

## 8-HISTORIC CHAMPIONSHIP'81

### SPA SIX HOURS

#### Qualifying 2

#### Sector Analysis

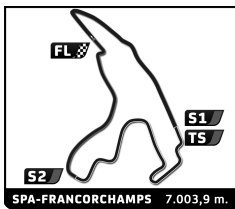
Invalidated Lap

Personal Best

Session Best

B Crossing the pit lane

| Lap                                                                          | D | Time            | Sector 1      | Sector 2        | Sector 3      | T.Spd | Elapsed   | Lap                                                                                                | D | Time            | Sector 1      | Sector 2        | Sector 3      | T.Spd | Elapsed   |
|------------------------------------------------------------------------------|---|-----------------|---------------|-----------------|---------------|-------|-----------|----------------------------------------------------------------------------------------------------|---|-----------------|---------------|-----------------|---------------|-------|-----------|
| <b>3</b> 1.Wim KUIJL<br>2.Dirk KUIJL<br>FORD Capri 3100<br>Class 33 (III)    |   |                 |               |                 |               |       |           | <b>19</b> 1.Alain JADOT<br>2.Pierre-Alain THIBAUT<br>BMW 635 Gr. A<br>Class 38 (III)               |   |                 |               |                 |               |       |           |
| 1                                                                            | 1 | 7:35.027        | 4:09.586      | 1:57.741        | 1:27.700      | 153.0 | 7:35.027  | 1                                                                                                  | 1 | 4:20.453        | 1:46.901      | 1:36.740        | 56.812        | 115.1 | 4:20.453  |
| 2                                                                            | 1 | 3:27.902        | 1:19.681      | 1:18.962        | 49.259        | 176.5 | 11:02.929 | 2                                                                                                  | 1 | 4:45.572        | 1:27.757      | 2:09.298        | 1:08.517      | 82.3  | 9:06.025  |
| 3                                                                            | 1 | 4:02.780        | <b>47.573</b> | 1:57.028        | 1:18.179      | 190.1 | 15:05.709 | 3                                                                                                  | 1 | 3:15.046        | 53.580        | 1:27.447        | 54.019        | 183.7 | 12:21.071 |
| 4                                                                            | 1 | <b>2:48.671</b> | 47.677        | <b>1:17.377</b> | 43.617        | 201.9 | 17:54.380 | 4                                                                                                  | 1 | 4:00.975        | 1:38.925      | 1:33.428        | 48.622        | 79.3  | 16:22.046 |
| 5                                                                            | 1 | 2:49.403        | 47.621        | 1:18.321        | <b>43.461</b> | 200.0 | 20:43.783 | 5                                                                                                  | 1 | <b>3:02.589</b> | <b>53.101</b> | <b>1:22.739</b> | <b>46.749</b> | 195.3 | 19:24.635 |
| 6                                                                            | 1 | 3:03.001 B      | 48.647        | 1:20.058        | 54.296        | 179.7 | 23:46.784 | 6                                                                                                  | 1 | 3:43.130 B      | 1:00.416      | 1:32.679        | 1:10.035      | 131.2 | 23:07.765 |
| <b>8</b> 1.Niklas Nico KALF<br>2.Laurits BÜHNER<br>BMW 2002<br>Class 27 (II) |   |                 |               |                 |               |       |           | <b>23</b> 1.Graham ADELMAN<br>2.George MCDONALD<br>CHEVRON B19<br>Class 40 (IV)                    |   |                 |               |                 |               |       |           |
| 1                                                                            | 1 | 3:54.582        | 1:27.069      |                 |               | 124.1 | 3:54.582  | 1                                                                                                  | 1 | 4:07.235        | 1:52.532      | 1:25.929        | 48.774        | 160.5 | 4:07.235  |
| 2                                                                            | 1 | 4:48.323        | 1:10.742      | 2:03.495        | 1:34.086      | 82.4  | 8:42.905  | 2                                                                                                  | 1 | 4:36.351        | 1:04.844      | 2:03.798        | 1:27.709      | 78.4  | 8:43.586  |
| 3                                                                            | 1 | 3:11.593        | 56.957        | 1:24.451        | 50.185        | 174.8 | 11:54.498 | 3                                                                                                  | 1 | 2:44.025        | 46.392        | 1:14.629        | 43.004        | 229.3 | 11:27.611 |
| 4                                                                            | 1 | 4:01.238        | 1:18.919      | 1:53.547        | 48.772        | 84.0  | 15:55.736 | 4                                                                                                  | 1 | 3:50.570        | 47.509        | 2:02.472        | 1:00.589      | 157.4 | 15:18.181 |
