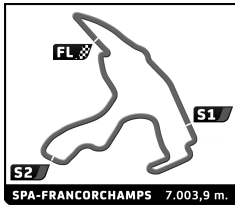


# Tourenwagen CLASSICS



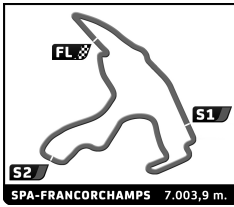
## Tourenwagen-Classics SPA SUMMER CLASSIC Qualifying 2

### 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		
<b>6</b>	<b>C.H.R.S.N.</b> 1. Harald/Ralph Grohs/Bahr BMW M3 E30 DTM DTM-92						3	1	3:02.237	<b>52.859</b>	1:21.000	48.378	138.4	9:52.609	
	4	1	3:01.679	54.621	<b>1:20.467</b>	46.591	138.8	12:54.288							
	5	1	<b>2:59.980</b>	53.314	1:20.527	<b>46.139</b>	140.1	15:54.268							
	6	1	9:43.530 <b>B</b>	53.563	1:34.430	7:15.537	43.2	25:37.798							
	7	1	3:04.834	55.018	1:22.619	47.197	136.4	28:42.632							
<b>10</b>	<b>1. Rene Ruch</b> BMW M3 E30 DTM DTM-92						1	1	3:43.660	1:25.749	1:27.153	50.758	110.8	3:43.660	
	2	1	3:00.113	53.343	1:20.741	46.029	140.0	6:43.773							
	3	1	2:58.095	51.213	1:20.286	46.596	141.6	9:41.868							
	4	1	<b>2:59.074</b>	51.447	1:21.391	46.236	140.8	12:40.942							
	5	1	3:16.310 <b>B</b>	52.031	1:21.957	1:02.322	128.4	15:57.252							
	6	1	8:55.913	6:51.943	1:19.655	44.315	47.0	24:53.165							
	7	1	2:49.994	49.892	1:16.655	43.447	148.3	27:43.159							
	8	1	<b>2:49.076</b>	49.339	<b>1:16.358</b>	<b>43.379</b>	149.1	30:32.235							
	<b>22</b>	<b>1. Riets Visser</b> BMW E30 M3 DTM 88 DTM-88						1	1	4:17.164	1:46.821	1:35.308	55.035	96.3	4:17.164
		2	1	3:11.120	54.039	1:27.285	49.796	131.9	7:28.284						
		3	1	3:06.732	52.902	1:26.178	<b>47.652</b>	135.0	10:35.016						
4		1	<b>3:06.229</b>	52.552	<b>1:25.387</b>	48.290	135.4	13:41.245							
5		1	9:09.836 <b>B</b>	<b>51.468</b>	6:39.043	1:39.325	45.9	22:51.081							
6		1	6:37.907	4:11.835	1:33.192	52.880	63.4	29:28.988							
7		1	3:24.624 <b>B</b>	53.558	1:29.459	1:01.607	123.2	32:53.612							
8		1	4:24.138 <b>B</b>				95.5	37:17.750							
<b>51</b>		<b>1. Marc Seesing</b> BMW M3 E30 Gruppe A DTM-88						1	1	3:04.078	54.309	1:26.032	43.737	134.6	3:04.078
		2	1	2:46.582	49.091	1:14.524	42.967	151.4	5:50.660						
		3	1	<b>2:53.058 B</b>	48.282	1:14.371	50.405	145.7	8:43.718						
	4	1	3:43.872	1:45.752	1:14.869	43.251	112.6	12:27.590							
	5	1	<b>2:45.548</b>	47.951	<b>1:14.186</b>	43.411	152.3	15:13.138							
	6	1	3:55.732 <b>B</b>	1:10.431	1:32.896	1:12.405	107.0	19:08.870							
	7	1	7:01.055	4:03.330	1:40.026	1:17.699	59.9	26:09.925							
	8	1	2:47.456	48.242	1:16.394	42.820	150.6	28:57.381							
	9	1	2:46.246	48.497	1:14.942	<b>42.807</b>	151.7	31:43.627							
	10	1	<b>3:17.295 B</b>	<b>47.816</b>	1:17.911	1:11.568	127.8	35:00.922							
<b>52</b>	<b>1. Fred Krab</b> BMW M3 Gr. A DTM-88						1	1	3:21.815	58.065	1:32.188	51.562	122.8	3:21.815	
	2	1	<b>2:49.835</b>	50.244	1:16.616	42.975	148.5	6:11.650							
	3	1	<b>2:46.364</b>	<b>48.255</b>	<b>1:15.367</b>	<b>42.742</b>	151.6	8:58.014							
	4	1	3:21.896 <b>B</b>	50.078	1:28.387	1:03.431	124.9	12:19.910							
<b>54</b>	<b>1. Leonard Batenburg</b> BMW M3 Gr. A DTM-88						1	1	3:45.823	1:02.712	1:47.096	56.015	109.7	3:45.823	



