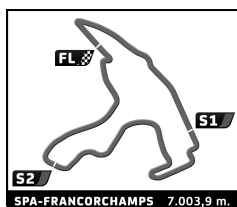


# TOUREN WAGEN C L A S S I C S



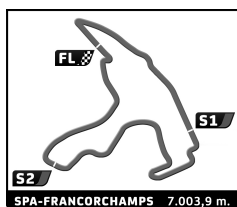
## Tourenwagen-Classics SPA SUMMER CLASSIC Qualifying 1

### Sector Analysis

Lap D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
<b>6</b> C.H.R.S.N. 1. Harald/Ralph Grohs/Bahr BMW M3 E30 DTM DTM-92							<b>28</b> 1. Michael Meyer BMW E21 Gruppe 2 Classic						
1	1	3:55.512	1:27.233	1:36.029	52.250	105.2	1	3:31.259	1:09.960	1:32.610	48.689	117.3	3:31.259
2	1	3:01.179	52.367	1:22.928	45.884	139.2	2	3:07.230	54.946	1:23.322	48.962	134.7	6:38.489
3	1	2:55.328	49.508	1:20.719	45.101	143.8	3	3:02.958	<b>53.205</b>	1:21.627	48.126	137.8	9:41.447
4	1	3:04.914	<b>B</b> 49.266	1:20.735	54.913	136.4	4	3:12.060	<b>B</b> 53.968	1:21.717	56.375	131.3	12:53.507
5	1	5:40.443	3:36.029	1:19.571	44.843	74.1	5	5:40.564	3:31.643	1:22.021	46.900	74.0	18:34.071
6	1	<b>2:50.049</b>	48.429	1:18.500	43.120	148.3	6	3:00.942	53.480	1:20.522	46.940	139.3	21:35.013
7	1	2:50.439	49.382	1:18.019	<b>43.038</b>	147.9	7	3:26.717	53.825	1:46.566	46.326	122.0	25:01.730
8	1	<b>3:05.237</b>	<b>B</b> 47.542	<b>1:17.951</b>	59.744	136.1	8	<b>3:00.351</b>	53.729	1:20.630	<b>45.992</b>	139.8	28:02.081
							9	3:00.367	53.711	<b>1:20.234</b>	46.422	139.8	31:02.448
<b>10</b> 1. Rene Ruch BMW M3 E30 DTM DTM-92							<b>41</b> 1. Prinz Leopold/Gerhard vo BMW M3 E30 Gruppe A DTM-88						
1	1	4:03.308	1:39.931	1:31.861	51.516	101.8	1	3:43.892	1:28.473	1:28.675	46.744	110.7	3:43.892
2	1	3:03.822	53.973	1:22.512	47.337	137.2	2	<b>2:52.067</b>	49.978	1:18.156	43.933	146.5	6:35.959
3	1	2:58.245	51.070	1:20.829	46.346	141.5	3	<b>2:50.276</b>	49.167	1:17.709	43.400	148.1	9:26.235
4	1	2:56.492	51.047	1:20.435	45.010	142.9	4	2:49.937	48.897	1:17.129	43.911	148.4	12:16.172
5	1	2:57.426	51.490	1:19.532	46.404	142.1	5	2:46.396	<b>48.113</b>	1:15.593	42.690	151.5	15:02.568
6	1	<b>2:55.131</b>	49.968	1:20.381	44.782	144.0	6	3:06.193	<b>B</b> 49.870	1:22.542	53.781	135.4	18:08.761
7	1	<b>2:55.698</b>	49.746	1:20.926	45.026	143.5	7	5:08.717	3:06.374	1:18.691	43.652	81.7	23:17.478
8	1	<b>2:50.543</b>	48.886	<b>1:17.587</b>	<b>44.070</b>	147.8	8	<b>2:48.293</b>	49.056	1:16.577	<b>42.660</b>	149.8	26:05.771
9	1	2:51.454	<b>48.685</b>	1:18.011	44.758	147.1	9	2:49.561	48.670	1:16.863	44.028	148.7	28:55.332
10	1	2:57.042	49.074	1:23.393	44.575	142.4	10	<b>2:47.819</b>	48.873	<b>1:15.588</b>	43.358	150.2	31:43.151
<b>22</b> 1. Riets Visser BMW E30 M3 DTM 88 DTM-88							<b>50</b> 1. Thorsten Horn BMW E46 DTC						
1	1	3:22.993	57.383	1:37.452	48.158	122.0	1	4:27.075	1:59.625	1:34.973	52.477	92.8	4:27.075
2	1	2:55.232	50.620	1:20.036	44.576	143.9	2	3:10.345	54.023	1:26.832	49.490	132.5	7:37.420
3	1	2:54.304	51.148	1:18.865	<b>44.291</b>	144.7	3	3:18.315	<b>B</b> 52.859	1:27.205	58.251	127.1	10:55.735
4	1	2:53.576	<b>50.203</b>	1:18.375	44.998	145.3	4	14:24.538	...	1:28.439	55.818	29.2	25:20.273
5	1	2:53.693	50.275	1:18.652	44.766	145.2	5	3:10.429	53.833	1:27.711	<b>48.885</b>	132.4	28:30.702
6	1	2:53.719	50.351	1:18.521	44.847	145.1	6	<b>3:08.230</b>	<b>52.470</b>	<b>1:26.616</b>	49.144	134.0	31:38.932
7	1	2:54.503	50.445	1:19.332	44.726	144.5							
8	1	2:58.445	50.210	1:23.023	45.212	141.3							
9	1	2:53.767	50.622	1:18.490	44.655	145.1							
10	1	<b>2:53.374</b>	50.434	<b>1:18.217</b>	44.723	145.4							
11	1	3:08.396	<b>B</b> 50.476	1:18.753	59.167	133.8							
<b>23</b> 2.0 Automotive 1. Moritz/Peter Horn/Obernc ALPINA M3 E30 Gr. A DTM DTM-88							<b>51</b> 1. Marc Seesing BMW M3 E30 Gruppe A DTM-88						
1	1	3:55.773	1:37.992	1:27.918	49.863	105.1	1	3:12.229	51.930	1:36.931	43.368	128.9	3:12.229
2	1	2:49.353	49.824	1:16.648	42.881	148.9	2	2:52.776	53.324	1:16.334	43.118	145.9	6:05.005
3	1	<b>2:45.759</b>	48.386	1:15.199	42.174	152.1	3	2:46.300	49.127	1:14.832	42.341	151.6	8:51.305
4	1	2:44.660	48.499	1:14.156	42.005	153.1	4	2:45.358	<b>47.988</b>	1:15.187	<b>42.183</b>	152.5	11:36.663
5	1	<b>2:53.118</b>	<b>B</b> 47.813	<b>1:14.120</b>	51.185	145.6	5	2:46.073	48.291	1:14.621	43.161	151.8	14:22.736
6	1	4:10.972	2:13.340	1:15.176	42.456	100.5	6	2:56.990	<b>B</b> 51.238	1:16.026	49.726	142.5	17:19.726
7	1	<b>2:44.268</b>	47.765	1:14.317	42.186	153.5	7	4:37.685	2:23.167	1:32.018	42.500	90.8	21:57.411
8	1	<b>2:43.713</b>	47.849	1:14.148	<b>41.716</b>	154.0	8	<b>2:44.732</b>	48.031	<b>1:14.494</b>	42.207	153.1	24:42.143
9	1	2:45.621	<b>47.488</b>	1:14.281	43.852	152.2	9	2:45.829	48.065	1:14.714	43.050	152.0	27:27.972
10	1	2:48.039	47.981	1:17.295	42.763	150.0							
<b>52</b> 1. Fred Krab BMW M3 Gr. A DTM-88													
1	1	3:26.980	1:08.944	1:31.417	46.619	119.7	1	3:26.980	1:08.944	1:31.417	46.619	119.7	3:26.980
2	1	2:52.655	50.250	1:18.818	43.587	146.0	2	2:52.655	50.250	1:18.818	43.587	146.0	6:19.635