| 5                                                                            | 1 | 3:04.578        | 55.173        | 1:21.474        | 47.931        | 179.7 | 19:00.314 | 5                                                                                                  | 1 | 2:45.303        | 48.229        | 1:15.147        | 41.927        | 208.5 | 18:03.484 |
| 6                                                                            | 1 | 3:05.399        | 54.037        | 1:21.385        | 49.977        | 182.4 | 22:05.713 | 6                                                                                                  | 1 | 2:39.360        | 45.679        | 1:12.854        | <b>40.827</b> | 213.4 | 20:42.844 |
| 7                                                                            | 1 | 3:06.373        | 53.852        | 1:24.658        | 47.863        | 184.6 | 25:12.086 | 7                                                                                                  | 1 | 2:41.938        | 46.096        | 1:14.514        | 41.328        | 193.5 | 23:24.782 |
| 8                                                                            | 1 | <b>3:03.488</b> | 54.742        | <b>1:21.290</b> | <b>47.456</b> | 178.5 | 28:15.574 | 8                                                                                                  | 1 | <b>2:38.606</b> | <b>45.409</b> | <b>1:12.096</b> | 41.101        | 206.1 | 26:03.388 |
| <b>14</b> 1.Pietro TENCONI<br>2.Mario SALA<br>SHRIKE P15<br>Sports 2000 (V)  |   |                 |               |                 |               |       |           | <b>27</b> 1.Alberto FRANCESCHETTI<br>ALFA ROMEO 1750 GTAm<br>Class 27 (II)                         |   |                 |               |                 |               |       |           |
| 1                                                                            | 1 | 3:59.809        | 1:43.230      | 1:28.872        | 47.707        | 125.9 | 3:59.809  | 1                                                                                                  | 1 | 4:39.631        | 2:08.274      | 1:38.953        | 52.404        | 107.7 | 4:39.631  |
| 2                                                                            | 1 | 4:43.895        | 1:07.209      | 2:03.771        | 1:32.915      | 80.8  | 8:43.704  | 2                                                                                                  | 1 | 4:48.209        | 1:38.562      | 2:09.825        | 59.822        | 67.0  | 9:27.840  |
| 3                                                                            | 1 | <b>2:54.020</b> | <b>51.818</b> | <b>1:17.335</b> | <b>44.867</b> | 191.2 | 11:37.724 | 3                                                                                                  | 1 | 3:26.489 B      | 53.055        | 1:23.065        | 1:10.369      | 196.0 | 12:54.329 |
| 4                                                                            | 1 | 4:19.088 B      | 1:13.145      | 2:03.847        | 1:02.096      | 79.6  | 15:56.812 | 4                                                                                                  | 1 | 4:32.268        | 2:13.183      | 1:27.417        | 51.668        | 153.2 | 17:26.597 |
| 5                                                                            | 1 | 5:56.980        | 3:35.441      | 1:31.667        | 49.872        | 166.7 | 21:53.792 | 5                                                                                                  | 1 | <b>3:01.152</b> | 53.402        | 1:20.347        | <b>47.403</b> | 186.9 | 20:27.749 |
| 6                                                                            | 1 | 3:06.164        | 54.273        | 1:22.668        | 49.223        | 165.9 | 24:59.956 | 6                                                                                                  | 1 | 3:20.717        | 56.559        | 1:29.083        | 55.075        | 172.8 | 23:48.466 |
| 7                                                                            | 1 | 3:41.441 B      | 56.445        | 1:34.804        | 1:10.192      | 125.3 | 28:41.397 | 7                                                                                                  | 1 | 3:16.875        | 52.792        | 1:30.803        | 53.280        | 191.5 | 27:05.341 |
| <b>17</b> 1.Eric DOUART<br>BMW 2800CS<br>Class 28 (II)                       |   |                 |               |                 |               |       |           | <b>30</b> 1.Josef SCHIEDLBAUER<br>2.Peter OBERNDORFER<br>Porsche 911 Carrera 3.0<br>Class 37 (III) |   |                 |               |                 |               |       |           |
| 1                                                                            | 1 | 5:35.008        | 2:36.782      | 1:46.297        | 1:11.929      | 90.5  | 5:35.008  | 1                                                                                                  | 1 | 3:40.077        | 1:07.034      |                 |               | 134.8 | 3:40.077  |
