> | <u>155.8</u> | 41.854 | 164.4 | 2:11.720 | <u>202.2</u> | 10 | | | | | | | | |

| 100 | | Heinz Lange | | | | | | | Ralt RT31 Alfa Novamotor | | | | | | | | |
|-----|---------|-------------|----------|--------------|---------------|-------|----------|-----------|--------------------------|---------------|--------------|---------------|--------------|--------|--------------|-----------------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 109.9 | 1:01.126 | 155.8 | 41.190 | 163.9 | 2:13.084 | 199.3 | 5 | 26.198 | 133.0 | <u>54.761</u> | <u>163.1</u> | 37.072 | 169.3 | <u>1:58.031</u> | 205.3 |
| 2 | 27.401 | 128.3 | 56.505 | 158.4 | 37.797 | 169.8 | 2:01.703 | 204.5 | 6 | <u>25.959</u> | <u>133.3</u> | 54.772 | 162.7 | 37.389 | <u>171.7</u> | 1:58.120 | <u>207.3</u> |
| 3 | 26.323 | 124.7 | 57.472 | 159.1 | 37.304 | 169.8 | 2:01.099 | 204.5 | 7 | 27.277 | 110.3 | 1:22.656 | 118.7 | Pit In | | 2:43.057 | 89.3 |
| 4 | 26.496 | 127.4 | 56.091 | <u>163.1</u> | <u>36.742</u> | 171.2 | 1:59.329 | 204.5 | 8 | | | | | | | | |

| 103 | | Marc Philipp Schubert | | | | | | | Brabham BT21 LTC | | | | | | | | |
|-----|---------|-----------------------|----------|-------|--------|-------|----------|-----------|------------------|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 96.5 | 1:16.112 | 143.0 | 43.399 | 163.4 | 2:29.359 | 116.3 | 5 | Pit Out | 104.1 | 1:25.486 | 87.8 | 57.477 | 93.8 | 5:51.328 | 94.2 |
| 2 | 27.520 | 136.9 | 56.971 | 159.1 | 39.210 | 164.9 | 2:03.701 | 212.2 | 6 | 39.261 | 108.2 | 1:11.659 | 158.6 | 41.020 | 172.0 | 2:31.940 | 152.1 |
| 3 | 26.986 | 140.6 | 55.510 | 162.7 | 37.917 | 172.8 | 2:00.413 | 213.0 | 7 | <u>26.433</u> | <u>143.0</u> | <u>54.172</u> | <u>165.1</u> | <u>36.849</u> | <u>175.3</u> | <u>1:57.454</u> | <u>217.7</u> |
| 4 | 26.762 | 130.9 | 59.807 | 148.1 | Pit In | | 2:24.000 | 199.3 | 8 | | | | | | | | |

| 107 | | Marcel Bernet | | | | | | | Reynard 893 Alfa Novamotor | | | | | | | | |
|-----|---------|---------------|----------|--------------|---------------|-------|----------|-----------|----------------------------|---------------|--------------|---------------|-------|--------|--------------|-----------------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 116.1 | 1:01.252 | 153.8 | 42.603 | 155.8 | 2:10.784 | 174.2 | 6 | 27.789 | 128.7 | 56.389 | 156.7 | 40.394 | 150.8 | 2:04.572 | 210.5 |
| 2 | 31.869 | 119.7 | 57.854 | 159.5 | 38.161 | 166.4 | 2:07.884 | 196.0 | 7 | 30.396 | 118.6 | 1:18.675 | 102.6 | 56.283 | 103.3 | 2:45.354 | 103.3 |
| 3 | 27.794 | 125.1 | 56.160 | 157.9 | 38.245 | 165.6 | 2:02.199 | 204.2 | 8 | 37.631 | 113.8 | 1:01.656 | 160.7 | 37.341 | <u>171.7</u> | 2:16.628 | 173.6 |
| 4 | 27.917 | 126.8 | 56.193 | 161.0 | 37.871 | 169.8 | 2:01.981 | 210.9 | 9 | <u>26.188</u> | <u>138.3</u> | <u>53.880</u> | 161.9 | 37.679 | 169.5 | <u>1:57.747</u> | <u>213.0</u> |
| 5 | 27.183 | 124.1 | 54.755 | <u>162.4</u> | <u>37.259</u> | 170.3 | 1:59.197 | 207.7 | 10 | | | | | | | | |

ADAC Hockenheim Historic "Das Jim Clark Revival"

