

# ADAC Hockenheim Historic "Das Jim Clark Revival"

Badischer Motorsport Club e.V. im DMV

HIST-14825/25

## DRM Revival

9 - 11 May 2025

## Laps and Sector Times - Race 1

Hockenheim GP - 4574mtr.

| 24  | Ralf Scheib |              |                 |              |               |              |                 |              | Ford Escort RS |        |       |          |       |        |       |          |           |
|-----|-------------|--------------|-----------------|--------------|---------------|--------------|-----------------|--------------|----------------|--------|-------|----------|-------|--------|-------|----------|-----------|
| 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   | 33.919      | <u>117.3</u> | <u>1:04.022</u> | <u>132.5</u> | <u>44.599</u> | <u>139.0</u> | <u>2:22.540</u> | <u>179.1</u> | 2              | 32.500 | 114.9 | 1:06.112 | 131.1 | 45.083 | 134.8 | 2:23.695 | 162.4     |

| 26  | Gerd Grundmann |       |               |              |        |              |                 |              | Audi 80 GLE Gruppe 2 |               |              |          |       |               |       |                 |           |
|-----|----------------|-------|---------------|--------------|--------|--------------|-----------------|--------------|----------------------|---------------|--------------|----------|-------|---------------|-------|-----------------|-----------|
| 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   | 30.447         | 130.1 | 56.309        | 161.7        | 39.569 | <u>169.0</u> | 2:06.325        | 213.4        | 5                    | <u>26.360</u> | <u>133.8</u> | 55.975   | 161.2 | <u>37.527</u> | 166.9 | 1:59.862        | 213.9     |
| 2   | 28.483         | 130.3 | 55.633        | 160.5        | 39.247 | 166.9        | 2:03.363        | <u>217.7</u> | 6                    | 27.230        | 131.7        | 57.007   | 160.2 | 38.006        | 165.9 | 2:02.243        | 216.4     |
| 3   | 26.757         | 127.7 | 55.527        | 160.7        | 38.217 | 166.7        | 2:00.501        | 216.0        | 7                    | 26.963        | 125.4        | 1:03.501 | 135.7 | Pit In        |       | <u>2:22.582</u> | 158.1     |
| 4   | 26.444         | 133.3 | <u>55.049</u> | <u>163.9</u> | 37.974 | <u>169.0</u> | <u>1:59.467</u> | 216.9        | 8                    |               |              |          |       |               |       |                 |           |

| 28  | Michael Meyer |              |               |              |        |              |                 |              | BMW 320 Gruppe 2 |               |       |        |       |               |       |          |           |
|-----|---------------|--------------|---------------|--------------|--------|--------------|-----------------|--------------|------------------|---------------|-------|--------|-------|---------------|-------|----------|-----------|
| 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   | 32.441        | 126.9        | 58.934        | <u>151.0</u> | 39.297 | <u>157.4</u> | 2:10.672        | <u>201.9</u> | 7                | 27.679        | 127.8 | 59.620 | 150.0 | 39.012        | 154.9 | 2:06.311 | 196.7     |
| 2   | 28.044        | <u>128.0</u> | <u>57.802</u> | 150.4        | 39.008 | 156.1        | <u>2:04.854</u> | <u>201.9</u> | 8                | 28.098        | 124.3 | 59.365 | 145.9 | 39.312        | 153.6 | 2:06.775 | 196.0     |
| 3   | 28.137        | 120.7        | 58.824        | 147.9        | 39.211 | 153.4        | 2:06.172        | 196.7        | 9                | <u>27.548</u> |       | 58.943 | 146.1 | 39.320        | 149.8 | 2:05.811 | 197.1     |
| 4   | 27.892        | 126.9        | 58.677        | 147.5        | 39.705 | 154.9        | 2:06.274        | 194.2        | 10               | 27.882        | 124.4 | 59.678 | 144.2 | 39.508        | 153.4 | 2:07.068 | 197.8     |
| 5   | 27.764        | 122.0        | 57.940        | 148.6        | 39.574 | 153.8        | 2:05.278        | 197.4        | 11               | 27.905        | 125.1 | 59.242 | 149.4 | <u>38.569</u> | 157.0 | 2:05.716 | 197.8     |
| 6   | 27.835        | 120.7        | 1:01.057      | 148.6        | 39.162 | 153.8        | 2:08.054        | 194.9        | 12               |               |       |        |       |               |       |          |           |