# TOURENWAGEN CLASSICS



## Tourenwagen-Classics SPA SUMMER CLASSIC Qualifying 1

### Sector Analysis

— Invalidated Lap    ■ Personal Best    ■ Session Best    ■ Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
3	1	2:49.171	49.348	1:16.844	42.979	149.0	9:08.806	5	1	4:22.634	2:13.476	1:23.384	45.774	96.0	17:18.157
4	1	<b>2:46.795</b>	48.269	1:16.169	42.357	151.2	11:55.601	6	1	2:53.839	50.211	1:18.992	44.636	145.0	20:11.996
5	1	2:47.743	49.159	1:16.265	<b>42.319</b>	150.3	14:43.344	7	1	<b>2:52.014</b>	49.673	<b>1:18.321</b>	44.020	146.6	23:04.010
6	1	3:02.090 <b>B</b>	49.218	1:19.183	53.689	138.5	17:45.434	8	1	2:53.337	49.795	1:18.969	44.573	145.5	25:57.347
7	1	4:37.748	2:24.921	1:23.583	49.244	90.8	22:23.182	9	1	2:52.326	<b>49.420</b>	1:19.030	<b>43.876</b>	146.3	28:49.673
8	1	<b>2:47.215</b>	47.706	1:16.085	43.424	150.8	25:10.397	10	1	3:35.658 <b>B</b>	55.459	1:28.117	1:12.082	116.9	32:25.331
9	1	<b>2:45.773</b>	<b>47.652</b>	<b>1:15.773</b>	42.348	152.1	27:56.170								
10	1	2:52.821	49.537	1:16.764	46.520	145.9	30:48.991								

**54** 1. Leonard Batenburg  
BMW M3 Gr. A  
DTM-88

1	1	3:17.868	1:00.094	1:32.590	45.184	125.2	3:17.868
2	1	2:48.749	50.074	1:15.934	42.741	149.4	6:06.617
3	1	<b>2:45.709</b>	48.484	1:15.058	<b>42.167</b>	152.2	8:52.326
4	1	2:54.941 <b>B</b>	<b>47.682</b>	1:15.548	51.711	144.1	11:47.267
5	1	<b>5:07.123</b>	3:08.613	1:15.607	42.903	82.1	16:54.390
6	1	<b>2:46.408</b>	48.471	1:14.761	43.176	151.5	19:40.798
7	1	2:45.762	47.908	1:14.705	43.149	152.1	22:26.560
8	1	<b>2:47.400</b>	48.142	<b>1:14.555</b>	44.703	150.6	25:13.960
9	1	2:50.156	49.413	1:16.839	43.904	148.2	28:04.116
10	1	2:47.414	48.601	1:15.825	42.988	150.6	30:51.530

**63** 1. Jens Böhler  
BMW M3 E30 Gruppe A  
DTM-88

1	1	4:30.847	1:49.956	1:42.549	58.342	91.5	4:30.847
2	1	2:51.139	50.540	1:16.936	43.663	147.3	7:21.986
3	1	<b>2:50.961</b>	49.972	1:17.379	43.610	147.5	10:12.947
4	1	<b>2:49.549</b>	50.529	<b>1:15.683</b>	<b>43.337</b>	148.7	13:02.496
5	1	3:09.326 <b>B</b>	50.002	1:16.175	1:03.149	133.2	16:11.822
6	1	5:35.107	3:02.554	1:32.298	1:00.255	75.2	21:46.929
7	1	2:51.658	51.099	1:16.353	44.206	146.9	24:38.587
8	1	2:51.000	49.795	1:16.164	45.041	147.5	27:29.587
9	1	3:06.024 <b>B</b>	<b>49.519</b>	1:20.156	56.349	135.5	30:35.611