HIST-14232-24

DMSB

ADAC Graf Berghe von Trips Pokal

3 - 5 May 2024

Laps and Sector Times - Qualifying 2

Hockenheim GP - 4574mtr.

| 124 | | | | | | | | Dallara F386 Alfa Novamotor | | | | | | | | | |
|-----|---------|-------|----------|-------|--------|--------------|----------|-----------------------------|-----|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 106.7 | 1:03.573 | 157.2 | 38.108 | 164.9 | 2:14.194 | 142.5 | 3 | 25.544 | 140.6 | 53.329 | 170.1 | <u>35.562</u> | <u>171.4</u> | <u>1:54.435</u> | 210.5 |
| 2 | 33.977 | 90.0 | 56.473 | 164.9 | 36.222 | <u>171.4</u> | 2:06.672 | 206.1 | 4 | <u>24.947</u> | <u>141.4</u> | <u>52.046</u> | <u>170.9</u> | Pit In | | <u>2:07.062</u> | <u>210.9</u> |

| 133 | | | | | | | | Dallara F386 Alfa Novamotor | | | | | | | | | |
|-----|---------|-------|----------|-------|--------|-------|----------|-----------------------------|-----|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 108.5 | 1:12.310 | 147.3 | 40.203 | 166.7 | 2:21.689 | 104.8 | 4 | 25.774 | 141.2 | 53.451 | 165.6 | 35.833 | <u>175.9</u> | 1:55.058 | 214.3 |
| 2 | 26.768 | 137.2 | 55.653 | 162.4 | 36.547 | 172.0 | 1:58.968 | 212.2 | 5 | <u>25.361</u> | <u>144.6</u> | <u>52.917</u> | <u>167.2</u> | <u>35.649</u> | 171.4 | <u>1:53.927</u> | 216.4 |
| 3 | 26.064 | 141.0 | 53.983 | 164.4 | 36.247 | 174.5 | 1:56.294 | 213.4 | 6 | 26.379 | 144.0 | 1:08.907 | 128.3 | Pit In | | <u>2:30.075</u> | <u>218.2</u> |

| 155 | | | | | | | | Dallara F389 Alfa Novamotor | | | | | | | | | |
|-----|---------|-------|----------|-------|--------|--------------|----------|-----------------------------|-----|---------------|--------------|---------------|--------------|---------------|-------|-----------------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 80.6 | 1:15.304 | 166.4 | 36.859 | 170.3 | 2:23.598 | 137.1 | 6 | <u>23.789</u> | 146.7 | 54.766 | 95.4 | 53.001 | 115.5 | 2:11.556 | 213.9 |
| 2 | 26.630 | 143.8 | 53.192 | 171.2 | 34.046 | <u>179.4</u> | 1:53.868 | 212.2 | 7 | 34.680 | 100.6 | 1:19.430 | 91.3 | 59.799 | 160.7 | 2:53.909 | 125.9 |
| 3 | 24.691 | 145.4 | 52.548 | 169.5 | 34.047 | 176.8 | 1:51.286 | 213.0 | 8 | 25.334 | 143.2 | 52.033 | 170.1 | <u>33.234</u> | 178.2 | 1:50.601 | <u>215.1</u> |
| 4 | 24.584 | 142.1 | 53.052 | 171.2 | 33.448 | 175.9 | 1:51.084 | 213.9 | 9 | 23.925 | <u>146.9</u> | <u>51.646</u> | <u>172.5</u> | 33.279 | 176.8 | <u>1:48.850</u> | 214.7 |
| 5 | 24.471 | 146.1 | 51.699 | 172.2 | 33.374 | 177.3 | 1:49.544 | 211.8 | 10 | | | | | | | | |

| 180 | | | | | | | | Dallara F390 Alfa Novamotor | | | | | | | | | |
|-----|---------|--------------|----------|--------------|---------------|--------------|-----------------|-----------------------------|-----|---------|-------|----------|-------|--------|-------|-----------------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 115.0 | 1:01.000 | 169.5 | 35.255 | 175.9 | 2:06.826 | 154.9 | 6 | 25.344 | 131.2 | 55.584 | 165.9 | 36.147 | 179.4 | 1:57.075 | 212.6 |
| 2 | 24.532 | 147.3 | 51.674 | 172.5 | 33.936 | 178.2 | 1:50.142 | 212.2 | 7 | 23.826 | 147.9 | 50.393 | 168.0 | Pit In | | <u>2:03.028</u> | 214.3 |
| 3 | 24.133 | 145.7 | 51.058 | 173.6 | 33.546 | 176.5 | 1:48.737 | 213.9 | 8 | Pit Out | 134.0 | 1:10.132 | 128.7 | 36.168 | 178.2 | 3:28.027 | 157.2 |
| 4 | 24.034 | 146.7 | 50.972 | 172.0 | 33.396 | <u>180.9</u> | 1:48.402 | 215.1 | 9 | 23.917 | 146.1 | 51.152 | 171.7 | 33.797 | 178.8 | 1:48.866 | <u>217.7</u> |
| 5 | 23.838 | <u>148.8</u> | 50.504 | <u>178.2</u> | <u>33.071</u> | 180.0 | <u>1:47.413</u> | 214.7 | 10 | | | | | | | | |