| 30  | Coen Vink |       |          |       |               |              |          |              | BMW 528 Group A |               |              |               |              |        |       |                 |           |
|-----|-----------|-------|----------|-------|---------------|--------------|----------|--------------|-----------------|---------------|--------------|---------------|--------------|--------|-------|-----------------|-----------|
| 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   | 33.316    | 121.9 | 1:00.120 | 151.5 | 40.746        | 156.1        | 2:14.182 | <u>204.2</u> | 7               | 28.079        | 125.7        | 58.896        | 152.3        | 40.016 | 155.8 | <u>2:06.991</u> | 197.1     |
| 2   | 28.439    | 125.9 | 59.645   | 149.4 | 40.399        | 157.0        | 2:08.483 | 199.3        | 8               | 28.122        | <u>127.8</u> | <u>58.648</u> | <u>152.8</u> | 40.362 | 157.7 | 2:07.132        | 197.8     |
| 3   | 28.765    | 125.1 | 59.191   | 150.6 | 40.622        | 156.3        | 2:08.578 | 196.7        | 9               | <u>27.898</u> |              | 58.846        | 151.7        | 40.995 | 157.2 | 2:07.739        | 196.7     |
| 4   | 28.343    | 125.3 | 59.330   | 150.2 | 40.258        | 157.9        | 2:07.931 | 194.9        | 10              | 28.318        | 125.7        | 59.344        | 150.6        | 40.800 | 148.6 | 2:08.462        | 199.3     |
| 5   | 28.223    | 124.9 | 59.057   | 149.6 | 40.270        | <u>158.4</u> | 2:07.550 | 197.8        | 11              | 39.555        | 83.2         | 1:30.443      | 96.3         | Pit In |       | <u>3:21.466</u> | 98.7      |
| 6   | 28.172    | 125.0 | 59.984   | 150.4 | <u>39.985</u> | 157.4        | 2:08.141 | 195.7        | 12              |               |              |               |              |        |       |                 |           |

| 44  | Jonas Rem mele |              |               |              |        |              |                 |              | Opel Kadett GT/E |        |       |        |       |               |       |          |           |
|-----|----------------|--------------|---------------|--------------|--------|--------------|-----------------|--------------|------------------|--------|-------|--------|-------|---------------|-------|----------|-----------|
| 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   | 32.064         | 122.4        | 56.748        | 162.9        | 38.127 | 168.5        | 2:06.939        | 208.9        | 7                | 26.863 | 134.5 | 55.232 | 164.4 | 37.502        | 173.4 | 1:59.597 | 204.2     |
| 2   | 27.695         | 130.3        | 57.319        | 160.5        | 38.028 | 170.6        | 2:03.042        | 217.7        | 8                | 26.796 |       | 55.862 | 162.9 | <u>36.949</u> | 169.3 | 1:59.607 | 203.8     |
| 3   | 26.622         | 134.2        | 54.981        | <u>166.2</u> | 37.638 | 170.3        | 1:59.241        | <u>222.7</u> | 9                | 26.571 |       | 55.098 | 163.6 | 37.212        | 171.7 | 1:58.881 | 206.1     |
| 4   | <u>26.328</u>  | <u>136.0</u> | <u>54.909</u> | 162.7        | 37.460 | 172.8        | <u>1:58.697</u> | 221.8        | 10               | 27.252 | 126.3 | 55.276 | 162.2 | 37.459        | 168.0 | 1:59.987 | 212.6     |
| 5   | 27.141         | 134.7        | 55.342        | 162.9        | 37.273 | <u>174.2</u> | 1:59.756        | 220.0        | 11               | 26.970 | 134.2 | 57.005 | 161.7 | 37.252        | 162.7 | 2:01.227 | 196.7     |
| 6   | 26.844         | 133.3        | 55.482        | 164.6        | 37.508 | 172.8        | 1:59.834        | 210.1        | 12               |        |       |        |       |               |       |          |           |

| 51  | Daniel Schrey |       |               |              |        |              |                 |              | Porsche 935 K3 |        |              |        |       |               |       |          |           |
|-----|---------------|-------|---------------|--------------|--------|--------------|-----------------|--------------|----------------|--------|--------------|--------|-------|---------------|-------|----------|-----------|
| 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   | 29.096        | 120.3 | 54.328        | 165.1        | 36.605 | <u>183.1</u> | 2:00.029        | 232.3        | 7              | 25.913 | <u>137.4</u> | 54.127 | 172.0 | 37.186        | 174.2 | 1:57.226 | 226.4     |
| 2   | 25.853        | 129.0 | 53.120        | 175.3        | 36.697 | 180.3        | 1:55.670        | 239.5        | 8              | 25.778 | 131.5        | 54.795 | 166.9 | 37.340        | 174.8 | 1:57.913 | 221.8     |
| 3   | 25.533        | 131.1 | 53.339        | <u>175.9</u> | 36.307 | 181.8        | <u>1:55.179</u> | 238.9        | 9              | 25.930 | 133.7        | 54.340 | 168.0 | 37.145        | 171.7 | 1:57.415 | 232.8     |
| 4   | 25.735        | 136.9 | <u>53.106</u> | 173.6        | 36.777 | 176.5        | 1:55.618        | 237.9        | 10             | 26.083 |              | 54.718 | 173.4 | <u>36.306</u> | 179.4 | 1:57.107 | 232.8     |
| 5   | <u>25.282</u> | 133.7 | 53.189        | 173.9        | 37.190 | 173.1        | 1:55.661        | <u>243.2</u> | 11             | 25.593 | 135.5        | 56.919 | 162.2 | 37.131        | 177.6 | 1:59.643 | 201.9     |
| 6   | 25.667        | 133.3 | 54.263        | 171.7        | 36.927 | 178.2        | 1:56.857        | 233.3        | 12             |        |              |        |       |               |       |          |           |