| 2                                                                            | 1 | 4:22.323        | 1:27.479      | 2:03.309        | 51.535        | 85.3  | 9:57.331  | 2                                                                                                  | 1 | 4:55.061        | 55.787        | 2:20.020        | 1:39.254      | 162.2 | 8:35.138  |
| 3                                                                            | 1 | 3:48.013        | 54.552        | 1:28.623        | 1:24.838      | 164.6 | 13:45.344 | 3                                                                                                  | 1 | <b>2:59.616</b> | <b>51.787</b> | <b>1:21.670</b> | <b>46.159</b> | 193.5 | 11:34.754 |
| 4                                                                            | 1 | 3:45.454        | 1:26.342      | 1:30.684        | 48.428        | 129.7 | 17:30.798 | 4                                                                                                  | 1 | 4:25.147 B      | 1:15.657      |                 |               | 77.0  | 15:59.901 |
| 5                                                                            | 1 | 3:06.829        | 53.851        | 1:25.049        | 47.929        | 177.9 | 20:37.627 | 5                                                                                                  | 1 | 7:05.514        | 4:53.253      | 1:23.428        | 48.833        | 198.5 | 23:05.415 |
| 6                                                                            | 1 | 3:09.194        | 53.871        | 1:26.218        | 49.105        | 172.2 | 23:46.821 | 6                                                                                                  | 1 | 3:01.954        | 52.293        | 1:21.751        | 47.910        | 204.2 | 26:07.369 |
| 7                                                                            | 1 | 3:04.936        | 53.506        | 1:24.000        | <b>47.430</b> | 185.2 | 26:51.757 | 7                                                                                                  | 1 | 3:02.087        | 52.777        | 1:21.782        | 47.528        | 203.4 | 29:09.456 |
| 8                                                                            | 1 | 3:07.328        | <b>52.609</b> | 1:23.894        | 50.825        | 185.6 | 29:59.085 | 8                                                                                                  | 1 | 3:07.565        | 52.599        | 1:22.992        | 51.974        | 179.4 | 32:17.021 |
| 9                                                                            | 1 | <b>3:04.303</b> | 52.985        | <b>1:23.820</b> | 47.498        | 182.7 | 33:03.388 | <b>32</b> 1.Philipp ZAHNENBENZ<br>2.Patrick ZAHNENBENZ<br>ALFA ROMEO 1750 GTAm<br>Class 27 (II)    |   |                 |               |                 |               |       |           |
| 1                                                                            | 1 | 4:12.695        | 1:46.217      | 1:33.906        | 52.572        | 128.9 | 4:12.695  | 1                                                                                                  | 1 | 4:03.542        | 1:34.172      | 1:36.090        | 53.280        | 115.0 | 4:03.542  |
| 2                                                                            | 1 | 4:41.125        | 1:16.853      | 1:57.480        | 1:26.792      | 94.7  | 8:53.820  | 2                                                                                                  | 1 | 4:42.722        | 1:14.060      | 1:59.701        | 1:28.961      | 87.8  | 8:46.264  |
| 3                                                                            | 1 | 3:07.427        | 53.048        | 1:24.712        | 49.667        | 170.1 | 12:01.247 | 3                                                                                                  | 1 | 3:18.346        | 1:00.122      | 1:27.946        | 50.278        | 148.6 | 12:04.610 |
| 4                                                                            | 1 | 4:05.891        | 1:28.283      | 1:49.170        | 48.438        | 82.9  | 16:07.138 | 4                                                                                                  | 1 | 4:08.067        | 1:32.582      | 1:44.475        | 51.010        | 86.5  | 16:12.677 |
| 5                                                                            | 1 | 3:05.634        | 52.469        | 1:24.996        | 48.169        | 168.7 | 19:12.772 | 5                                                                                                  | 1 | <b>3:01.262</b> | 54.347        | <b>1:19.884</b> | <b>47.031</b> | 192.5 | 19:13.939 |
| 6                                                                            | 1 | <b>3:04.289</b> | <b>52.201</b> | 1:24.253        | <b>47.835</b> | 191.8 | 22:17.061 | 6                                                                                                  | 1 | 3:13.263        | <b>52.790</b> | 1:24.021        | 56.452        | 195.3 | 22:27.202 |
| 7                                                                            | 1 | 3:07.527        | 52.346        | <b>1:23.836</b> | 51.345        | 190.8 | 25:24.588 |                                                                                                    |   |                 |               |                 |               |       |           |