| 188 | | | | | | | | Dallara F389 Alfa Novamotor | | | | | | | | | |
|-----|---------------|-------|---------------|--------------|---------------|--------------|-----------------|-----------------------------|-----|---------|--------------|----------|-------|--------|-------|-----------------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 102.3 | 1:03.227 | 156.5 | 40.979 | 168.8 | 2:16.047 | 186.2 | 4 | 26.242 | <u>133.2</u> | 58.037 | 126.3 | Pit In | | <u>2:24.038</u> | <u>216.0</u> |
| 2 | 27.530 | 127.2 | <u>55.827</u> | 162.2 | 37.763 | 170.3 | 2:01.120 | 214.7 | 5 | Pit Out | 123.1 | 1:05.012 | 127.1 | 50.425 | 127.7 | <u>5:32.447</u> | 206.9 |
| 3 | <u>26.206</u> | 121.5 | 57.201 | <u>162.9</u> | <u>37.572</u> | <u>173.6</u> | <u>2:00.979</u> | 212.2 | 6 | 34.073 | 106.5 | 1:12.225 | 120.1 | Pit In | | <u>2:41.303</u> | 145.4 |

| 189 | | | | | | | | Reynard 893 VW Spiess | | | | | | | | | |
|-----|---------|-------|----------|-------|--------|-------|----------|-----------------------|-----|---------------|--------------|--------|-------|---------------|--------------|-----------------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 110.5 | 1:01.813 | 156.3 | 39.670 | 169.0 | 2:09.694 | 150.0 | 4 | 23.610 | 143.4 | 50.829 | 176.5 | <u>32.650</u> | <u>184.9</u> | <u>1:47.089</u> | 220.9 |
| 2 | 28.339 | 128.7 | 52.364 | 170.1 | 33.464 | 184.3 | 1:54.167 | 216.9 | 5 | <u>23.244</u> | <u>146.3</u> | 51.056 | 176.8 | 33.077 | 183.7 | 1:47.377 | <u>221.3</u> |
| 3 | 24.688 | 144.0 | 52.525 | 169.3 | 33.411 | 183.4 | 1:50.624 | 220.4 | 6 | | | | | | | | |

| 208 | | | | | | | | Ralt RT3/84 VW Brabham Judd | | | | | | | | | |
|-----|---------|-------|---------------|--------------|---------------|--------------|-----------------|-----------------------------|-----|---------------|--------------|----------|-------|--------|-------|----------|--------------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 116.0 | 1:05.189 | 155.8 | 38.581 | 164.4 | 2:11.145 | 144.4 | 6 | <u>25.396</u> | <u>137.8</u> | 56.500 | 142.1 | 43.821 | 96.3 | 2:05.717 | 211.8 |
| 2 | 27.955 | 133.0 | 55.812 | 161.7 | 36.443 | 170.9 | 2:00.210 | 208.5 | 7 | 36.301 | 113.6 | 1:18.556 | 106.4 | 50.627 | 96.6 | 2:45.484 | 105.9 |
| 3 | 26.124 | 137.1 | 53.608 | 166.4 | 36.764 | <u>172.8</u> | 1:56.496 | 206.9 | 8 | 37.018 | 129.3 | 55.209 | 161.7 | 35.971 | 170.9 | 2:08.198 | 211.4 |
| 4 | 25.465 | 130.6 | 53.464 | 165.9 | 35.882 | 168.5 | 1:54.811 | 208.5 | 9 | 26.047 | 136.7 | 53.755 | 161.2 | 35.831 | 169.8 | 1:55.633 | <u>213.0</u> |
| 5 | 25.456 | 136.4 | <u>53.116</u> | <u>168.5</u> | <u>35.393</u> | 171.2 | <u>1:53.965</u> | 209.3 | 10 | | | | | | | | |