# Tourenwagen CLASSICS



## Tourenwagen-Classics SPA SUMMER CLASSIC Qualifying 2

### Sector Analysis

— Invalidated Lap   █ Personal Best   █ Session Best   **B** 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
2	1	2:49.004	50.887	1:15.260	42.857	149.2	6:34.827	84	1	3:25.184	59.805	1:31.980	53.399	120.7	3:25.184
3	1	2:45.039	48.426	1:14.308	<b>42.305</b>	152.8	9:19.866	2	1	3:12.512	56.838	1:25.068	50.606	131.0	6:37.696
4	1	2:44.944	47.903	1:14.530	42.511	152.9	12:04.810	3	1	3:13.252	56.112	1:25.504	51.636	130.5	9:50.948
5	1	<b>2:44.704</b>	<b>47.780</b>	<b>1:14.305</b>	42.619	153.1	14:49.514	4	1	3:10.551	56.349	1:24.400	49.802	132.3	13:01.499
6	1	3:35.872 <b>B</b>	47.844	1:19.121	1:28.907	116.8	18:25.386	5	1	3:10.265	56.113	<b>1:24.271</b>	49.881	132.5	16:11.764

<b>63</b>	1. Jens Böhler	BMW M3 E30 Gruppe A	DTM-88
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1	1	4:02.668	1:44.579	1:29.104	48.985	102.1	4:02.668
2	1	2:51.670	49.945	1:17.197	44.528	146.9	6:54.338
3	1	2:50.486	49.904	1:16.791	43.791	147.9	9:44.824
4	1	2:51.098	<b>49.426</b>	1:17.836	43.836	147.4	12:35.922
5	1	3:10.481 <b>B</b>	49.667	<b>1:16.287</b>	1:04.527	132.4	15:46.403
6	1	10:24.343	7:26.410	1:40.347	1:17.586	40.4	26:10.746
7	1	2:50.445	49.924	1:16.687	43.834	147.9	29:01.191
8	1	<b>2:49.653</b>	49.662	1:16.412	<b>43.579</b>	148.6	31:50.844
9	1	3:29.612 <b>B</b>	49.693	1:17.030	1:22.889	120.3	35:20.456

<b>66</b>	1. Markus Schenk	BMW M3 - Gruppe A / BTC	DTM-88
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1	1	4:57.407	2:03.063	1:52.636	1:01.708	83.3	4:57.407
2	1	2:57.292	51.696	1:20.141	<b>45.455</b>	142.2	7:54.699
3	1	3:28.713 <b>B</b>	55.040	1:33.304	1:00.369	120.8	11:23.412
4	1	17:32.082	...	1:19.774	57.525	24.0	28:55.494
5	1	<b>2:56.052</b>	<b>50.929</b>	1:19.597	45.526	143.2	31:51.546
6	1	3:31.374 <b>B</b>	50.930	<b>1:19.275</b>	1:21.169	119.3	35:22.920

<b>77</b>	1. André Nösse	BMW M3 E30 Gruppe A	DTM-88
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1	1	3:44.947	1:08.356	1:44.918	51.673	110.1	3:44.947
2	1	3:15.403 <b>B</b>	52.805	1:23.408	59.190	129.0	7:00.350
3	1	4:02.967	1:53.812	1:22.926	46.229	103.8	11:03.317
4	1	2:56.729	51.206	1:19.869	45.654	142.7	14:00.046
5	1	3:10.586 <b>B</b>	<b>50.653</b>	1:21.316	58.617	132.3	17:10.632
6	1	8:01.531	5:49.344	1:25.482	46.705	52.4	25:12.163
7	1	3:00.540	53.769	1:20.803	45.968	139.7	28:12.703
8	1	<b>2:55.552</b>	51.709	<b>1:19.200</b>	<b>44.643</b>	143.6	31:08.255
9	1	3:19.968 <b>B</b>	53.096	1:22.158	1:04.714	126.1	34:28.223