# 8-HISTORIC CHAMPIONSHIP'81

## SPA SIX HOURS

### Qualifying 2

### Sector Analysis

Invalidated Lap

Personal Best

Session Best

B Crossing the pit lane

| Lap | D | Time     | Sector 1 | Sector 2 | Sector 3 | T.Spd | Elapsed   | Lap | D | Time | Sector 1 | Sector 2 | Sector 3 | T.Spd | Elapsed |
|-----|---|----------|----------|----------|----------|-------|-----------|-----|---|------|----------|----------|----------|-------|---------|
| 7   | 1 | 3:05.159 | 54.387   | 1:21.696 | 49.076   | 193.2 | 25:32.361 |     |   |      |          |          |          |       |         |
| 8   | 1 | 3:03.198 | 53.401   | 1:20.433 | 49.364   | 193.2 | 28:35.559 |     |   |      |          |          |          |       |         |
| 9   | 1 | 3:04.624 | 53.287   | 1:20.824 | 50.513   | 192.9 | 31:40.183 |     |   |      |          |          |          |       |         |

|           |                  |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|-----------|------------------|---|-----------------|---------------|-----------------|---------------|-------|-----------|--|--|--|--|--|--|--|
| <b>44</b> | 1. Pedro SANCHEZ |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | Porsche 3.0 RSR  |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | Class 32 (III)   |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | 1                | 1 | 4:13.014        | 1:50.442      | 1:30.810        | 51.762        | 117.3 | 4:13.014  |  |  |  |  |  |  |  |
|           | 2                | 1 | 4:38.481        | 1:13.633      | 1:58.772        | 1:26.076      | 94.7  | 8:51.495  |  |  |  |  |  |  |  |
|           | 3                | 1 | 2:58.254        | 53.481        | 1:19.409        | <b>45.364</b> | 193.2 | 11:49.749 |  |  |  |  |  |  |  |
|           | 4                | 1 | 4:01.356        | 1:20.282      | 1:54.225        | 46.849        | 85.5  | 15:51.105 |  |  |  |  |  |  |  |
|           | 5                | 1 | 2:58.275        | 50.972        | 1:20.003        | 47.300        | 194.9 | 18:49.380 |  |  |  |  |  |  |  |
|           | 6                | 1 | 2:56.857        | 49.731        | 1:21.165        | 45.961        | 208.5 | 21:46.237 |  |  |  |  |  |  |  |
|           | 7                | 1 | 2:56.341        | <b>49.574</b> | 1:20.353        | 46.414        | 210.9 | 24:42.578 |  |  |  |  |  |  |  |
|           | 8                | 1 | <b>2:54.810</b> | 50.620        | <b>1:18.654</b> | 45.536        | 208.9 | 27:37.388 |  |  |  |  |  |  |  |
|           | 9                | 1 | 3:09.695 B      | 50.800        | 1:19.927        | 58.968        | 209.7 | 30:47.083 |  |  |  |  |  |  |  |

|           |                 |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|-----------|-----------------|---|-----------------|---------------|-----------------|---------------|-------|-----------|--|--|--|--|--|--|--|
| <b>47</b> | 1. Felix HAAS   |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | CROSSLE 47S     |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | Sports 2000 (V) |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | 1               | 1 | 5:19.080        | 2:30.586      | 1:38.306        | 1:10.188      | 122.0 | 5:19.080  |  |  |  |  |  |  |  |
|           | 2               | 1 | 4:29.302        | 1:34.137      | 2:04.597        | 50.568        | 78.4  | 9:48.382  |  |  |  |  |  |  |  |
|           | 3               | 1 | 3:12.860        | 52.599        | 1:19.307        | 1:00.954      | 179.1 | 13:01.242 |  |  |  |  |  |  |  |
|           | 4               | 1 | 3:54.741        | 1:45.372      | 1:23.379        | 45.990        | 87.3  | 16:55.983 |  |  |  |  |  |  |  |
|           | 5               | 1 | 2:58.377        | 55.023        | 1:17.919        | <b>45.435</b> | 185.2 | 19:54.360 |  |  |  |  |  |  |  |
|           | 6               | 1 | 2:54.741        | 51.409        | 1:17.027        | 46.305        | 179.4 | 22:49.101 |  |  |  |  |  |  |  |
|           | 7               | 1 | 2:54.170        | <b>50.919</b> | 1:17.579        | 45.672        | 180.3 | 25:43.271 |  |  |  |  |  |  |  |
|           | 8               | 1 | 2:56.022        | 51.230        | 1:16.771        | 48.021        | 185.2 | 28:39.293 |  |  |  |  |  |  |  |
|           | 9               | 1 | <b>2:53.936</b> | 51.599        | <b>1:16.596</b> | 45.741        | 198.5 | 31:33.229 |  |  |  |  |  |  |  |

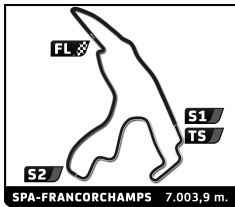
|           |                   |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|-----------|-------------------|---|-----------------|---------------|-----------------|---------------|-------|-----------|--|--|--|--|--|--|--|
| <b>48</b> | 1. Markus SCHENKL |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | GROPA CMC         |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | Class 40 (IV)     |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | 1                 | 1 | 5:17.065        | 2:05.668      | 1:49.596        | 1:21.801      | 99.4  | 5:17.065  |  |  |  |  |  |  |  |
|           | 2                 | 1 | 4:30.031        | 1:33.693      | 2:06.333        | 50.005        | 63.9  | 9:47.096  |  |  |  |  |  |  |  |
|           | 3                 | 1 | 3:09.998        | 51.645        | 1:21.230        | 57.123        | 168.7 | 12:57.094 |  |  |  |  |  |  |  |
|           | 4                 | 1 | 4:17.273        | 1:48.160      | 1:33.804        | 55.309        | 76.4  | 17:14.367 |  |  |  |  |  |  |  |
|           | 5                 | 1 | 2:59.692        | 51.403        | 1:21.254        | 47.035        | 179.7 | 20:14.059 |  |  |  |  |  |  |  |
|           | 6                 | 1 | 2:57.780        | 50.966        | 1:20.518        | 46.296        | 177.3 | 23:11.839 |  |  |  |  |  |  |  |
|           | 7                 | 1 | 2:56.868        | 50.936        | 1:19.432        | 46.500        | 176.8 | 26:08.707 |  |  |  |  |  |  |  |
|           | 8                 | 1 | <b>2:56.545</b> | <b>50.671</b> | <b>1:19.215</b> | 46.659        | 196.0 | 29:05.252 |  |  |  |  |  |  |  |
|           | 9                 | 1 | 2:56.547        | 51.086        | 1:19.754        | <b>45.707</b> | 209.3 | 32:01.799 |  |  |  |  |  |  |  |