| 213 | | | | | | | | March 813 VW Spiess | | | | | | | | | |
|-----|---------|-------|--------|-------|--------|-------|----------|---------------------|-----|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 120.0 | 59.140 | 162.4 | 37.032 | 172.0 | 2:02.044 | 181.2 | 5 | 26.113 | 136.7 | 54.135 | <u>166.4</u> | 36.486 | 170.6 | <u>1:56.734</u> | 211.8 |
| 2 | 27.897 | 133.8 | 55.453 | 161.9 | 38.695 | 168.8 | 2:02.045 | 211.4 | 6 | <u>25.584</u> | <u>137.6</u> | <u>53.784</u> | 164.9 | 40.470 | 170.3 | 1:59.838 | 213.0 |
| 3 | 26.262 | 135.8 | 54.200 | 164.4 | 36.507 | 172.5 | 1:56.969 | 211.8 | 7 | 35.512 | 107.8 | 1:24.341 | 77.3 | Pit In | | <u>3:01.771</u> | 92.4 |
| 4 | 26.685 | 134.3 | 54.344 | 165.6 | 37.290 | 169.8 | 1:58.319 | 210.9 | 8 | Pit Out | 135.3 | 54.446 | 164.1 | <u>36.341</u> | <u>173.4</u> | <u>3:18.825</u> | 211.4 |

| 234 | | | | | | | | Martini MK31 Toyota Novamotor | | | | | | | | | |
|-----|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|-------------------------------|-----|--------|-------|----------|-------|--------|--------------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 114.9 | 1:02.700 | 160.0 | 37.719 | 167.2 | 2:07.829 | 151.3 | 6 | 25.576 | 141.4 | 52.930 | 155.4 | 38.327 | 172.8 | 1:56.833 | 210.9 |
| 2 | 26.784 | 139.7 | 53.987 | 164.4 | 36.328 | 170.9 | 1:57.099 | 210.1 | 7 | 27.780 | 120.4 | 1:15.244 | 107.5 | 48.747 | 118.7 | 2:31.771 | 126.8 |
| 3 | 25.699 | 141.5 | <u>52.787</u> | <u>166.9</u> | <u>35.553</u> | <u>173.1</u> | <u>1:54.039</u> | 213.0 | 8 | 36.470 | 105.1 | 1:10.666 | 162.9 | 36.006 | 171.2 | 2:23.142 | 125.7 |
| 4 | 25.858 | <u>141.7</u> | <u>53.238</u> | <u>166.9</u> | 35.647 | 172.8 | 1:54.743 | 215.6 | 9 | 25.625 | 141.4 | 52.826 | 165.9 | 35.747 | <u>173.1</u> | 1:54.198 | 212.6 |
| 5 | <u>25.378</u> | 140.8 | 53.431 | <u>166.4</u> | 35.739 | 172.5 | 1:54.548 | 211.4 | 10 | | | | | | | | |

ADAC Hockenheim Historic "Das Jim Clark Revival"

HIST-14232-24
DMSB

ADAC Graf Berghe von Trips Pokal

3 - 5 May 2024

Laps and Sector Times - Qualifying 2

Hockenheim GP - 4574mtr.

| 261 Heinrich Langfermann | | | | | | | | | Ralt RT3/84 VW Brabham Judd | | | | | | | | |
|--------------------------|---------|-------|----------|-------|--------|-------|----------|-----------|-----------------------------|--------|-------|----------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 109.1 | 1:05.051 | 141.4 | 40.856 | 165.9 | 2:16.042 | 131.1 | 6 | 25.383 | 131.9 | 55.095 | 158.4 | 46.693 | 104.8 | 2:07.171 | 203.8 |
| 2 | 26.666 | 131.7 | 57.801 | 156.3 | 37.307 | 168.5 | 2:01.774 | 201.1 | 7 | 36.522 | 105.6 | 1:18.575 | 106.6 | 50.434 | 104.1 | 2:45.531 | 109.1 |
| 3 | 26.027 | 134.8 | 56.583 | 168.0 | 35.959 | 172.8 | 1:58.569 | 194.2 | 8 | 37.384 | 113.6 | 58.710 | 163.6 | 37.957 | 164.4 | 2:14.051 | 212.6 |
| 4 | 25.388 | 138.5 | 54.335 | 162.2 | 35.501 | 166.7 | 1:55.224 | 204.2 | 9 | 26.443 | 138.6 | 54.504 | 164.1 | 35.786 | 175.0 | 1:56.733 | 213.9 |
| 5 | 25.355 | 136.2 | 53.962 | 164.1 | 35.645 | 172.8 | 1:54.962 | 208.1 | 10 | | | | | | | | |