<b>78</b>	1. Mark Verhaegh	BMW M3 E30 Gruppe A	DTM-88
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1	1	3:20.406	58.992	1:31.700	49.714	123.6	3:20.406
2	1	2:54.031	52.136	1:17.867	44.028	144.9	6:14.437
3	1	2:53.385	50.567	1:18.573	44.245	145.4	9:07.822
4	1	2:50.468	49.917	1:16.845	43.706	147.9	11:58.290
5	1	2:50.537	49.866	1:17.095	43.576	147.9	14:48.827
6	1	3:39.182 <b>B</b>	48.899	1:19.340	1:30.943	115.0	18:28.009
7	1	6:26.020	4:22.810	1:19.180	44.030	65.3	24:54.029
8	1	2:49.541	49.439	1:16.465	43.637	148.7	27:43.570
9	1	2:50.503	49.688	1:16.611	44.204	147.9	30:34.073
10	1	<b>2:47.741</b>	<b>48.707</b>	<b>1:15.604</b>	<b>43.430</b>	150.3	33:21.814
11	1	4:00.045 <b>B</b>	1:01.821	1:40.191	1:18.033	105.0	37:21.859

<b>84</b>	1. Reinier van Abbe	BMW M3 E30 Gruppe A	DTM-88
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1	1	3:25.184	59.805	1:31.980	53.399	120.7	3:25.184
2	1	3:12.512	56.838	1:25.068	50.606	131.0	6:37.696
3	1	3:13.252	56.112	1:25.504	51.636	130.5	9:50.948
4	1	3:10.551	56.349	1:24.400	49.802	132.3	13:01.499
5	1	3:10.265	56.113	<b>1:24.271</b>	49.881	132.5	16:11.764
6	1	3:57.878 <b>B</b>	1:04.541	1:34.665	1:18.672	106.0	20:09.642
7	1	5:36.755	3:09.955	1:33.965	52.835	74.9	25:46.397
8	1	3:13.766	56.525	1:24.805	52.436	130.1	29:00.163
9	1	<b>3:10.176</b>	56.428	1:24.517	<b>49.231</b>	132.6	32:10.339
10	1	3:44.455 <b>B</b>	<b>55.940</b>	1:34.403	1:14.112	112.3	35:54.794

<b>88</b>	1. Peter Zimmermann	BMW 325i Gruppe A	DTC
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1	1	4:07.501	1:34.293	1:34.022	59.186	100.1	4:07.501
2	1	3:04.219	53.086	1:23.482	47.651	136.9	7:11.720
3	1	3:02.915	53.047	1:22.654	47.214	137.8	10:14.635
4	1	3:33.907	53.819	1:42.275	57.813	117.9	13:48.542
5	1	3:03.216	52.850	<b>1:21.820</b>	48.546	137.6	16:51.758
6	1	5:57.190 <b>B</b>	1:44.072	2:17.671	1:55.447	70.6	22:48.948
7	1	4:20.123	2:03.216	1:28.344	48.563	96.9	27:09.071
8	1	<b>3:01.124</b>	<b>52.420</b>	1:22.199	<b>46.505</b>	139.2	30:10.195
9	1	4:34.787 <b>B</b>	1:19.460	1:47.139	1:28.188	91.8	34:44.982

<b>93</b>	1. Steffen Lykke Gregersen	BMW M3 E30	DTM-92
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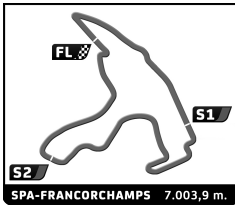
1	1	5:08.122	1:58.677	1:53.811	1:15.634	80.4	5:08.122
2	1	2:53.785	54.293	1:17.457	42.035	145.1	8:01.907
3	1	<b>2:43.904</b>	46.894	<b>1:15.413</b>	<b>41.597</b>	153.8	10:45.811
4	1	<b>2:44.609</b>	<b>46.373</b>	1:16.267	41.969	153.2	13:30.420
5	1	<b>2:45.008</b>	46.620	1:15.854	42.534	152.8	16:15.428
6	1	3:52.162 <b>B</b>	58.280	1:35.983	1:17.899	108.6	20:07.590
7	1	5:29.596	3:14.226	1:30.992	44.378	76.5	25:37.186
8	1	2:45.306	46.787	1:16.445	42.074	152.5	28:22.492
9	1	2:46.844	47.912	1:16.217	42.715	151.1	31:09.336
10	1	2:45.551	46.895	1:16.559	42.097	152.3	33:54.887