| 52  | Richard Elender |       |          |       |        |       |          |           | BMW 2002 Gruppe 1 |               |              |                 |              |               |       |                 |           |
|-----|-----------------|-------|----------|-------|--------|-------|----------|-----------|-------------------|---------------|--------------|-----------------|--------------|---------------|-------|-----------------|-----------|
| 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   | 33.194          | 122.2 | 1:02.088 | 143.0 | 41.973 | 151.7 | 2:17.255 | 192.9     | 6                 | 29.775        | 121.2        | 1:01.174        | 147.1        | <u>41.234</u> | 152.3 | 2:12.183        | 190.8     |
| 2   | 31.150          | 117.1 | 1:01.633 | 146.9 | 41.648 | 152.3 | 2:14.431 | 193.2     | 7                 | <u>29.327</u> | <u>122.7</u> | 1:04.012        | <u>148.6</u> | 41.342        | 152.3 | 2:14.681        | 175.9     |
| 3   | 30.440          | 117.3 | 1:01.810 | 147.3 | 41.547 | 152.5 | 2:13.797 | 187.8     | 8                 | 29.372        | 122.3        | <u>1:00.311</u> | 142.5        | 41.497        | 151.5 | <u>2:11.180</u> | 191.5     |
| 4   | 29.616          | 122.6 | 1:00.812 | 147.3 | 41.533 | 151.7 | 2:11.961 | 191.2     | 9                 | 30.969        |              | 1:01.509        | 146.1        | 42.610        | 151.9 | 2:15.088        | 191.8     |
| 5   | 29.477          | 122.6 | 1:01.325 | 146.1 | 41.664 | 152.8 | 2:12.466 | 192.2     | 10                | 30.331        | 119.6        | 1:06.567        | 143.8        | 42.755        | 127.4 | 2:19.653        | 199.3     |

# ADAC Hockenheim Historic "Das Jim Clark Revival"

Badischer Motorsport Club e.V. im DMV

HIST-14825 / 25

## DRM Revival

### Laps and Sector Times - Race 1

9 - 11 May 2025

Hockenheim GP - 4574 mtr.

| 60  | Timo Hagemann |              |               |              |               |              |                 |              | BMW M1 Procar |        |       |          |       |        |       |          |           |
|-----|---------------|--------------|---------------|--------------|---------------|--------------|-----------------|--------------|---------------|--------|-------|----------|-------|--------|-------|----------|-----------|
| 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   | 32.579        | 126.3        | 55.199        | 170.9        | 39.450        | 177.3        | 2:07.228        | 228.8        | 7             | 31.946 | 121.1 | 1:00.829 | 164.1 | 39.864 | 171.4 | 2:12.639 | 186.9     |
| 2   | 27.864        | 132.7        | 55.906        | 170.3        | 38.124        | 179.4        | 2:01.894        | 218.6        | 8             | 27.510 | 126.8 | 56.756   | 168.0 | 38.487 | 178.2 | 2:02.753 | 213.0     |
| 3   | 26.858        | 132.7        | 55.128        | 171.4        | 38.323        | <u>180.3</u> | 2:00.309        | <u>234.8</u> | 9             | 26.771 |       | 55.713   | 171.7 | 38.803 | 168.2 | 2:01.287 | 228.3     |
| 4   | <u>26.735</u> | 134.3        | <u>53.982</u> | 171.7        | <u>37.742</u> | <u>180.3</u> | <u>1:58.459</u> | 234.3        | 10            | 28.483 | 128.1 | 1:00.020 | 160.2 | 40.480 | 170.6 | 2:08.983 | 194.6     |
| 5   | 26.843        | 127.2        | 54.689        | <u>172.2</u> | 38.269        | <u>180.3</u> | 1:59.801        | 230.8        | 11            | 28.180 | 129.2 | 1:00.432 | 156.5 | 40.259 | 167.7 | 2:08.871 | 187.5     |
| 6   | 26.999        | <u>139.9</u> | 1:40.082      | 121.9        | 45.744        | 141.0        | 2:52.825        | 232.3        | 12            |        |       |          |       |        |       |          |           |