| 269 Albert Hiller | | | | | | | | | Ralt RT1/76 Toyota Novamotor | | | | | | | | |
|-------------------|---------|-------|----------|-------|--------|-------|----------|-----------|------------------------------|--------|-------|----------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 115.5 | 1:02.217 | 153.8 | 38.785 | 165.4 | 2:08.560 | 193.2 | 5 | 26.718 | 133.7 | 54.585 | 164.9 | 37.324 | 169.3 | 1:58.627 | 209.7 |
| 2 | 27.877 | 131.7 | 56.979 | 161.7 | 37.618 | 169.0 | 2:02.474 | 210.9 | 6 | 26.663 | 130.8 | 54.815 | 158.6 | 42.781 | 159.8 | 2:04.259 | 208.9 |
| 3 | 27.610 | 133.5 | 55.567 | 158.4 | 38.017 | 161.9 | 2:01.194 | 210.1 | 7 | 37.272 | 100.2 | 1:22.518 | 85.0 | 58.325 | 102.5 | 2:58.115 | 105.4 |
| 4 | 29.719 | 131.5 | 54.495 | 163.6 | 37.172 | 170.9 | 2:01.386 | 210.1 | 8 | 38.248 | 104.3 | 1:08.249 | 158.8 | 38.506 | 156.3 | 2:25.003 | 150.8 |

| 276 Patrick Andriessen | | | | | | | | | Ralt RT3/83 Alfa Novamotor | | | | | | | | |
|------------------------|---------|-------|--------|-------|--------|-------|----------|-----------|----------------------------|--------|-------|--------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 116.0 | 58.528 | 168.0 | 41.643 | 168.2 | 2:07.500 | 189.5 | 4 | 24.598 | 142.7 | 52.952 | 171.4 | 34.428 | 180.0 | 1:51.978 | 217.3 |
| 2 | 26.704 | 142.3 | 52.285 | 169.8 | 35.667 | 177.3 | 1:54.656 | 218.2 | 5 | 24.328 | 137.9 | 51.259 | 172.2 | 34.157 | 176.8 | 1:49.744 | 216.9 |
| 3 | 25.336 | 144.2 | 53.733 | 166.4 | 36.865 | 178.5 | 1:55.934 | 221.3 | 6 | | | | | | | | |

| 316 Burkhard Metzger | | | | | | | | | Dulon MP18 Ford | | | | | | | | |
|----------------------|---------|-------|----------|-------|--------|-------|----------|-----------|-----------------|--------|-------|----------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 117.4 | 1:01.375 | 153.0 | 40.633 | 164.1 | 2:09.246 | 172.2 | 6 | 25.921 | 137.8 | 54.493 | 162.4 | 38.792 | 169.0 | 1:59.206 | 208.1 |
| 2 | 27.364 | 132.2 | 55.940 | 158.1 | 37.069 | 167.7 | 2:00.373 | 208.5 | 7 | 35.672 | 101.2 | 1:28.761 | 87.9 | 55.295 | 94.1 | 2:59.728 | 92.9 |
| 3 | 26.949 | 137.4 | 57.157 | 159.1 | 36.568 | 170.6 | 2:00.674 | 181.2 | 8 | 40.660 | 94.5 | 1:09.027 | 160.2 | 36.575 | 170.1 | 2:26.262 | 149.0 |
| 4 | 26.672 | 137.8 | 54.818 | 161.9 | 36.778 | 168.8 | 1:58.268 | 208.5 | 9 | 26.092 | 137.4 | 54.332 | 160.7 | 36.638 | 167.4 | 1:57.062 | 207.7 |
| 5 | 26.176 | 137.1 | 54.775 | 162.7 | 36.022 | 167.2 | 1:56.973 | 207.3 | 10 | | | | | | | | |

| 359 Toni Krumbach | | | | | | | | | Reynard SF87 Ford | | | | | | | | |
|-------------------|---------|-------|--------|-------|--------|-------|----------|-----------|-------------------|--------|-------|--------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 127.5 | 59.030 | 156.1 | 39.820 | 165.1 | 2:05.437 | 204.5 | 4 | 26.388 | 137.8 | 54.797 | 160.5 | 37.156 | 171.4 | 1:58.341 | 215.6 |
| 2 | 28.628 | 130.0 | 56.787 | 162.4 | 36.547 | 171.2 | 2:01.962 | 211.8 | 5 | 26.938 | 131.9 | 55.172 | 166.2 | 35.926 | 172.0 | 1:58.036 | 214.3 |
| 3 | 26.300 | 132.4 | 56.337 | 162.9 | 38.163 | 170.9 | 2:00.800 | 213.9 | 6 | 26.765 | 137.4 | 54.003 | 164.6 | 59.416 | | 2:20.184 | 214.7 |