|           |                |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|-----------|----------------|---|-----------------|---------------|-----------------|---------------|-------|-----------|--|--|--|--|--|--|--|
| <b>52</b> | 1. Andy NEWALL |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | CHEVRON B6     |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | Class 40 (IV)  |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | 1              | 1 | 2:53.005        | 50.842        | 1:18.246        | 43.917        | 169.0 | 2:53.005  |  |  |  |  |  |  |  |
|           | 2              | 1 | 3:43.879        | 48.067        | 1:26.384        | 1:29.428      | 191.5 | 6:36.884  |  |  |  |  |  |  |  |
|           | 3              | 1 | 3:49.657        | 1:47.653      | 1:19.130        | 42.874        | 82.8  | 10:26.541 |  |  |  |  |  |  |  |
|           | 4              | 1 | 3:36.980 B      | <b>46.498</b> | 1:22.238        | 1:28.244      | 198.9 | 14:03.521 |  |  |  |  |  |  |  |
|           | 5              | 1 | 3:51.158        | 1:52.714      | 1:14.820        | 43.624        | 193.2 | 17:54.679 |  |  |  |  |  |  |  |
|           | 6              | 1 | 3:09.067        | 1:04.799      | 1:20.357        | 43.911        | 104.9 | 21:03.746 |  |  |  |  |  |  |  |
|           | 7              | 1 | 2:46.094        | 47.992        | 1:15.590        | 42.512        | 193.9 | 23:49.840 |  |  |  |  |  |  |  |
|           | 8              | 1 | <b>2:43.561</b> | 46.899        | <b>1:13.793</b> | 42.869        | 190.1 | 26:33.401 |  |  |  |  |  |  |  |
|           | 9              | 1 | <b>2:42.485</b> | 46.680        | <b>1:13.732</b> | <b>42.073</b> | 198.5 | 29:15.886 |  |  |  |  |  |  |  |
|           | 10             | 1 | 2:58.935        | 49.112        | 1:20.739        | 49.084        | 180.3 | 32:14.821 |  |  |  |  |  |  |  |

|           |                         |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|-----------|-------------------------|---|-----------------|---------------|-----------------|---------------|-------|-----------|--|--|--|--|--|--|--|
| <b>54</b> | 1. Martin WAHL          |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | 2. Frank SCHMELTER-SONN |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | NSU TT                  |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | Class 30 (III)          |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | 1                       | 1 | 4:07.455        | 1:33.510      | 1:40.221        | 53.724        | 108.1 | 4:07.455  |  |  |  |  |  |  |  |
|           | 2                       | 1 | 4:46.001        | 1:18.454      | 1:58.118        | 1:29.429      | 91.9  | 8:53.456  |  |  |  |  |  |  |  |
|           | 3                       | 1 | 3:25.137        | 1:01.691      | 1:30.417        | 53.029        | 155.6 | 12:18.593 |  |  |  |  |  |  |  |
|           | 4                       | 1 | 4:05.670        | 1:34.071      | 1:39.673        | 51.926        | 100.5 | 16:24.263 |  |  |  |  |  |  |  |
|           | 5                       | 1 | <b>3:19.179</b> | <b>57.817</b> | 1:29.660        | <b>51.702</b> | 152.8 | 19:43.442 |  |  |  |  |  |  |  |
|           | 6                       | 1 | 3:31.582 B      | 58.742        | <b>1:29.160</b> | 1:03.680      | 145.0 | 23:15.024 |  |  |  |  |  |  |  |
|           | 7                       | 1 | 5:33.806        | 3:01.014      | 1:37.494        | 55.298        | 150.8 | 28:48.830 |  |  |  |  |  |  |  |
|           | 8                       | 1 | 3:23.705        | 1:00.974      | 1:30.070        | 52.661        | 157.9 | 32:12.535 |  |  |  |  |  |  |  |

|           |                       |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|-----------|-----------------------|---|-----------------|---------------|-----------------|---------------|-------|-----------|--|--|--|--|--|--|--|
| <b>58</b> | 1. Patrick WILWERT    |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | 2. Philippe VERMAST   |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | ALFA ROMEO 1750 GT-Am |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | Class 27 (II)         |   |                 |               |                 |               |       |           |  |  |  |  |  |  |  |
|           | 1                     | 1 | 7:46.650 B      | 4:14.119      | 1:57.412        | 1:35.119      | 119.6 | 7:46.650  |  |  |  |  |  |  |  |
|           | 2                     | 1 | 4:16.223        | 2:05.043      | 1:23.260        | 47.920        | 162.2 | 12:02.873 |  |  |  |  |  |  |  |
|           | 3                     | 1 | 4:00.762        | 1:25.199      | 1:48.606        | 46.957        | 88.7  | 16:03.635 |  |  |  |  |  |  |  |
|           | 4                     | 1 | 2:57.552        | 52.234        | 1:19.145        | <b>46.173</b> | 184.6 | 19:01.187 |  |  |  |  |  |  |  |
|           | 5                     | 1 | <b>2:57.110</b> | 51.638        | 1:19.066        | 46.406        | 189.8 | 21:58.297 |  |  |  |  |  |  |  |
|           | 6                     | 1 | 2:59.693        | <b>51.293</b> | 1:21.526        | 46.874        | 183.7 | 24:57.990 |  |  |  |  |  |  |  |
|           | 7                     | 1 | 3:06.045 B      | 52.159        | <b>1:18.449</b> | 55.437        | 193.2 | 28:04.035 |  |  |  |  |  |  |  |