| 73  | Wolfgang Kaupp |       |               |       |               |              |          |              | Opel Kadett C |               |              |        |              |        |       |                 |           |
|-----|----------------|-------|---------------|-------|---------------|--------------|----------|--------------|---------------|---------------|--------------|--------|--------------|--------|-------|-----------------|-----------|
| 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   | 32.666         | 128.9 | 55.358        | 168.8 | 39.296        | <u>180.0</u> | 2:07.320 | <u>228.8</u> | 7             | 26.442        | 131.1        | 54.645 | 170.1        | 37.530 | 177.3 | <u>1:58.617</u> | 222.7     |
| 2   | 29.263         | 134.7 | 54.918        | 169.5 | 38.277        | 177.0        | 2:02.458 | 216.9        | 8             | <u>25.979</u> | <u>138.5</u> | 55.258 | <u>173.1</u> | 37.831 | 177.3 | 1:59.068        | 204.2     |
| 3   | 26.679         | 129.5 | 54.760        | 168.8 | 38.866        | 176.8        | 2:00.305 | 219.1        | 9             | 26.398        | 137.2        | 53.922 | 169.3        | 40.259 | 169.3 | 2:00.579        | 228.3     |
| 4   | 26.624         | 137.8 | 54.846        | 168.8 | 37.366        | 177.0        | 1:58.836 | 220.0        | 10            | 26.985        |              | 55.724 | 164.4        | 38.585 | 173.4 | 2:01.294        | 215.1     |
| 5   | 26.914         | 133.3 | <u>53.846</u> | 170.1 | 38.154        | 175.9        | 1:58.914 | 227.4        | 11            | 26.754        | 129.8        | 55.634 | 168.2        | 38.184 | 175.9 | 2:00.572        | 204.2     |
| 6   | 26.926         | 132.0 | 55.432        | 167.7 | <u>37.154</u> | 177.6        | 1:59.512 | 215.1        | 12            |               |              |        |              |        |       |                 |           |

| 77  | Jens Weimann  |              |               |              |        |              |                 |              | Ford Escort RS 2000 |        |       |          |              |               |       |                 |           |
|-----|---------------|--------------|---------------|--------------|--------|--------------|-----------------|--------------|---------------------|--------|-------|----------|--------------|---------------|-------|-----------------|-----------|
| 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   | 31.091        | 131.4        | 55.586        | 158.4        | 39.805 | 168.8        | 2:06.482        | <u>222.2</u> | 5                   | 26.735 | 133.2 | 57.328   | 160.5        | 37.882        | 167.4 | 2:01.945        | 215.6     |
| 2   | 28.312        | 133.5        | 56.226        | 154.3        | 38.213 | 170.9        | 2:02.751        | 214.7        | 6                   | 27.821 | 131.9 | 55.720   | <u>162.9</u> | <u>37.345</u> | 170.1 | 2:00.886        | 216.9     |
| 3   | <u>26.466</u> | 133.5        | 55.826        | 158.8        | 38.793 | 169.8        | 2:01.085        | 216.4        | 7                   | 27.029 | 132.4 | 58.187   | 141.9        | 41.318        | 143.4 | 2:06.534        | 212.2     |
| 4   | 26.703        | <u>134.8</u> | <u>55.278</u> | <u>162.9</u> | 37.612 | <u>172.0</u> | <u>1:59.593</u> | 214.7        | 8                   | 32.681 | 111.7 | 1:09.959 | 123.0        | Pit In        |       | <u>2:36.763</u> | 142.5     |

| 116 | Ansgar Maßmann |       |        |              |        |              |          |              | Porsche 911 RSR |               |              |               |       |               |              |                 |           |
|-----|----------------|-------|--------|--------------|--------|--------------|----------|--------------|-----------------|---------------|--------------|---------------|-------|---------------|--------------|-----------------|-----------|
| 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   | 32.047         | 121.9 | 56.687 | 160.2        | 38.813 | <u>169.3</u> | 2:07.547 | <u>223.6</u> | 6               | 27.151        | 126.6        | 56.629        | 160.7 | 38.096        | 168.0        | 2:01.876        | 216.4     |
| 2   | 28.880         | 113.6 | 57.698 | 160.7        | 39.012 | 168.0        | 2:05.590 | 219.5        | 7               | <u>26.988</u> | 129.5        | <u>54.826</u> | 159.5 | <u>37.665</u> | <u>169.3</u> | <u>1:59.479</u> | 217.7     |
| 3   | 27.472         | 130.1 | 55.820 | 162.4        | 38.494 | 166.2        | 2:01.786 | 220.9        | 8               | 27.219        |              | 55.710        | 162.9 | 37.804        | 167.4        | 2:00.733        | 216.0     |
| 4   | 27.855         | 129.0 | 55.351 | <u>163.1</u> | 38.192 | 166.9        | 2:01.398 | 215.6        | 9               | 27.434        | <u>131.2</u> | 55.588        | 156.1 | 39.084        | 158.6        | 2:02.106        | 215.6     |
| 5   | 27.514         | 126.5 | 55.536 | <u>163.1</u> | 38.595 | 166.7        | 2:01.645 | 216.9        | 10              |               |              |               |       |               |              |                 |           |