| 493 Roland Fischer | | | | | | | | | Tecno 69 Ford | | | | | | | | |
|--------------------|---------|-------|----------|-------|--------|-------|----------|-----------|---------------|--------|-------|----------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 110.4 | 1:02.052 | 148.4 | 39.634 | 157.9 | 2:09.010 | 181.5 | 6 | 27.122 | 125.7 | 57.156 | 153.8 | 41.867 | 142.7 | 2:06.145 | 194.9 |
| 2 | 27.827 | 125.7 | 57.734 | 152.1 | 37.711 | 159.8 | 2:03.272 | 192.9 | 7 | 30.730 | 102.3 | 1:20.335 | 96.5 | 55.943 | 115.6 | 2:47.008 | 113.6 |
| 3 | 27.293 | 121.3 | 56.996 | 155.4 | 37.886 | 160.0 | 2:02.175 | 193.2 | 8 | 36.326 | 103.3 | 1:08.216 | 155.6 | 38.446 | 153.8 | 2:22.988 | 155.2 |
| 4 | 27.507 | 129.5 | 57.144 | 154.3 | 39.243 | 162.4 | 2:03.894 | 195.3 | 9 | 28.232 | 130.0 | 56.588 | 153.4 | 37.297 | 161.4 | 2:02.117 | 202.2 |
| 5 | 26.787 | 130.0 | 57.049 | 153.8 | 37.548 | 159.1 | 2:01.384 | 196.0 | 10 | | | | | | | | |

| 533 Bernardo Meyer | | | | | | | | | Van Diemen RF78 Ford | | | | | | | | |
|--------------------|---------|-------|----------|-------|--------|-------|----------|-----------|----------------------|--------|-------|----------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 106.6 | 1:12.655 | 139.7 | 43.708 | 150.0 | 2:26.867 | 114.9 | 6 | 28.543 | 120.7 | 1:03.220 | 145.2 | 49.432 | 143.0 | 2:21.195 | 195.7 |
| 2 | 30.804 | 119.5 | 1:01.084 | 145.2 | 42.172 | 150.4 | 2:14.060 | 191.8 | 7 | 33.204 | 112.6 | 1:13.695 | 135.5 | 42.643 | 155.8 | 2:29.542 | 148.6 |
| 3 | 30.276 | 120.8 | 1:01.666 | 145.4 | 41.933 | 153.8 | 2:13.875 | 192.5 | 8 | 28.585 | 124.9 | 59.473 | 147.1 | 39.859 | 157.4 | 2:07.917 | 196.7 |
| 4 | 29.072 | 126.9 | 1:01.466 | 146.7 | 41.457 | 156.3 | 2:11.995 | 192.5 | 9 | 28.476 | 125.1 | 59.706 | 149.2 | 40.836 | 150.8 | 2:09.018 | 197.1 |
| 5 | 29.576 | 125.4 | 1:00.826 | 149.4 | 44.706 | 153.6 | 2:15.108 | 194.6 | 10 | | | | | | | | |

| 606 Jens Burmester | | | | | | | | | Swift DB2 Ford | | | | | | | | |
|--------------------|---------|-------|----------|-------|--------|-------|----------|-----------|----------------|--------|-------|----------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 100.3 | 1:10.975 | 126.2 | 45.892 | 146.7 | 2:26.206 | 135.3 | 6 | 28.857 | 120.9 | 1:01.981 | 145.7 | 50.161 | 144.4 | 2:20.999 | 197.8 |
| 2 | 29.136 | 116.8 | 58.672 | 151.0 | 39.884 | 152.8 | 2:07.692 | 195.7 | 7 | 33.459 | 116.3 | 1:13.473 | 139.0 | 43.038 | 154.3 | 2:29.970 | 141.0 |
| 3 | 28.291 | 123.1 | 58.210 | 149.4 | 40.502 | 154.7 | 2:07.003 | 198.2 | 8 | 28.480 | 126.9 | 58.574 | 149.0 | 40.841 | 155.2 | 2:07.895 | 198.9 |
| 4 | 28.586 | 123.0 | 58.520 | 150.4 | 40.400 | 154.7 | 2:07.506 | 198.9 | 9 | 28.575 | 124.3 | 59.538 | 146.9 | 40.879 | 153.6 | 2:08.992 | 198.2 |
| 5 | 29.699 | 113.3 | 59.882 | 145.4 | 41.543 | 155.8 | 2:11.124 | 197.1 | 10 | | | | | | | | |