**66** 1. Markus Schenkl  
BMW M3 - Gruppe A / BTC  
DTM-88

1	1	5:01.556	2:08.815	1:31.314	1:21.427	82.2	5:01.556
2	1	2:56.795	51.945	1:20.244	44.606	142.6	7:58.351
3	1	2:54.189	50.792	1:19.273	<b>44.124</b>	144.8	10:52.540
4	1	2:54.050	50.290	1:19.515	44.245	144.9	13:46.590
5	1	<b>2:52.950</b>	<b>50.236</b>	1:18.562	44.152	145.8	16:39.540
6	1	3:07.296	53.346	1:21.814	52.136	134.6	19:46.836
7	1	3:09.822 <b>B</b>	55.476	1:19.652	54.694	132.8	22:56.658
8	1	6:57.638	4:50.986	1:20.917	45.735	60.4	29:54.296
9	1	2:53.167	50.792	<b>1:18.131</b>	44.244	145.6	32:47.463

**77** 1. André Nösse  
BMW M3 E30 Gruppe A  
DTM-88

1	1	3:51.141	1:20.409	1:39.970	50.762	107.2	3:51.141
2	1	<b>3:02.831</b>	52.748	1:23.669	46.414	137.9	6:53.972
3	1	2:56.020	51.172	1:20.116	44.732	143.2	9:49.992
4	1	3:05.531 <b>B</b>	50.239	1:19.809	55.483	135.9	12:55.523

**78** 1. Mark Verhaegh  
BMW M3 E30 Gruppe A  
DTM-88

1	1	3:20.874	56.540	1:37.032	47.302	123.3	3:20.874
2	1	2:56.882	52.349	1:19.372	45.161	142.5	6:17.756
3	1	2:55.831	52.166	1:18.944	44.721	143.4	9:13.587
4	1	2:57.162	51.771	1:18.900	46.491	142.3	12:10.749
5	1	2:53.313	51.573	1:18.111	<b>43.629</b>	145.5	15:04.062
6	1	2:53.933	49.719	1:19.498	44.716	145.0	17:57.995
7	1	<b>2:50.560</b>	<b>49.497</b>	1:17.360	43.703	147.8	20:48.555
8	1	3:04.473 <b>B</b>	51.078	1:19.886	53.509	136.7	23:53.028
9	1	4:00.564	1:59.841	<b>1:17.015</b>	43.708	104.8	27:53.592
10	1	2:51.114	49.661	1:17.448	44.005	147.4	30:44.706

**84** 1. Reinier van Abbe  
BMW M3 E30 Gruppe A  
DTM-88

1	1	3:22.414	55.710	1:36.571	50.133	122.4	3:22.414
2	1	3:09.165	55.797	1:23.772	49.596	133.3	6:31.579
3	1	3:09.730	56.091	<b>1:23.433</b>	50.206	132.9	9:41.309
4	1	3:20.663 <b>B</b>	55.998	1:23.898	1:00.767	125.7	13:01.972
5	1	4:27.311	2:14.135	1:23.898	49.278	94.3	17:29.283
6	1	3:10.776	57.204	1:23.934	49.638	132.2	20:40.059
7	1	3:12.289	56.749	1:25.736	49.804	131.1	23:52.348
8	1	3:09.353	55.618	1:23.980	49.755	133.2	27:01.701
9	1	<b>3:08.445</b>	<b>55.592</b>	1:23.937	<b>48.916</b>	133.8	30:10.146

**88** 1. Peter Zimmermann  
BMW 325i Gruppe A  
DTC

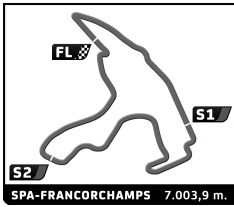
1	1	4:26.625 <b>B</b>	1:35.514	1:35.370	1:15.741	92.9	4:26.625
2	1	4:14.931	1:56.714	1:28.029	50.188	98.9	8:41.556
3	1	3:11.130	54.952	1:27.314	48.864	131.9	11:52.686
4	1	3:09.359	55.556	1:23.220	50.583	133.2	15:02.045
5	1	3:04.127	54.448	1:22.571	47.108	136.9	18:06.172
6	1	4:04.975 <b>B</b>	1:02.356	1:44.117	1:18.502	102.9	22:11.147
7	1	5:44.798	3:31.240	1:26.308	47.250	73.1	27:55.945
8	1	<b>3:01.779</b>	<b>52.993</b>	<b>1:21.743</b>	<b>47.043</b>	138.7	30:57.724

**93** 1. Steffen Lykke Gregersen  
BMW M3 E30  
DTM-92

1	1	4:11.394	2:00.972	1:27.563	42.859	98.6	4:11.394
2	1	2:50.451	48.207	1:17.581	44.663	147.9	7:01.845
3	1	2:43.068	45.752	1:15.709	41.607	154.6	9:44.913
4	1	2:43.823	48.037	1:14.752	41.034	153.9	12:28.736
5	1	<b>2:40.953</b>	<b>45.417</b>	<b>1:14.582</b>	<b>40.954</b>	156.7	15:09.689
6	1	2:45.736	45.699	1:18.269	41.768	152.1	17:55.425
7	1	2:50.290	46.789	1:16.006	47.495	148.1	20:45.715



# TOURENWAGEN CLASSICS



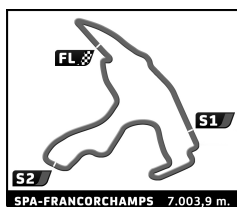
## Tourenwagen-Classics SPA SUMMER CLASSIC Qualifying 1