| 118 | Adrian Grenz |       |        |       |               |              |          |              | Porsche 911 RSR |               |              |               |              |        |       |                 |           |
|-----|--------------|-------|--------|-------|---------------|--------------|----------|--------------|-----------------|---------------|--------------|---------------|--------------|--------|-------|-----------------|-----------|
| 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   | 31.270       | 131.7 | 55.473 | 161.2 | 39.764        | 172.0        | 2:06.507 | <u>224.1</u> | 7               | 26.302        | 132.8        | 55.226        | 162.9        | 38.063 | 173.4 | <u>1:59.591</u> | 217.3     |
| 2   | 27.636       | 135.2 | 55.552 | 162.7 | 38.229        | 171.7        | 2:01.417 | 222.7        | 8               | 26.709        |              | 56.558        | <u>165.6</u> | 38.100 | 170.9 | 2:01.367        | 213.9     |
| 3   | 27.434       | 130.0 | 55.941 | 163.1 | 38.803        | 172.8        | 2:02.178 | 221.3        | 9               | 26.755        |              | 55.099        | 163.4        | 37.910 | 172.5 | 1:59.764        | 220.4     |
| 4   | 26.547       | 135.2 | 55.552 | 164.4 | <u>37.659</u> | <u>175.0</u> | 1:59.758 | 220.4        | 10              | 26.440        | 137.4        | <u>54.614</u> | 162.7        | 39.201 | 172.5 | 2:00.255        | 222.7     |
| 5   | 26.645       | 135.8 | 55.030 | 161.7 | 38.204        | 170.6        | 1:59.879 | 222.2        | 11              | <u>26.285</u> | <u>138.1</u> | 55.976        | 164.4        | 38.408 | 165.6 | 2:00.669        | 221.3     |
| 6   | 26.498       | 132.5 | 56.185 | 161.4 | 38.082        | 172.0        | 2:00.765 | 221.3        | 12              |               |              |               |              |        |       |                 |           |

| 131 | Michael Baltes |              |               |              |               |              |                 |              | Fiat 131 Abarth |               |       |          |       |        |       |          |           |
|-----|----------------|--------------|---------------|--------------|---------------|--------------|-----------------|--------------|-----------------|---------------|-------|----------|-------|--------|-------|----------|-----------|
| 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   | 32.861         | 119.7        | 1:00.429      | 151.0        | 40.954        | 153.8        | 2:14.244        | <u>197.1</u> | 6               | <u>28.148</u> | 125.7 | 59.716   | 144.8 | 41.780 | 125.1 | 2:09.644 | 190.8     |
| 2   | 29.525         | 125.0        | 59.685        | 151.9        | 40.647        | 154.9        | 2:09.857        | 195.3        | 7               | 29.233        | 126.9 | 59.886   | 151.9 | 39.761 | 156.3 | 2:08.880 | 187.8     |
| 3   | 28.481         | 125.4        | 59.834        | <u>152.1</u> | 40.500        | 156.5        | 2:08.815        | 191.8        | 8               | 28.222        | 124.9 | 1:00.708 | 150.6 | 40.158 | 154.7 | 2:09.088 | 190.1     |
| 4   | 28.719         | 126.3        | 59.481        | 150.2        | 40.106        | 158.1        | 2:08.306        | 187.5        | 9               | 28.378        | 122.9 | 1:00.922 | 146.9 | 40.451 | 154.5 | 2:09.751 | 188.2     |
| 5   | 28.475         | <u>127.2</u> | <u>59.376</u> | 141.4        | <u>39.534</u> | <u>159.5</u> | <u>2:07.385</u> | 191.8        | 10              | 29.028        | 123.7 | 1:01.029 | 146.7 | 40.475 | 149.0 | 2:10.532 | 189.8     |