| 633 Kevin Overman | | | | | | | | | Royale RP37 Ford | | | | | | | | |
|-------------------|---------|-------|----------|-------|--------|-------|----------|-----------|------------------|--------|-------|--------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 103.6 | 1:18.912 | 131.7 | 48.276 | 125.6 | 2:37.986 | 102.6 | 4 | 27.739 | 136.5 | 55.389 | 161.0 | 38.407 | 165.6 | 2:01.535 | 204.2 |
| 2 | 32.111 | 124.4 | 1:03.497 | 148.4 | 41.298 | 159.8 | 2:16.906 | 168.2 | 5 | 28.034 | 135.8 | 56.953 | 161.2 | 40.692 | 162.7 | 2:05.679 | 206.5 |

ADAC Hockenheim Historic "Das Jim Clark Revival"

HIST-14232-24

DMSB

ADAC Graf Berghe von Trips Pokal

3 - 5 May 2024

Laps and Sector Times - Qualifying 2

Hockenheim GP - 4574mtr.

| | | | | | | | | | | | | | | | | |
|---|--------|-------|--------|-------|--------|-------|----------|-------|---|--------|-------|----------|-------|--------|----------|-------|
| 3 | 27.578 | 135.3 | 57.143 | 153.8 | 38.949 | 165.6 | 2:03.670 | 203.4 | 6 | 27.254 | 133.0 | 1:06.058 | 122.2 | Pit In | 2:33.217 | 168.2 |
|---|--------|-------|--------|-------|--------|-------|----------|-------|---|--------|-------|----------|-------|--------|----------|-------|

| 655 Gero Meyerdercks | | | | | | | | Tiga SC81 Ford | | | | | | | | | |
|----------------------|---------|-------|----------|-------|--------|-------|----------|----------------|-----|--------|-------|----------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 115.3 | 1:15.971 | 117.3 | 47.680 | 118.8 | 2:33.645 | 111.3 | 6 | 27.181 | 129.3 | 1:03.788 | 109.2 | 51.038 | 115.1 | 2:22.007 | 195.7 |
| 2 | 28.531 | 125.6 | 59.300 | 153.6 | 38.270 | 164.4 | 2:06.101 | 194.6 | 7 | 34.670 | 110.8 | 1:13.544 | 120.3 | 49.489 | 162.9 | 2:37.703 | 124.7 |
| 3 | 26.812 | 124.6 | 56.956 | 157.4 | 37.956 | 161.4 | 2:01.724 | 196.7 | 8 | 27.553 | 127.7 | 57.540 | 154.5 | 37.522 | 164.9 | 2:02.615 | 197.4 |
| 4 | 27.202 | 130.0 | 56.519 | 158.4 | 37.093 | 163.6 | 2:00.814 | 196.0 | 9 | 26.748 | 128.4 | 56.704 | 151.5 | 41.424 | 165.6 | 2:04.876 | 196.7 |
| 5 | 27.453 | 128.9 | 56.689 | 157.2 | 37.520 | 161.9 | 2:01.662 | 194.9 | 10 | | | | | | | | |

| 686 Christine Reichhuber | | | | | | | | Lola T86/90 Ford | | | | | | | | | |
|--------------------------|---------|-------|----------|-------|--------|-------|----------|------------------|-----|--------|-------|----------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 100.7 | 1:19.180 | 131.7 | 47.655 | 149.4 | 2:37.564 | 116.3 | 6 | 27.241 | 124.7 | 59.243 | 143.8 | 43.929 | 110.3 | 2:10.413 | 202.2 |
| 2 | 29.496 | 118.0 | 59.702 | 150.8 | 39.970 | 160.5 | 2:09.168 | 202.2 | 7 | 33.865 | 112.9 | 1:13.783 | 112.9 | 48.647 | 159.5 | 2:36.295 | 116.8 |
| 3 | 28.397 | 121.9 | 59.028 | 146.5 | 39.756 | 159.3 | 2:07.181 | 203.4 | 8 | 27.532 | 122.0 | 58.152 | 153.6 | 38.554 | 161.7 | 2:04.238 | 207.7 |
| 4 | 28.109 | 116.6 | 58.795 | 151.0 | 39.296 | 160.7 | 2:06.200 | 202.2 | 9 | 27.003 | 125.1 | 57.045 | 151.7 | 45.187 | 154.3 | 2:09.235 | 205.7 |
| 5 | 27.638 | 121.3 | 57.920 | 152.3 | 38.503 | 162.4 | 2:04.061 | 202.6 | 10 | | | | | | | | |