<b>111</b>	1. Harry Bryzmann	Alfa Romeo 156	DTC
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1	1	4:05.573	1:36.369	1:35.829	53.375	100.9	4:05.573
2	1	3:05.479	52.809	1:25.109	47.561	135.9	7:11.052
3	1	3:00.963	51.528	1:22.469	46.966	139.3	10:12.015
4	1	<b>3:10.142 <b>B</b></b>	51.575	1:21.211	57.356	132.6	13:22.157
5	1	6:17.447 <b>B</b>	3:12.898	1:46.335	1:18.214	66.8	19:39.604
6	1	6:04.315	3:49.549	1:26.071	48.695	69.2	25:43.919
7	1	2:57.013	<b>50.306</b>	<b>1:19.893</b>	46.814	142.4	28:40.932
8	1	<b>2:56.978</b>	50.896	1:20.054	<b>46.028</b>	142.5	31:37.910
9	1	3:26.348 <b>B</b>	52.541	1:22.040	1:11.767	122.2	35:04.258



# Tourenwagen CLASSICS



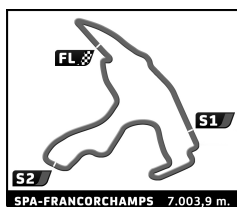
## Tourenwagen-Classics SPA SUMMER CLASSIC Qualifying 2