### Sector Analysis

Sector Analysis							Sector Analysis																																																																																																																																																						
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed																																																																																																																																														
8	1	3:00.711 <b>B</b>	49.327	1:18.373	53.011	139.5	23:46.426	7	1	2:58.776 <b>B</b>	46.695	1:15.934	56.147	141.0	19:43.278																																																																																																																																														
9	1	4:58.381	2:41.879	1:22.827	53.675	84.5	28:44.807	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>311</b> 1. Helmut Baumann VOLVO 850 T5 - 97 Kombi A-98                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>4:21.786</td><td>1:47.607</td><td>1:39.917</td><td>54.262</td><td>94.6</td><td>4:21.786</td></tr> <tr><td>2</td><td>1</td><td>3:05.327</td><td>54.807</td><td>1:24.109</td><td>46.411</td><td>136.1</td><td>7:27.113</td></tr> <tr><td>3</td><td>1</td><td>2:58.055</td><td>51.535</td><td><b>1:20.001</b></td><td>46.519</td><td>141.6</td><td>10:25.168</td></tr> <tr><td>4</td><td>1</td><td><b>3:12.684</b> <b>B</b></td><td>51.447</td><td>1:21.584</td><td>59.653</td><td>130.9</td><td>13:37.852</td></tr> <tr><td>5</td><td>1</td><td>4:34.398</td><td>2:29.004</td><td>1:20.404</td><td>44.990</td><td>91.9</td><td>18:12.250</td></tr> <tr><td>6</td><td>1</td><td>2:56.941</td><td>51.619</td><td>1:20.278</td><td>45.044</td><td>142.5</td><td>21:09.191</td></tr> <tr><td>7</td><td>1</td><td>2:57.318</td><td>50.770</td><td>1:21.608</td><td><b>44.940</b></td><td>142.2</td><td>24:06.509</td></tr> <tr><td>8</td><td>1</td><td>2:56.057</td><td><b>50.520</b></td><td>1:20.232</td><td>45.305</td><td>143.2</td><td>27:02.566</td></tr> <tr><td>9</td><td>1</td><td><b>2:55.933</b></td><td>50.670</td><td>1:20.003</td><td>45.260</td><td>143.3</td><td>29:58.499</td></tr> <tr><td>10</td><td>1</td><td>2:56.967</td><td>51.692</td><td>1:20.304</td><td>44.971</td><td>142.5</td><td>32:55.466</td></tr> </table>							1	1	4:21.786	1:47.607	1:39.917	54.262	94.6	4:21.786	2	1	3:05.327	54.807	1:24.109	46.411	136.1	7:27.113	3	1	2:58.055	51.535	<b>1:20.001</b>	46.519	141.6	10:25.168	4	1	<b>3:12.684</b> <b>B</b>	51.447	1:21.584	59.653	130.9	13:37.852	5	1	4:34.398	2:29.004	1:20.404	44.990	91.9	18:12.250	6	1	2:56.941	51.619	1:20.278	45.044	142.5	21:09.191	7	1	2:57.318	50.770	1:21.608	<b>44.940</b>	142.2	24:06.509	8	1	2:56.057	<b>50.520</b>	1:20.232	45.305	143.2	27:02.566	9	1	<b>2:55.933</b>	50.670	1:20.003	45.260	143.3	29:58.499	10	1	2:56.967	51.692	1:20.304	44.971	142.5	32:55.466																																																															
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2	1	3:05.327	54.807	1:24.109	46.411	136.1	7:27.113																																																																																																																																																						
3	1	2:58.055	51.535	<b>1:20.001</b>	46.519	141.6	10:25.168																																																																																																																																																						
4	1	<b>3:12.684</b> <b>B</b>	51.447	1:21.584	59.653	130.9	13:37.852																																																																																																																																																						
5	1	4:34.398	2:29.004	1:20.404	44.990	91.9	18:12.250																																																																																																																																																						
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7	1	2:57.318	50.770	1:21.608	<b>44.940</b>	142.2	24:06.509																																																																																																																																																						
8	1	2:56.057	<b>50.520</b>	1:20.232	45.305	143.2	27:02.566																																																																																																																																																						
9	1	<b>2:55.933</b>	50.670	1:20.003	45.260	143.3	29:58.499																																																																																																																																																						
10	1	2:56.967	51.692	1:20.304	44.971	142.5	32:55.466																																																																																																																																																						
10	1	2:43.184	47.017	1:14.806	41.361	154.5	31:27.991	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>312</b> 1. Michael Tapella VOLVO 850 T5 - 96 Kombi A-98                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>4:28.345 <b>B</b></td><td>1:42.035</td><td>1:36.042</td><td>1:10.268</td><td>92.3</td><td>4:28.345</td></tr> <tr><td>2</td><td>1</td><td>4:09.348</td><td>1:54.003</td><td>1:27.044</td><td>48.301</td><td>101.1</td><td>8:37.693</td></tr> <tr><td>3</td><td>1</td><td>3:05.862</td><td>54.299</td><td>1:24.748</td><td>46.815</td><td>135.7</td><td>11:43.555</td></tr> <tr><td>4</td><td>1</td><td>3:09.851 <b>B</b></td><td>50.750</td><td>1:21.156</td><td>57.945</td><td>132.8</td><td>14:53.406</td></tr> <tr><td>5</td><td>1</td><td>4:30.330</td><td>2:24.529</td><td>1:20.855</td><td>44.946</td><td>93.3</td><td>19:23.736</td></tr> <tr><td>6</td><td>1</td><td><b>2:53.370</b></td><td>50.229</td><td><b>1:18.514</b></td><td><b>44.627</b></td><td>145.4</td><td>22:17.106</td></tr> <tr><td>7</td><td>1</td><td>2:59.961</td><td><b>49.926</b></td><td>1:18.782</td><td>51.253</td><td>140.1</td><td>25:17.067</td></tr> <tr><td>8</td><td>1</td><td><b>3:25.315</b> <b>B</b></td><td>55.688</td><td>1:25.986</td><td>1:03.641</td><td>122.8</td><td>28:42.382</td></tr> </table>							1	1	4:28.345 <b>B</b>	1:42.035	1:36.042	1:10.268	92.3	4:28.345	2	1	4:09.348	1:54.003	1:27.044	48.301	101.1	8:37.693	3	1	3:05.862	54.299	1:24.748	46.815	135.7	11:43.555	4	1	3:09.851 <b>B</b>	50.750	1:21.156	57.945	132.8	14:53.406	5	1	4:30.330	2:24.529	1:20.855	44.946	93.3	19:23.736	6	1	<b>2:53.370</b>	50.229	<b>1:18.514</b>	<b>44.627</b>	145.4	22:17.106	7	1	2:59.961	<b>49.926</b>	1:18.782	51.253	140.1	25:17.067	8	1	<b>3:25.315</b> <b>B</b>	55.688	1:25.986	1:03.641	122.8	28:42.382																																																																															