| 180 | Ulrich Klösser |       |               |       |               |              |                 |              | Ford Escort RS1600 |               |              |          |              |        |       |          |           |
|-----|----------------|-------|---------------|-------|---------------|--------------|-----------------|--------------|--------------------|---------------|--------------|----------|--------------|--------|-------|----------|-----------|
| 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   | 32.055         | 127.7 | 57.932        | 157.0 | 40.449        | 164.9        | 2:10.436        | 208.5        | 7                  | 27.926        | 129.7        | 59.093   | <u>158.6</u> | 40.217 | 164.1 | 2:07.236 | 203.4     |
| 2   | 28.074         | 127.2 | 57.309        | 158.1 | 39.110        | 163.6        | 2:04.493        | <u>215.1</u> | 8                  | 28.205        | <u>130.0</u> | 58.818   | 157.7        | 39.958 | 163.6 | 2:06.981 | 191.5     |
| 3   | 27.732         | 128.1 | <u>56.778</u> | 154.5 | 39.738        | 161.7        | <u>2:04.248</u> | 212.6        | 9                  | <u>27.676</u> | 129.7        | 57.328   | 157.0        | 39.982 | 161.7 | 2:04.986 | 208.5     |
| 4   | 28.269         | 128.9 | 56.867        | 155.4 | 39.299        | <u>166.7</u> | 2:04.435        | 208.5        | 10                 | 28.351        | 124.7        | 1:00.539 | 154.1        | 39.877 | 162.2 | 2:08.767 | 201.1     |
| 5   | 28.025         | 126.8 | 57.332        | 156.1 | <u>39.067</u> | 164.6        | 2:04.424        | 210.5        | 11                 | 28.288        | 127.4        | 1:00.874 | 153.8        | 39.727 | 154.9 | 2:08.889 | 155.4     |
| 6   | 28.192         | 127.8 | 58.495        | 152.8 | 40.881        | 161.7        | 2:07.568        | 209.3        | 12                 |               |              |          |              |        |       |          |           |

# ADAC Hockenheim Historic "Das Jim Clark Revival"

Badischer Motorsport Club e.V. im DMV

HIST-14825 / 25

DRM Revival

Laps and Sector Times - Race 1

9 - 11 May 2025

Hockenheim GP - 4574 mtr.

| 202 Gerhard Füller |        |       |        |       |        |       |          |           | BMW 2002 Gruppe 2 |        |       |        |       |        |       |          |           |
|--------------------|--------|-------|--------|-------|--------|-------|----------|-----------|-------------------|--------|-------|--------|-------|--------|-------|----------|-----------|
| 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                  | 31.382 | 123.0 | 57.322 | 157.4 | 38.822 | 167.4 | 2:07.526 | 203.8     | 7                 | 26.817 | 135.2 | 55.468 | 159.8 | 37.810 |       | 2:00.095 | 194.2     |
| 2                  | 29.041 | 125.4 | 57.663 | 155.8 | 37.601 |       | 2:04.305 | 204.5     | 8                 | 26.468 |       | 55.537 | 164.6 | 37.094 | 177.6 | 1:59.099 | 197.4     |
| 3                  | 26.459 | 130.1 | 55.710 | 161.7 | 38.447 |       | 2:00.616 | 203.0     | 9                 | 26.145 |       | 55.072 | 161.7 | 37.478 |       | 1:58.695 | 205.7     |
| 4                  | 26.546 | 134.2 | 55.572 | 162.4 | 37.535 |       | 1:59.653 | 197.4     | 10                | 26.431 |       | 55.055 | 161.2 | 37.722 |       | 1:59.208 | 194.2     |
| 5                  | 26.508 | 134.3 | 55.955 | 161.0 | 37.584 |       | 2:00.047 | 200.0     | 11                | 26.154 | 126.2 | 57.002 | 163.1 | 38.320 |       | 2:01.476 | 201.9     |
| 6                  | 26.733 | 132.4 | 56.502 | 162.4 | 37.652 | 168.8 | 2:00.887 | 191.8     | 12                |        |       |        |       |        |       |          |           |

  

| 247 Michael Uelwer |        |       |          |       |        |       |          |           | BMW 320/4 |        |       |          |       |        |       |          |           |
|--------------------|--------|-------|----------|-------|--------|-------|----------|-----------|-----------|--------|-------|----------|-------|--------|-------|----------|-----------|
| 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                  | 33.175 | 121.1 | 1:00.521 | 149.4 | 40.797 | 157.0 | 2:14.493 | 197.4     | 6         | 28.859 | 127.8 | 1:00.081 | 149.8 | 40.488 | 156.3 | 2:09.428 | 191.5     |
| 2                  | 29.155 | 125.1 | 1:00.278 | 151.7 | 40.447 | 156.1 | 2:09.880 | 198.2     | 7         | 29.545 | 126.5 | 1:02.209 | 151.3 | 40.188 | 155.8 | 2:11.942 | 180.9     |
| 3                  | 28.744 | 126.3 | 1:00.013 | 151.7 | 40.658 | 155.6 | 2:09.415 | 194.9     | 8         | 28.493 | 127.8 | 59.563   | 151.5 | 40.423 | 154.5 | 2:08.479 | 194.2     |
| 4                  | 28.629 | 128.6 | 59.363   | 151.7 | 40.247 | 157.4 | 2:08.239 | 192.2     | 9         | 28.602 |       | 59.800   | 150.0 | 41.008 | 154.9 | 2:09.410 | 191.5     |
| 5                  | 28.414 | 128.4 | 59.414   | 152.3 | 40.175 | 155.8 | 2:08.003 | 193.9     | 10        | 28.339 | 128.1 | 1:01.448 | 141.0 | 40.985 | 146.3 | 2:10.772 | 191.5     |