### 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
<b>112</b> 1. Tim De Vos Nissan Skyline R32 GT-R A-88							4 1 3:46.861 B 51.317 1:33.509 1:22.035 111.1 18:56.979								
1 1 3:51.883 1:39.204 1:24.703 47.976 106.8 3:51.883							5 1 8:10.953 6:02.801 1:21.623 46.529 51.4 27:07.932								
2 1 <b>2:52.077</b> 49.642 <b>1:18.793</b> <b>43.642</b> 146.5 6:43.960							6 1 2:57.097 51.359 1:20.585 <b>45.153</b> 142.4 30:05.029								
3 1 3:20.953 B 50.930 1:20.720 1:09.303 125.5 10:04.913							7 1 <b>2:56.269</b> <b>51.014</b> <b>1:20.048</b> 45.207 143.0 33:01.298								
4 1 5:01.130 2:50.639 1:25.023 45.468 83.7 15:06.043							8 1 4:00.208 B 54.405 1:42.752 1:23.051 105.0 37:01.506								
5 1 3:39.802 B <b>49.321</b> 1:25.422 1:25.059 114.7 18:45.845															
<b>201</b> 1. Roland Hölischer Mercedes 190E 2.3-16V DTC DTC							VOLVO 850 T5 - 96 Kombi A-98								
1 1 3:52.705 1:13.972 1:41.470 57.263 106.5 3:52.705							1 1 3:55.042 1:26.875 1:36.533 51.634 105.4 3:55.042								
2 1 3:13.330 56.989 1:26.870 49.471 130.4 7:06.035							2 1 3:20.277 58.662 1:31.452 50.163 125.9 7:15.319								
3 1 3:10.189 54.773 1:26.329 49.087 132.6 10:16.224							3 1 3:08.771 55.983 1:25.818 46.970 133.6 10:24.090								
4 1 3:08.646 54.444 1:26.273 47.929 133.7 13:24.870							4 1 <b>2:56.725</b> <b>50.590</b> 1:20.869 45.266 142.7 13:20.815								
5 1 3:07.194 54.002 1:24.671 48.521 134.7 16:32.064							5 1 <b>2:55.372</b> 50.654 <b>1:19.457</b> <b>45.261</b> 143.8 16:16.187								
6 1 4:06.340 B 1:15.922 1:41.014 1:09.404 102.4 20:38.404							6 1 3:55.743 B 1:01.085 1:36.447 1:18.211 107.0 20:11.930								
7 1 6:35.361 4:23.067 1:24.714 47.580 63.8 27:13.765															
8 1 <b>3:03.774</b> <b>53.302</b> <b>1:23.036</b> <b>47.436</b> 137.2 30:17.539							VOLVO 850 T5 - 95 Lim A-98								
9 1 3:05.950 53.565 1:24.733 47.652 135.6 33:23.489							1 1 3:59.193 1:25.207 1:39.044 54.942 103.6 3:59.193								
10 1 4:00.597 B 1:01.607 1:39.793 1:19.197 104.8 37:24.086							2 1 3:27.806 B 56.179 1:30.516 1:01.111 121.3 7:26.999								
<b>303</b> 1. Oliver Sellnick Mercedes-Benz 190 E 2.5 16v DTC							3 1 4:49.264 2:36.543 1:25.140 47.581 87.2 12:16.263								
1 1 3:54.164 1:17.842 1:41.466 54.856 105.8 3:54.164							4 1 <b>3:01.312</b> 52.522 1:21.737 47.053 139.1 15:17.575								
2 1 3:20.210 58.577 1:29.999 51.634 125.9 7:14.374							5 1 3:44.374 B <b>51.881</b> 1:38.181 1:14.312 112.4 19:01.949								
3 1 <b>3:17.866</b> 57.202 1:30.347 <b>50.317</b> 127.4 10:32.240							6 1 7:53.700 5:42.489 1:24.498 46.713 53.2 26:55.649								
4 1 3:17.947 56.907 1:30.667 50.373 127.4 13:50.187							7 1 <b>2:59.055</b> 51.961 <b>1:21.187</b> <b>45.907</b> 140.8 29:54.704								
5 1 3:45.565 B 57.179 1:30.355 1:18.031 111.8 17:35.752							8 1 3:05.807 56.350 1:22.832 46.625 135.7 33:00.511								
6 1 8:13.775 5:39.085 1:39.960 54.730 51.1 25:49.527							9 1 <b>3:57.903 B</b> 53.862 1:41.203 1:22.838 106.0 36:58.414								
7 1 3:19.752 57.912 1:31.102 50.738 126.2 29:09.279															
8 1 3:18.480 57.089 <b>1:29.689</b> 51.702 127.0 32:27.759							<b>325</b> Schmickler Performance BMW 325i DTC								
9 1 4:09.786 B <b>56.696</b> 1:47.342 1:25.748 100.9 36:37.545							1 1 5:24.764 2:59.296 1:32.288 53.180 76.3 5:24.764								
<b>304</b> 1. Dirk/Erik Van Rompuy/Qv BMW M3 E30 DTM DTM-92							2 1 3:15.646 57.718 1:27.320 50.608 128.9 8:40.410								
1 1 2:39.595 37.643 1:19.065 42.887 155.2 2:39.595							3 1 3:11.552 55.590 1:26.393 49.569 131.6 11:51.962								
2 1 2:44.370 47.326 1:14.744 42.300 153.4 5:23.965							4 1 3:20.695 B 55.535 1:26.929 58.231 125.6 15:12.657								
3 1 <b>2:43.060</b> <b>46.754</b> <b>1:14.372</b> <b>41.934</b> 154.6 8:07.025							5 1 9:51.849 7:31.253 1:27.703 52.893 42.6 25:04.506								
4 1 2:56.598 B 47.420 1:15.944 53.234 142.8 11:03.623							6 1 3:12.217 55.389 1:25.636 51.192 131.2 28:16.723								
5 1 6:26.510 B 3:53.515 1:21.983 1:11.012 65.2 17:30.133							7 1 <b>3:11.270</b> 56.608 1:25.872 <b>48.790</b> 131.8 31:27.993								
6 1 7:26.896 5:19.326 1:22.941 44.629 56.4 24:57.029							8 1 3:30.488 B <b>54.639</b> <b>1:25.139</b> 1:10.710 119.8 34:58.481								
7 1 2:52.624 48.872 1:19.273 44.479 146.1 27:49.653															
8 1 2:51.642 48.425 1:19.245 43.972 146.9 30:41.295							<b>330</b> 1. Sjaco Griffioen BMW E30 M3 DTM-92								
9 1 3:15.940 B 48.841 1:18.430 1:08.669 128.7 33:57.235							1 1 3:50.864 1:39.019 1:23.277 48.568 107.3 3:50.864								
<b>311</b> 1. Helmut Baumann VOLVO 850 T5 - 97 Kombi A-98							2 1 2:48.759 50.096 1:15.819 42.844 149.4 6:39.623								
1 1 4:54.556 B 1:24.286 1:39.003 1:51.267 84.1 4:54.556							3 1 2:45.306 47.893 1:14.697 42.716 152.5 9:24.929								
2 1 7:17.719 5:07.225 1:23.941 46.553 57.6 12:12.275							4 1 <b>2:44.180</b> <b>46.866</b> 1:14.553 42.761 153.6 12:09.109								
3 1 2:57.843 51.452 1:20.602 45.789 141.8 15:10.118							5 1 2:43.586 47.200 1:14.586 <b>41.800</b> 154.1 14:52.695								
							6 1 3:36.487 B 46.874 1:18.001 1:31.612 116.5 18:29.182								
							7 1 6:40.300 4:42.697 1:14.988 42.615 63.0 25:09.482								
							8 1 2:45.490 48.651 <b>1:14.150</b> 42.689 152.4 27:54.972								
							9 1 2:45.639 47.305 1:14.432 43.902 152.2 30:40.611								
							10 1 2:55.230 B 48.211 1:15.480 51.539 143.9 33:35.841								