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<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>111</b> 1. Harry Bryzmann Alfa Romeo 156 DTC                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>3:57.168</td><td>1:30.222</td><td>1:35.248</td><td>51.698</td><td>104.5</td><td>3:57.168</td></tr> <tr><td>2</td><td>1</td><td>3:06.160</td><td>54.803</td><td>1:24.073</td><td>47.284</td><td>135.4</td><td>7:03.328</td></tr> <tr><td>3</td><td>1</td><td>3:10.426 <b>B</b></td><td>51.766</td><td>1:22.409</td><td>56.251</td><td>132.4</td><td>10:13.754</td></tr> <tr><td>4</td><td>1</td><td>5:10.593</td><td>2:53.876</td><td>1:26.589</td><td>50.128</td><td>81.2</td><td>15:24.347</td></tr> <tr><td>5</td><td>1</td><td>3:01.609</td><td>53.095</td><td>1:22.624</td><td>45.890</td><td>138.8</td><td>18:25.956</td></tr> <tr><td>6</td><td>1</td><td>3:00.410</td><td>52.249</td><td>1:22.336</td><td><b>45.825</b></td><td>139.8</td><td>21:26.366</td></tr> <tr><td>7</td><td>1</td><td>3:00.783</td><td>52.322</td><td><b>1:21.391</b></td><td>47.070</td><td>139.5</td><td>24:27.149</td></tr> <tr><td>8</td><td>1</td><td><b>2:59.128</b></td><td><b>51.355</b></td><td>1:21.454</td><td>46.319</td><td>140.8</td><td>27:26.277</td></tr> <tr><td>9</td><td>1</td><td>3:10.499 <b>B</b></td><td>51.707</td><td>1:22.564</td><td>56.228</td><td>132.4</td><td>30:36.776</td></tr> </table>							1								1	3:57.168	1:30.222	1:35.248	51.698	104.5	3:57.168	2	1	3:06.160	54.803	1:24.073	47.284	135.4	7:03.328	3	1	3:10.426 <b>B</b>	51.766	1:22.409	56.251	132.4	10:13.754	4	1	5:10.593	2:53.876	1:26.589	50.128	81.2	15:24.347	5	1	3:01.609	53.095	1:22.624	45.890	138.8	18:25.956	6	1	3:00.410	52.249	1:22.336	<b>45.825</b>	139.8	21:26.366	7	1	3:00.783	52.322	<b>1:21.391</b>	47.070	139.5	24:27.149	8	1	<b>2:59.128</b>	<b>51.355</b>	1:21.454	46.319	140.8	27:26.277	9	1	3:10.499 <b>B</b>	51.707	1:22.564	56.228	132.4	30:36.776	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>201</b> 1. Roland Hölischer Mercedes 190E 2.3-16V DTC DTC                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>3:53.324</td><td>1:17.947</td><td><b>1:40.278</b></td><td><b>55.099</b></td><td>106.2</td><td>3:53.324</td></tr> <tr><td>2</td><td>1</td><td>5:55.744 <b>B</b></td><td><b>1:53.837</b></td><td>2:20.363</td><td>1:41.544</td><td>70.9</td><td>9:49.068</td></tr> </table>							1	1	3:53.324	1:17.947	<b>1:40.278</b>	<b>55.099</b>	106.2	3:53.324	2	1	5:55.744 <b>B</b>	<b>1:53.837</b>	2:20.363	1:41.544	70.9	9:49.068																																																	
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3	1	3:10.426 <b>B</b>	51.766	1:22.409	56.251	132.4	10:13.754																																																																																																																																																						
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<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>112</b> 1. Tim De Vos Nissan Skyline R32 GT-R A-88                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>4:19.225</td><td>1:53.823</td><td>1:35.700</td><td>49.702</td><td>95.6</td><td>4:19.225</td></tr> <tr><td>2</td><td>1</td><td>3:02.031</td><td>53.540</td><td>1:22.795</td><td>45.696</td><td>138.5</td><td>7:21.256</td></tr> <tr><td>3</td><td>1</td><td>2:59.178</td><td>50.991</td><td>1:22.471</td><td>45.716</td><td>140.7</td><td>10:20.434</td></tr> <tr><td>4</td><td>1</td><td><b>2:54.894</b></td><td><b>49.992</b></td><td>1:20.948</td><td><b>43.954</b></td><td>144.2</td><td>13:15.328</td></tr> <tr><td>5</td><td>1</td><td>3:05.275 <b>B</b></td><td>50.341</td><td><b>1:19.884</b></td><td>55.050</td><td>136.1</td><td>16:20.603</td></tr> <tr><td>6</td><td>1</td><td>5:26.425 <b>B</b></td><td>3:01.102</td><td>1:28.349</td><td>56.974</td><td>77.2</td><td>21:47.028</td></tr> <tr><td>7</td><td>1</td><td>3:51.792 <b>B</b></td><td>1:28.269</td><td>1:25.072</td><td>58.451</td><td>108.8</td><td>25:38.820</td></tr> </table>							1	1	4:19.225	1:53.823	1:35.700	49.702	95.6	4:19.225	2	1	3:02.031	53.540	1:22.795	45.696	138.5	7:21.256	3	1	2:59.178	50.991	1:22.471	45.716	140.7	10:20.434	4	1	<b>2:54.894</b>	<b>49.992</b>	1:20.948	<b>43.954</b>	144.2	13:15.328	5	1	3:05.275 <b>B</b>	50.341	<b>1:19.884</b>	55.050	136.1	16:20.603	6	1	5:26.425 <b>B</b>	3:01.102	1:28.349	56.974	77.2	21:47.028	7	1	3:51.792 <b>B</b>	1:28.269	1:25.072	58.451	108.8	25:38.820	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>313</b> 1. Klaus Niesen VOLVO 850 T5 - 95 Lim A-98                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>4:16.188 <b>B</b></td><td>1:24.483</td><td>1:40.934</td><td>1:10.771</td><td>96.7</td><td>4:16.188</td></tr> <tr><td>2</td><td>1</td><td>4:18.949</td><td>1:56.035</td><td>1:32.513</td><td>50.401</td><td>97.4</td><td>8:35.137</td></tr> <tr><td>3</td><td>1</td><td>3:15.680</td><td>59.301</td><td>1:28.217</td><td>48.162</td><td>128.9</td><td>11:50.817</td></tr> <tr><td>4</td><td>1</td><td><b>3:06.165</b></td><td>56.260</td><td>1:22.831</td><td>47.074</td><td>135.4</td><td>14:56.982</td></tr> <tr><td>5</td><td>1</td><td>3:03.813</td><td>53.504</td><td>1:22.785</td><td>47.524</td><td>137.2</td><td>18:00.795</td></tr> <tr><td>6</td><td>1</td><td><b>3:02.190</b></td><td>52.130</td><td>1:22.899</td><td>47.161</td><td>138.4</td><td>21:02.985</td></tr> <tr><td>7</td><td>1</td><td>3:02.548</td><td>54.311</td><td>1:22.241</td><td><b>45.996</b></td><td>138.1</td><td>24:05.533</td></tr> <tr><td>8</td><td>1</td><td>3:02.625</td><td><b>51.769</b></td><td><b>1:21.043</b></td><td>49.813</td><td>138.1</td><td>27:08.158</td></tr> <tr><td>9</td><td>1</td><td><b>3:44.460</b> <b>B</b></td><td>1:04.990</td><td>1:35.716</td><td>1:03.754</td><td>112.3</td><td>30:52.618</td></tr> </table>							1	1	4:16.188 <b>B</b>	1:24.483	1:40.934	1:10.771	96.7	4:16.188	2	1	4:18.949	1:56.035	1:32.513	50.401	97.4	8:35.137	3	1	3:15.680	59.301	1:28.217	48.162	128.9	11:50.817	4	1	<b>3:06.165</b>	56.260	1:22.831	47.074	135.4	14:56.982	5	1	3:03.813	53.504	1:22.785	47.524	137.2	18:00.795	6	1	<b>3:02.190</b>	52.130	1:22.899	47.161	138.4	21:02.985	7	1	3:02.548	54.311	1:22.241	<b>45.996</b>	138.1	24:05.533	8	1	3:02.625	<b>51.769</b>	<b>1:21.043</b>	49.813	138.1	27:08.158	9	1	<b>3:44.460</b> <b>B</b>	1:04.990	1:35.716	1:03.754	112.3	30:52.618																