|    |                      |          |            |          |          |          |           |           |  |  |                 |  |
|----|----------------------|----------|------------|----------|----------|----------|-----------|-----------|--|--|-----------------|--|
| 60 | 1. Elio COCCIARELLI  |          |            |          |          |          |           |           |  |  | TIGA SC85       |  |
|    | 2. Wolfgang HENSELER |          |            |          |          |          |           |           |  |  | Sports 2000 (V) |  |
|    | 1                    | 1        | 3:36.201   | 1:25.291 | 1:24.719 | 46.191   | 137.1     | 3:36.201  |  |  |                 |  |
|    | 2                    | 1        | 4:29.642   | 49.886   | 2:02.466 | 1:37.290 | 194.9     | 8:05.843  |  |  |                 |  |
|    | 3                    | 1        | 2:58.093   | 1:00.941 | 1:13.584 | 43.568   | 198.2     | 11:03.936 |  |  |                 |  |
|    | 4                    | 1        | 4:15.415 B | 48.052   | 1:56.891 | 1:30.472 | 203.4     | 15:19.351 |  |  |                 |  |
|    | 5                    | 1        | 4:31.655   | 2:33.049 | 1:14.936 | 43.670   | 201.5     | 19:51.006 |  |  |                 |  |
|    | 6                    | 1        | 2:48.139   | 49.691   | 1:14.713 | 43.735   | 204.5     | 22:39.145 |  |  |                 |  |
|    | 7                    | 1        | 2:45.880   | 48.856   | 1:13.858 | 43.166   | 208.1     | 25:25.025 |  |  |                 |  |
|    | 8                    | 1        | 2:44.911   | 48.561   | 1:13.778 | 42.572   | 210.1     | 28:09.936 |  |  |                 |  |
| 9  | 1                    | 2:44.726 | 47.886     | 1:13.368 | 43.472   | 208.9    | 30:54.662 |           |  |  |                 |  |



## 8-HISTORIC CHAMPIONSHIP'81

### SPA SIX HOURS

#### Qualifying 2

#### Sector Analysis

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

| Lap | D | Time            | Sector 1      | Sector 2        | Sector 3      | T.Sp  | Elapsed   | Lap | D | Time       | Sector 1        | Sector 2        | Sector 3        | T.Sp  | Elapsed   |
|-----|---|-----------------|---------------|-----------------|---------------|-------|-----------|-----|---|------------|-----------------|-----------------|-----------------|-------|-----------|
| 5   | 1 | 3:07.641        | 54.111        | 1:24.768        | 48.762        | 180.6 | 19:44.324 | 1   | 1 | 6:44.493   | 3:50.662        | 1:40.070        | <b>1:13.761</b> | 133.3 | 6:44.493  |
| 6   | 1 | 3:05.621        | 51.781        | 1:25.108        | 48.732        | 183.4 | 22:49.945 | 2   | 1 | 4:14.132 B | <b>1:45.079</b> | <b>1:31.474</b> | 57.579          | 74.4  | 10:58.625 |
| 7   | 1 | <b>3:02.171</b> | <b>50.738</b> | 1:24.640        | <b>46.793</b> | 178.5 | 25:52.116 | 3   | 1 | 5:02.908 B | 2:01.267        | 1:58.853        | 1:02.788        | 95.4  | 16:01.533 |
| 8   | 1 | 3:03.066        | 51.946        | <b>1:22.358</b> | 48.762        | 182.4 | 28:55.182 |     |   |            |                 |                 |                 |       |           |
| 9   | 1 | 3:02.332        | 52.044        | 1:22.633        | 47.655        | 192.5 | 31:57.514 |     |   |            |                 |                 |                 |       |           |