# Tourenwagen CLASSICS



## Tourenwagen-Classics SPA SUMMER CLASSIC Qualifying 2

### Sector Analysis

		— Invalidated Lap		■ Personal Best		■ Session Best		B 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>354</b>		1.Jan van Elderen		Ford Sierra Cosworth RS500		A-88									
1	1	3:20.406	1:02.170	1:31.013	47.223	123.6	3:20.406								
2	1	2:44.057	46.708	1:15.464	41.885	153.7	6:04.463								
3	1	2:43.129	46.666	1:15.014	<b>41.449</b>	154.6	8:47.592								
4	1	<b>2:42.293</b>	<b>46.154</b>	<b>1:14.604</b>	41.535	155.4	11:29.885								
5	1	3:00.131 <b>B</b>	47.843	1:15.978	56.310	140.0	14:30.016								
<b>371</b>		1.Ko Koppejan		Mercedes-Benz 190 E 2.5 Evo 1		DTM-92									
1	1	3:23.272	1:01.392	1:31.103	50.777	121.9	3:23.272								
2	1	<u>2:52.030</u>	49.762	1:18.732	43.536	146.6	6:15.302								
3	1	<b>2:50.099</b>	49.161	1:17.858	<b>43.080</b>	148.2	9:05.401								
4	1	2:50.266	49.028	1:17.422	43.816	148.1	11:55.667								
5	1	3:04.014 <b>B</b>	50.479	1:18.143	55.392	137.0	14:59.681								
6	1	9:52.639	7:47.869	1:20.934	43.836	42.5	24:52.320								
7	1	<u>2:49.283</u>	48.916	1:17.267	43.100	148.9	27:41.603								
8	1	<u>2:48.696</u>	<b>48.275</b>	<b>1:17.082</b>	43.339	149.5	30:30.299								
9	1	2:50.264	48.400	1:17.454	44.410	148.1	33:20.563								
10	1	3:52.275 <b>B</b>	1:00.015	1:41.698	1:10.562	108.6	37:12.838								
<b>402</b>		ADAC Pfalz e.V. 1.Nico Ullmer		Volkswagen Lupo BTC 1600		DTC									
1	1	3:49.752	1:10.947	1:43.085	55.720	107.8	3:49.752								
2	1	3:09.800	57.607	1:24.313	47.880	132.8	6:59.552								
3	1	3:13.315 <b>B</b>	53.813	1:22.935	56.567	130.4	10:12.867								
4	1	5:08.756	2:55.728	1:24.937	48.091	81.7	15:21.623								
5	1	3:44.538 <b>B</b>	53.011	1:34.197	1:17.330	112.3	19:06.161								
6	1	7:51.209	5:40.942	1:23.239	47.028	53.5	26:57.370								
7	1	2:59.344	52.440	1:20.930	45.974	140.6	29:56.714								
8	1	<b>2:57.673</b>	52.120	<b>1:19.827</b>	<b>45.726</b>	141.9	32:54.387								
9	1	3:44.682 <b>B</b>	<b>51.667</b>	1:26.677	1:26.338	112.2	36:39.069								
<b>675</b>		1.Albrecht Kamenzin		BMW 325 DTC		DTC									
1	1	3:47.767	1:06.592	1:45.267	55.908	108.8	3:47.767								
2	1	3:10.635	55.030	1:26.089	49.516	132.3	6:58.402								
3	1	<u>3:09.614</u>	54.456	1:26.298	48.860	133.0	10:08.016								
4	1	3:17.634 <b>B</b>	53.181	<b>1:24.911</b>	59.542	127.6	13:25.650								
5	1	4:58.064 <b>B</b>	1:59.813	1:30.567	1:27.684	84.6	18:23.714								
6	1	6:59.443 <b>B</b>	4:34.496	1:27.723	57.224	60.1	25:23.157								
7	1	3:56.786	1:42.744	1:25.799	48.243	106.5	29:19.943								
8	1	<b>3:05.385</b>	53.067	1:24.929	<b>47.389</b>	136.0	32:25.328								
9	1	4:08.044 <b>B</b>	<b>53.030</b>	1:43.279	1:31.735	101.7	36:33.372								