  

| 249 Oliver Steinmetz |        |       |          |       |        |       |          |           | Opel Com modore |        |       |          |       |        |       |          |           |
|----------------------|--------|-------|----------|-------|--------|-------|----------|-----------|-----------------|--------|-------|----------|-------|--------|-------|----------|-----------|
| 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                    | 34.077 | 117.3 | 1:03.017 | 142.3 | 41.028 | 153.8 | 2:18.122 | 179.1     | 6               | 30.046 | 120.4 | 1:00.388 | 144.8 | 41.516 | 146.9 | 2:11.950 | 179.7     |
| 2                    | 30.160 | 118.9 | 1:02.727 | 142.3 | 41.927 | 152.8 | 2:14.814 | 187.2     | 7               | 29.832 | 123.3 | 1:03.229 | 146.5 | 41.696 | 151.0 | 2:14.757 | 179.1     |
| 3                    | 30.037 | 122.0 | 1:01.973 | 142.7 | 41.848 | 152.8 | 2:13.858 | 188.8     | 8               | 29.443 |       | 1:03.119 | 144.6 | 41.527 | 150.8 | 2:14.089 | 175.9     |
| 4                    | 29.637 | 122.6 | 1:01.005 | 144.0 | 41.778 | 156.1 | 2:12.420 | 183.4     | 9               | 29.396 |       | 1:02.973 | 137.4 | 45.212 | 152.5 | 2:17.581 | 180.9     |
| 5                    | 29.652 | 121.6 | 1:00.896 | 147.3 | 41.451 | 154.1 | 2:11.999 | 189.1     | 10              | 30.646 | 111.3 | 1:07.251 | 137.2 | 42.601 | 156.1 | 2:20.498 | 136.2     |

  

| 638 Manfred Niederhof |        |       |        |       |        |       |          |           | Porsche 934/5 |        |       |        |       |        |       |          |           |
|-----------------------|--------|-------|--------|-------|--------|-------|----------|-----------|---------------|--------|-------|--------|-------|--------|-------|----------|-----------|
| 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                     | 30.936 | 122.7 | 55.263 | 175.3 | 39.931 | 196.4 | 2:06.130 | 225.0     | 7             | 26.679 | 132.0 | 52.934 | 180.0 | 39.053 | 191.2 | 1:58.666 | 240.5     |
| 2                     | 27.692 | 131.9 | 53.765 | 177.0 | 39.775 | 194.2 | 2:01.232 | 232.3     | 8             | 26.536 | 131.4 | 53.653 | 174.5 | 39.071 | 191.2 | 1:59.260 | 247.1     |
| 3                     | 27.467 | 123.9 | 55.105 | 176.2 | 39.218 | 198.5 | 2:01.790 | 218.6     | 9             | 26.474 | 128.6 | 53.314 | 178.8 | 39.262 | 190.8 | 1:59.050 | 238.9     |
| 4                     | 26.607 | 135.3 | 53.043 | 186.9 | 38.159 | 206.1 | 1:57.809 | 242.7     | 10            | 26.670 |       | 53.347 | 177.6 | 38.982 | 191.8 | 1:58.999 | 232.3     |
| 5                     | 26.403 | 134.0 | 52.368 | 180.9 | 38.935 | 188.8 | 1:57.706 | 248.3     | 11            | 26.791 | 135.3 | 55.489 | 171.2 | 39.064 | 193.9 | 2:01.344 | 227.8     |
| 6                     | 26.671 | 129.0 | 54.133 | 175.9 | 38.643 | 196.0 | 1:59.447 | 229.8     | 12            |        |       |        |       |        |       |          |           |