### 69

1. Peter PRALLER  
2. Christian DANNESBERGER

ALFA ROMEO GTA  
Class 22 (II)

|   |   |                 |               |                 |               |       |           |
|---|---|-----------------|---------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 9:39.894        | 6:39.423      | 2:05.693        | 54.778        | 78.1  | 9:39.894  |
| 2 | 1 | 3:13.594        | 51.984        | 1:21.793        | 59.817        | 197.4 | 12:53.488 |
| 3 | 1 | 3:59.121        | 1:48.441      | 1:24.077        | 46.603        | 72.9  | 16:52.609 |
| 4 | 1 | 3:07.320        | 55.281        | 1:22.920        | 49.119        | 196.0 | 19:59.929 |
| 5 | 1 | 2:56.982        | 50.339        | 1:19.895        | 46.748        | 203.8 | 22:56.911 |
| 6 | 1 | 2:55.973        | 50.195        | 1:19.507        | 46.271        | 193.2 | 25:52.884 |
| 7 | 1 | 2:54.927        | 51.017        | 1:18.111        | 45.799        | 204.9 | 28:47.811 |
| 8 | 1 | <b>2:53.114</b> | <b>49.803</b> | <b>1:17.661</b> | <b>45.650</b> | 206.5 | 31:40.925 |

### 71

1. Hans Gerd BRAUNEISER  
2. Marc ROESSLE

FORD Capri RS 2600 LW  
Class 28 (II)

|   |   |                 |               |                 |               |       |           |
|---|---|-----------------|---------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 4:32.563        | 2:05.166      | 1:33.213        | 54.184        | 134.8 | 4:32.563  |
| 2 | 1 | 4:46.016        | 1:41.495      | 2:09.695        | 54.826        | 77.0  | 9:18.579  |
| 3 | 1 | 6:34.328 B      | 51.730        | 4:38.187        | 1:04.411      | 174.2 | 15:52.907 |
| 4 | 1 | 4:59.761        | 2:41.582      | 1:29.237        | 48.942        | 138.8 | 20:52.668 |
| 5 | 1 | <b>3:04.509</b> | 54.112        | <b>1:23.037</b> | 47.360        | 163.4 | 23:57.177 |
| 6 | 1 | 3:00.359        | 51.295        | 1:22.561        | <b>46.503</b> | 173.1 | 26:57.536 |
| 7 | 1 | 3:00.366        | <b>50.353</b> | <b>1:21.134</b> | 48.879        | 172.2 | 29:57.902 |
| 8 | 1 | <b>3:00.062</b> | 50.859        | 1:22.177        | 47.026        | 175.0 | 32:57.964 |

### 74

1. Mark BATES  
2. James BATES

PORSCHE 3.0 RSR  
Class 32 (III)

|   |   |                 |               |                 |               |       |           |
|---|---|-----------------|---------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 4:25.942        | 2:11.265      | 1:27.435        | 47.242        | 121.5 | 4:25.942  |
| 2 | 1 | 4:43.122        | 1:33.760      | 2:07.785        | 1:01.577      | 77.5  | 9:09.064  |
| 3 | 1 | 2:58.945        | 49.799        | 1:21.935        | 47.211        | 194.9 | 12:08.009 |
| 4 | 1 | 4:10.423 B      | 1:31.573      | 1:44.290        | 54.560        | 85.4  | 16:18.432 |
| 5 | 1 | 4:55.450 B      | 2:40.960      | 1:20.065        | 54.425        | 181.5 | 21:13.882 |
| 6 | 1 | 4:03.463        | 2:02.305      | 1:16.633        | 44.525        | 191.2 | 25:17.345 |
| 7 | 1 | <b>2:45.226</b> | 47.414        | <b>1:15.030</b> | <b>42.782</b> | 209.7 | 28:02.571 |
| 8 | 1 | 2:45.405        | <b>47.068</b> | 1:15.121        | 43.216        | 207.7 | 30:47.976 |

### 75

1. Michel WELTER  
2. Felix FELTES

BMW 2002  
Class 27 (II)

|   |   |                 |               |                 |               |       |           |
|---|---|-----------------|---------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 5:20.600        | 2:26.199      | 1:43.986        | 1:10.415      | 128.0 | 5:20.600  |
| 2 | 1 | 4:30.359        | 1:34.113      | 2:05.531        | 50.715        | 78.3  | 9:50.959  |
| 3 | 1 | 3:44.023        | 55.985        | 1:26.627        | 1:21.411      | 182.1 | 13:34.982 |
| 4 | 1 | 3:41.200        | 1:26.540      | 1:24.092        | 50.568        | 155.2 | 17:16.182 |
| 5 | 1 | 3:04.011        | 54.828        | 1:21.256        | 47.927        | 183.7 | 20:20.193 |
| 6 | 1 | <b>3:02.597</b> | 54.757        | <b>1:20.359</b> | <b>47.481</b> | 184.6 | 23:22.790 |
| 7 | 1 | 3:10.803        | <b>54.390</b> | 1:24.074        | 52.339        | 183.1 | 26:33.593 |
| 8 | 1 | 3:18.109 B      | 55.026        | 1:22.597        | 1:00.486      | 184.0 | 29:51.702 |

### 91

1. Daniel SCHREY

PORSCHE 911 RSR  
Class 32 (III)