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6	1	5:26.425 <b>B</b>	3:01.102	1:28.349	56.974	77.2	21:47.028																																																																																																																																																						
7	1	3:51.792 <b>B</b>	1:28.269	1:25.072	58.451	108.8	25:38.820																																																																																																																																																						
1	1	4:16.188 <b>B</b>	1:24.483	1:40.934	1:10.771	96.7	4:16.188																																																																																																																																																						
2	1	4:18.949	1:56.035	1:32.513	50.401	97.4	8:35.137																																																																																																																																																						
3	1	3:15.680	59.301	1:28.217	48.162	128.9	11:50.817																																																																																																																																																						
4	1	<b>3:06.165</b>	56.260	1:22.831	47.074	135.4	14:56.982																																																																																																																																																						
5	1	3:03.813	53.504	1:22.785	47.524	137.2	18:00.795																																																																																																																																																						
6	1	<b>3:02.190</b>	52.130	1:22.899	47.161	138.4	21:02.985																																																																																																																																																						
7	1	3:02.548	54.311	1:22.241	<b>45.996</b>	138.1	24:05.533																																																																																																																																																						
8	1	3:02.625	<b>51.769</b>	<b>1:21.043</b>	49.813	138.1	27:08.158																																																																																																																																																						
9	1	<b>3:44.460</b> <b>B</b>	1:04.990	1:35.716	1:03.754	112.3	30:52.618																																																																																																																																																						
<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>303</b> 1. Oliver Sellnick Mercedes-Benz 190 E 2.5 16v DTC                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>3:54.772</td><td>1:19.290</td><td>1:41.179</td><td>54.303</td><td>105.5</td><td>3:54.772</td></tr> <tr><td>2</td><td>1</td><td>3:29.624</td><td>1:02.979</td><td>1:33.681</td><td>52.964</td><td>120.3</td><td>7:24.396</td></tr> <tr><td>3</td><td>1</td><td>3:20.326</td><td>59.279</td><td>1:30.722</td><td>50.325</td><td>125.9</td><td>10:44.722</td></tr> <tr><td>4</td><td>1</td><td>3:18.422</td><td>57.878</td><td>1:30.530</td><td>50.014</td><td>127.1</td><td>14:03.144</td></tr> <tr><td>5</td><td>1</td><td><b>3:16.545</b></td><td>57.666</td><td><b>1:28.255</b></td><td>50.624</td><td>128.3</td><td>17:19.689</td></tr> <tr><td>6</td><td>1</td><td>3:38.089</td><td>1:17.534</td><td>1:30.750</td><td><b>49.805</b></td><td>115.6</td><td>20:57.778</td></tr> <tr><td>7</td><td>1</td><td><b>3:16.643</b></td><td>57.233</td><td>1:29.477</td><td>49.933</td><td>128.2</td><td>24:14.421</td></tr> <tr><td>8</td><td>1</td><td>3:19.007</td><td>57.687</td><td>1:29.020</td><td>52.300</td><td>126.7</td><td>27:33.428</td></tr> <tr><td>9</td><td>1</td><td>3:17.931</td><td><b>56.877</b></td><td>1:29.132</td><td>51.922</td><td>127.4</td><td>30:51.359</td></tr> </table>							1	1	3:54.772	1:19.290	1:41.179	54.303	105.5	3:54.772	2	1	3:29.624	1:02.979	1:33.681	52.964	120.3	7:24.396	3	1	3:20.326	59.279	1:30.722	50.325	125.9	10:44.722	4	1	3:18.422	57.878	1:30.530	50.014	127.1	14:03.144	5	1	<b>3:16.545</b>	57.666	<b>1:28.255</b>	50.624	128.3	17:19.689	6	1	3:38.089	1:17.534	1:30.750	<b>49.805</b>	115.6	20:57.778	7	1	<b>3:16.643</b>	57.233	1:29.477	49.933	128.2	24:14.421	8	1	3:19.007	57.687	1:29.020	52.300	126.7	27:33.428	9	1	3:17.931	<b>56.877</b>	1:29.132	51.922	127.4	30:51.359	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>325</b> Schmicke Performance 1. Max Herrig BMW 325i DTC                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>4:29.304</td><td>2:00.100</td><td>1:35.940</td><td>53.264</td><td>92.0</td><td>4:29.304</td></tr> <tr><td>2</td><td>1</td><td>3:16.460</td><td>57.871</td><td>1:27.970</td><td>50.619</td><td>128.3</td><td>7:45.764</td></tr> <tr><td>3</td><td>1</td><td>3:08.939</td><td>55.128</td><td>1:25.111</td><td>48.700</td><td>133.5</td><td>10:54.703</td></tr> <tr><td>4</td><td>1</td><td>3:19.622 <b>B</b></td><td>57.587</td><td>1:24.442</td><td>57.593</td><td>126.3</td><td>14:14.325</td></tr> <tr><td>5</td><td>1</td><td>6:13.706</td><td>4:01.457</td><td>1:23.952</td><td>48.297</td><td>67.5</td><td>20:28.031</td></tr> <tr><td>6</td><td>1</td><td>3:07.987</td><td>55.216</td><td>1:24.184</td><td>48.587</td><td>134.1</td><td>23:36.018</td></tr> <tr><td>7</td><td>1</td><td>3:07.801</td><td>55.396</td><td>1:23.749</td><td>48.656</td><td>134.3</td><td>26:43.819</td></tr> <tr><td>8</td><td>1</td><td><b>3:05.472</b></td><td><b>54.553</b></td><td><b>1:23.296</b></td><td><b>47.623</b></td><td>135.9</td><td>29:49.291</td></tr> <tr><td>9</td><td>1</td><td>3:20.649 <b>B</b></td><td>57.098</td><td>1:25.523</td><td>58.028</td><td>125.7</td><td>33:09.940</td></tr> </table>							1	1	4:29.304	2:00.100	1:35.940	53.264	92.0	4:29.304	2	1	3:16.460	57.871	1:27.970	50.619	128.3	7:45.764	3	1	3:08.939	55.128	1:25.111	48.700	133.5	10:54.703	4	1	3:19.622 <b>B</b>	57.587	1:24.442	57.593	126.3	14:14.325	5	1	6:13.706	4:01.457	1:23.952	48.297	67.5	20:28.031	6	1	3:07.987	55.216	1:24.184	48.587	134.1	23:36.018	7	1	3:07.801	55.396	1:23.749	48.656	134.3	26:43.819	8	1	<b>3:05.472</b>	<b>54.553</b>	<b>1:23.296</b>	<b>47.623</b>	135.9	29:49.291	9	1	3:20.649 <b>B</b>	57.098	1:25.523	58.028	125.7	33:09.940
1	1	3:54.772	1:19.290	1:41.179	54.303	105.5	3:54.772																																																																																																																																																						
2	1	3:29.624	1:02.979	1:33.681	52.964	120.3	7:24.396																																																																																																																																																						
3	1	3:20.326	59.279	1:30.722	50.325	125.9	10:44.722																																																																																																																																																						
4	1	3:18.422	57.878	1:30.530	50.014	127.1	14:03.144																																																																																																																																																						
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6	1	3:38.089	1:17.534	1:30.750	<b>49.805</b>	115.6	20:57.778																																																																																																																																																						
7	1	<b>3:16.643</b>	57.233	1:29.477	49.933	128.2	24:14.421																																																																																																																																																						
8	1	3:19.007	57.687	1:29.020	52.300	126.7	27:33.428																																																																																																																																																						
9	1	3:17.931	<b>56.877</b>	1:29.132	51.922	127.4	30:51.359																																																																																																																																																						
1	1	4:29.304	2:00.100	1:35.940	53.264	92.0	4:29.304																																																																																																																																																						
2	1	3:16.460	57.871	1:27.970	50.619	128.3	7:45.764																																																																																																																																																						
3	1	3:08.939	55.128	1:25.111	48.700	133.5	10:54.703																																																																																																																																																						
4	1	3:19.622 <b>B</b>	57.587	1:24.442	57.593	126.3	14:14.325																																																																																																																																																						
5	1	6:13.706	4:01.457	1:23.952	48.297	67.5	20:28.031																																																																																																																																																						
6	1	3:07.987	55.216	1:24.184	48.587	134.1	23:36.018																																																																																																																																																						
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8	1	<b>3:05.472</b>	<b>54.553</b>	<b>1:23.296</b>	<b>47.623</b>	135.9	29:49.291																																																																																																																																																						
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<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <b>304</b> 1. Dirk/Erik Van Rompuy/Qv BMW M3 E30 DTM DTM-92                 </div> <table border="1"> <tr><td>1</td><td>1</td><td>3:11.313</td><td>1:00.871</td><td>1:27.138</td><td>43.304</td><td>129.5</td><td>3:11.313</td></tr> <tr><td>2</td><td>1</td><td>2:43.567</td><td>47.517</td><td>1:14.483</td><td>41.567</td><td>154.2</td><td>5:54.880</td></tr> <tr><td>3</td><td>1</td><td><b>2:42.955</b></td><td>46.726</td><td>1:13.746</td><td>42.483</td><td>154.7</td><td>8:37.835</td></tr> <tr><td>4</td><td>1</td><td><b>2:42.733</b></td><td>47.011</td><td>1:14.089</td><td>41.633</td><td>154.9</td><td>11:20.568</td></tr> <tr><td>5</td><td>1</td><td><b>2:42.238</b></td><td>46.681</td><td>1:13.741</td><td>41.816</td><td>155.4</td><td>14:02.806</td></tr> <tr><td>6</td><td>1</td><td><b>2:41.696</b></td><td><b>46.530</b></td><td><b>1:13.732</b></td><td><b>41.434</b></td><td>155.9</td><td>16:44.502</td></tr> </table>							1	1	3:11.313	1:00.871	1:27.138	43.304	129.5	3:11.313	2	1	2:43.567	47.517	1:14.483	41.567	154.2	5:54.880	3	1	<b>2:42.955</b>	46.726	1:13.746	42.483	154.7	8:37.835	4	1	<b>2:42.733</b>	47.011	1:14.089	41.633	154.9	11:20.568	5	1	<b>2:42.238</b>	46.681	1:13.741	41.816	155.4	14:02.806	6	1	<b>2:41.696</b>	<b>46.530</b>	<b>1:13.732</b>	<b>41.434</b>	155.9	16:44.502																																																																																																							
1	1	3:11.313	1:00.871	1:27.138	43.304	129.5	3:11.313																																																																																																																																																						
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# Tourenwagen CLASSICS