  

| 666 Reiner Zimmermann |        |       |        |       |        |       |          |           | Opel Manta B |        |       |        |       |        |       |          |           |
|-----------------------|--------|-------|--------|-------|--------|-------|----------|-----------|--------------|--------|-------|--------|-------|--------|-------|----------|-----------|
| 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                     | 31.696 | 124.0 | 57.362 | 158.8 | 38.496 | 164.4 | 2:07.554 | 216.0     | 7            | 26.728 | 130.8 | 56.162 | 159.5 | 38.897 | 163.4 | 2:01.787 | 200.4     |
| 2                     | 28.213 | 125.3 | 57.695 | 146.3 | 38.880 | 164.4 | 2:04.788 | 216.0     | 8            | 26.961 |       | 56.218 | 158.1 | 38.740 | 164.6 | 2:01.919 | 209.7     |
| 3                     | 26.865 | 130.0 | 56.572 | 156.7 | 38.594 | 163.1 | 2:02.031 | 210.9     | 9            | 26.391 |       | 56.497 | 157.9 | 38.012 | 162.7 | 2:00.900 | 209.7     |
| 4                     | 27.629 | 128.7 | 56.583 | 158.6 | 38.635 | 159.5 | 2:02.847 | 209.3     | 10           | 26.637 | 132.5 | 55.672 | 157.0 | 38.210 | 163.4 | 2:00.519 | 211.8     |
| 5                     | 27.319 | 129.2 | 55.990 | 155.2 | 38.378 | 165.1 | 2:01.687 | 212.6     | 11           | 27.506 | 127.2 | 59.012 | 157.7 | 38.889 | 163.9 | 2:05.407 | 188.8     |
| 6                     | 26.793 | 131.5 | 56.821 | 158.6 | 37.732 | 166.2 | 2:01.346 | 212.6     | 12           |        |       |        |       |        |       |          |           |

  

| 735 Franz Straub |        |       |        |       |        |       |          |           | De Tomaso Pantera GT 4 |        |       |        |       |        |       |          |           |
|------------------|--------|-------|--------|-------|--------|-------|----------|-----------|------------------------|--------|-------|--------|-------|--------|-------|----------|-----------|
| 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                | 31.314 | 120.9 | 55.434 | 172.2 | 39.550 | 192.2 | 2:06.298 | 244.9     | 7                      | 27.138 | 131.4 | 52.997 | 178.2 | 38.539 | 189.5 | 1:58.674 | 257.1     |
| 2                | 29.751 | 139.0 | 53.279 | 175.3 | 38.224 | 192.5 | 2:01.254 | 246.6     | 8                      | 26.882 | 140.8 | 54.326 | 173.6 | 38.671 | 187.8 | 1:59.879 | 250.6     |
| 3                | 27.743 | 139.7 | 52.736 | 175.3 | 39.025 | 188.8 | 1:59.504 | 248.8     | 9                      | 27.749 | 138.3 | 52.885 | 171.7 | 39.166 | 181.8 | 1:59.800 | 255.3     |
| 4                | 27.124 | 151.9 | 53.807 | 173.9 | 38.736 | 189.8 | 1:59.667 | 254.7     | 10                     | 28.975 | 142.1 | 53.681 | 167.2 | 39.277 | 184.9 | 2:01.933 | 247.7     |
| 5                | 29.218 | 142.3 | 53.222 | 175.3 | 38.363 | 188.8 | 2:00.803 | 254.7     | 11                     | 27.129 | 141.4 | 55.253 | 164.1 | 39.561 | 189.5 | 2:01.943 | 249.4     |
| 6                | 26.876 | 150.4 | 52.380 | 176.2 | 38.727 | 188.2 | 1:57.983 | 259.0     | 12                     |        |       |        |       |        |       |          |           |

  

| 930 Manfredo Rossi Di Montelera |        |       |        |       |        |       |          |           | Porsche GT Car |        |       |        |       |        |       |          |           |
|---------------------------------|--------|-------|--------|-------|--------|-------|----------|-----------|----------------|--------|-------|--------|-------|--------|-------|----------|-----------|
| 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                               |        |       |        |       |        |       | 2:00.713 |           | 7              |        |       |        |       |        |       | 1:58.865 |           |
| 2                               |        |       |        |       |        |       | 1:57.281 |           | 8              |        |       |        |       |        |       | 1:58.515 |           |
| 3                               |        |       |        |       |        |       | 1:56.875 |           | 9              |        |       |        |       |        |       | 1:58.902 |           |



# ADAC Hockenheim Historic "Das Jim Clark Revival"

Badischer Motorsport Club e.V. im DMV

HIST-14825/25

## DRM Revival

9 - 11 May 2025

### Laps and Sector Times - Race 1

Hockenheim GP - 4574mtr.

|   |  |  |  |          |    |  |  |  |          |
|---|--|--|--|----------|----|--|--|--|----------|
| 4 |  |  |  | 1:57.856 | 10 |  |  |  | 1:59.432 |
| 5 |  |  |  | 1:58.560 | 11 |  |  |  | 2:01.686 |
| 6 |  |  |  | 1:57.953 | 12 |  |  |  |          |