| 692 Harald Schmeyer | | | | | | | | Lola T492 Ford | | | | | | | | | |
|---------------------|---------|-------|----------|-------|--------|-------|----------|----------------|-----|--------|-------|--------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 109.3 | 1:18.086 | 121.6 | 47.476 | 149.4 | 2:35.105 | 118.3 | 4 | 25.690 | 135.5 | 53.941 | 162.9 | 36.842 | 168.0 | 1:56.473 | 210.1 |
| 2 | 27.948 | 132.4 | 54.659 | 162.2 | 37.362 | 168.2 | 1:59.969 | 208.5 | 5 | 26.357 | 134.8 | 59.800 | 151.9 | 40.094 | 154.9 | 2:06.251 | 177.3 |
| 3 | 25.972 | 133.5 | 54.708 | 162.4 | 36.713 | 169.3 | 1:57.393 | 209.3 | 6 | | | | | | | | |

| 699 Martin Hörter | | | | | | | | Lola T90/90 Ford | | | | | | | | | |
|-------------------|---------|-------|----------|-------|--------|-------|----------|------------------|-----|---------|-------|----------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 123.4 | 1:00.968 | 155.6 | 37.998 | 160.5 | 2:06.039 | 166.4 | 5 | 26.481 | 130.9 | 55.807 | 160.2 | 36.868 | 164.1 | 1:59.156 | 200.7 |
| 2 | 28.560 | 128.9 | 57.402 | 156.7 | 38.070 | 162.4 | 2:04.032 | 201.1 | 6 | 26.224 | 130.0 | 55.545 | 158.1 | 37.367 | 164.4 | 1:59.136 | 201.1 |
| 3 | 26.408 | 132.0 | 55.398 | 159.8 | 36.391 | 163.9 | 1:58.197 | 201.9 | 7 | 37.286 | 91.2 | 1:22.142 | 107.1 | Pit In | | 3:07.488 | 104.7 |
| 4 | 26.602 | 130.6 | 55.916 | 160.0 | 38.005 | 163.4 | 2:00.523 | 203.8 | 8 | Pit Out | 121.8 | 58.926 | 140.1 | 38.625 | 164.1 | 3:02.214 | 189.5 |

| 819 Lutz Crackau | | | | | | | | Zagk S20-9 Ford | | | | | | | | | |
|------------------|---------|-------|----------|-------|--------|-------|----------|-----------------|-----|--------|-------|----------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 111.7 | 1:02.103 | 151.0 | 43.239 | 157.4 | 2:13.692 | 171.2 | 6 | 27.505 | 128.1 | 57.749 | 150.2 | 44.734 | 92.5 | 2:09.988 | 207.3 |
| 2 | 29.381 | 126.6 | 56.811 | 155.6 | 41.418 | 163.4 | 2:07.610 | 207.3 | 7 | 36.775 | 114.8 | 1:18.349 | 105.9 | 50.715 | 96.3 | 2:45.839 | 103.4 |
| 3 | 27.740 | 127.7 | 56.332 | 158.6 | 38.018 | 164.4 | 2:02.090 | 205.7 | 8 | 37.577 | 114.5 | 58.119 | 157.4 | 39.053 | 164.4 | 2:14.749 | 205.3 |
| 4 | 27.969 | 128.9 | 56.613 | 160.2 | 38.208 | 164.4 | 2:02.790 | 206.5 | 9 | 27.497 | 131.5 | 55.222 | 158.4 | 38.159 | 164.4 | 2:00.878 | 211.4 |
| 5 | 28.317 | 120.3 | 56.781 | 154.1 | 38.526 | 163.4 | 2:03.624 | 205.3 | 10 | | | | | | | | |

| 823 Eric Walter | | | | | | | | March 713S LTC | | | | | | | | | |
|-----------------|---------|-------|----------|-------|--------|-------|----------|----------------|-----|--------|-------|--------|-------|--------|-------|----------|-----------|
| lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed | lap | Sect-1 | Speed | Sect-2 | Speed | Sect-3 | Speed | lap time | Top Speed |
| 1 | Pit Out | 108.2 | 1:13.587 | 113.2 | 47.987 | 142.7 | 2:30.008 | 125.1 | 2 | | | | | | | | |