## Tourenwagen-Classics SPA SUMMER CLASSIC Qualifying 1

### Sector Analysis

		— Invalidated Lap		■ Personal Best		■ Session Best		■ Crossing the pit lane								
Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	
<b>330</b>	1. Sjaco Griffioen						BMW E30 M3 DTM-92		5	1	<b>3:06.917</b>	<b>53.632</b>	1:25.645	<b>47.640</b>	134.9	16:37.128
	6	1	3:18.716	B	54.108	1:27.774	56.834	126.9	19:55.844							
	7	1	5:19.880	3:00.264	1:28.476	51.140	78.8	25:15.724								
	8	1	3:16.803	B	55.532	<b>1:24.647</b>	56.624	128.1	28:32.527							
	9	1	4:16.403	1:59.651	1:25.347	51.405	98.3	32:48.930								
	1	1	4:10.135	B	1:36.643	1:29.071	1:04.421	99.0	4:10.135							
	2	1	3:31.366	1:29.621	1:18.270	43.475	119.3	7:41.501								
	3	1	2:47.182	48.149	1:16.767	42.266	150.8	10:28.683								
	4	1	2:47.019	47.820	1:16.637	42.562	151.0	13:15.702								
	5	1	2:47.510	48.389	1:16.003	43.118	150.5	16:03.212								
	6	1	<b>2:55.649</b>	B	48.007	1:16.704	50.938	143.5	18:58.861							
7	1	4:38.643	2:39.847	1:16.690	<b>42.106</b>	90.5	23:37.504									
8	1	<b>2:46.094</b>	48.053	<b>1:15.536</b>	42.505	151.8	26:23.598									
9	1	<b>2:45.172</b>	<b>46.998</b>	1:15.835	42.339	152.7	29:08.770									
10	1	3:02.660	B	47.170	1:17.853	57.637	138.0	32:11.430								
<b>354</b>	1. Jan van Elderen						Ford Sierra Cosworth RS500 A-88		1	1	25:35.839	1:14.171	1:30.385	...	16.1	25:35.839
	2	1	2:46.869	<b>47.222</b>	1:17.122	42.525	151.1	28:22.708								
	3	1	<b>2:45.917</b>	47.338	<b>1:16.535</b>	<b>42.044</b>	152.0	31:08.625								
									1	1	25:35.839	1:14.171	1:30.385	...	16.1	25:35.839
<b>371</b>	1. Ko Koppejan						Mercedes-Benz 190 E 2.5 Evo 1 DTM-92		1	1	3:16.379	55.007	1:36.039	45.333	126.2	3:16.379
	2	1	2:54.411	52.062	1:18.349	44.000	144.6	6:10.790								
	3	1	2:50.820	50.090	1:17.804	42.926	147.6	9:01.610								
	4	1	2:49.297	49.221	<b>1:16.889</b>	43.187	148.9	11:50.907								
	5	1	<b>3:03.534</b>	B	49.057	1:17.705	56.772	137.4	14:54.441							
	6	1	5:04.018	3:02.030	1:18.969	43.019	82.9	19:58.459								
	7	1	2:49.708	49.221	1:17.039	43.448	148.6	22:48.167								
	8	1	<b>2:48.733</b>	48.713	1:17.190	<b>42.830</b>	149.4	25:36.900								
	9	1	2:49.639	<b>48.044</b>	1:17.165	44.430	148.6	28:26.539								
	10	1	2:48.770	48.079	1:17.540	43.151	149.4	31:15.309								
	<b>402</b>	ADAC Pfalz e.V. 1. Nico Ullmer						Volkswagen Lupo BTC 1600 DTC		1	1	3:52.750	1:16.546	1:40.036	56.168	106.4
2		1	3:25.005	1:06.097	1:30.198	48.710	123.0	7:17.755								
3		1	3:19.250	B	55.519	1:24.353	59.378	126.5	10:37.005							
4		1	5:23.722	3:08.828	1:24.807	50.087	77.9	16:00.727								
5		1	3:05.840	55.826	1:22.879	47.135	135.7	19:06.567								
6		1	3:02.591	53.290	1:22.775	<b>46.526</b>	138.1	22:09.158								
7		1	<b>3:07.689</b>	53.146	1:23.181	51.362	134.3	25:16.847								
8		1	3:02.920	54.037	1:21.846	47.037	137.8	28:19.767								
9		1	<b>3:00.909</b>	<b>52.803</b>	<b>1:21.281</b>	46.825	139.4	31:20.676								
								1	1	3:52.750	1:16.546	1:40.036	56.168	106.4	3:52.750	
<b>675</b>	1. Albrecht Kamenzin						BMW 325 DTC DTC		1	1	3:49.839	1:13.148	1:39.369	57.322	107.8	3:49.839
	2	1	3:16.902	57.526	1:29.640	49.736	128.1	7:06.741								
	3	1	<b>3:14.922</b>	55.992	1:27.594	51.336	129.4	10:21.663								
	4	1	3:08.548	53.865	1:25.842	48.841	133.7	13:30.211								
									1	1	3:49.839	1:13.148	1:39.369	57.322	107.8	3:49.839