### 94

1. Hans LUGINBÜHL

ALFA ROMEO 1750 GT-Am  
Class 27 (II)

|   |   |                 |                 |                 |               |       |           |
|---|---|-----------------|-----------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 4:52.495        | 2:09.675        | 1:40.117        | 1:02.703      | 108.7 | 4:52.495  |
| 2 | 1 | <b>4:40.346</b> | <b>1:35.326</b> | 2:10.353        | 54.667        | 76.8  | 9:32.841  |
| 3 | 1 | 3:18.032        | 52.690          | 1:23.558        | 1:01.784      | 189.1 | 12:50.873 |
| 4 | 1 | 3:59.710        | 1:42.840        | 1:29.270        | 47.600        | 74.8  | 16:50.583 |
| 5 | 1 | <b>2:58.359</b> | 52.105          | <b>1:18.908</b> | <b>47.346</b> | 193.9 | 19:48.942 |
| 6 | 1 | <b>3:10.696</b> | 52.123          | 1:20.774        | <b>57.799</b> | 193.2 | 22:59.638 |
| 7 | 1 | <b>2:57.152</b> | <b>51.479</b>   | 1:19.252        | <b>46.421</b> | 197.1 | 25:56.790 |
| 8 | 1 | 3:03.191        | <b>51.316</b>   | 1:19.025        | 52.850        | 196.7 | 28:59.981 |
| 9 | 1 | <b>2:58.670</b> | 51.513          | 1:20.476        | 46.681        | 189.8 | 31:58.651 |

### 100

1. Hans Ulrich KAINZINGER

PORSCHE RSR 3.0  
Class 32 (III)

|   |   |                 |               |                 |               |       |           |
|---|---|-----------------|---------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 18:34.626       | ...           | 1:34.995        | 57.176        | 115.8 | 18:34.626 |
| 2 | 1 | 2:57.754        | 52.224        | 1:19.530        | 46.000        | 202.6 | 21:32.380 |
| 3 | 1 | <b>2:52.632</b> | 50.929        | 1:17.014        | <b>44.689</b> | 207.3 | 24:25.012 |
| 4 | 1 | 3:04.180 B      | <b>50.094</b> | <b>1:16.628</b> | 57.458        | 209.7 | 27:29.192 |

### 102

1. Max KAINZINGER

PORSCHE 911 ST  
Class 23 (II)

|   |   |                 |               |                 |               |       |           |
|---|---|-----------------|---------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 4:31.022        | 2:03.657      | 1:32.963        | 54.402        | 143.6 | 4:31.022  |
| 2 | 1 | 4:43.147        | 1:39.914      | 2:07.171        | 56.062        | 76.3  | 9:14.169  |
| 3 | 1 | 3:06.371        | 53.531        | 1:22.398        | 50.442        | 196.0 | 12:20.540 |
| 4 | 1 | 3:58.482        | 1:38.334      | 1:32.510        | 47.638        | 82.8  | 16:19.022 |
| 5 | 1 | 3:02.020        | 52.094        | 1:22.368        | 47.558        | 201.9 | 19:21.042 |
| 6 | 1 | 3:00.228        | 51.619        | 1:21.677        | <b>46.932</b> | 202.2 | 22:21.270 |
| 7 | 1 | 2:59.347        | <b>51.490</b> | 1:20.618        | 47.239        | 205.7 | 25:20.617 |
| 8 | 1 | 2:59.806        | 51.808        | 1:20.231        | 47.767        | 201.9 | 28:20.423 |
| 9 | 1 | <b>2:58.919</b> | 52.133        | <b>1:19.794</b> | 46.992        | 204.2 | 31:19.342 |

### 110

1. Andreas GROSSE ENTRUP

BMW 2002  
Class 27 (II)

|   |   |                 |               |                 |               |       |           |
|---|---|-----------------|---------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 4:11.787        | 1:39.603      | 1:36.897        | 55.287        | 132.0 | 4:11.787  |
| 2 | 1 | 4:43.275        | 1:19.240      | 1:56.789        | 1:27.246      | 95.2  | 8:55.062  |
| 3 | 1 | 3:15.100        | 58.372        | 1:26.578        | 50.150        | 169.0 | 12:10.162 |
| 4 | 1 | 4:06.430        | 1:31.653      | 1:43.904        | 50.873        | 83.5  | 16:16.592 |
| 5 | 1 | 3:14.121        | 58.167        | 1:25.967        | <b>49.987</b> | 176.5 | 19:30.713 |
| 6 | 1 | 3:11.765        | 57.903        | 1:23.612        | 50.250        | 173.9 | 22:42.478 |
| 7 | 1 | 3:14.129        | 57.557        | 1:26.327        | 50.245        | 166.2 | 25:56.607 |
| 8 | 1 | 3:13.718        | 57.457        | 1:24.320        | 51.941        | 177.0 | 29:10.325 |
| 9 | 1 | <b>3:11.011</b> | <b>57.109</b> | <b>1:23.439</b> | 50.463        | 177.6 | 32:21.336 |

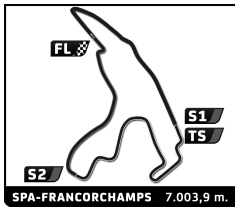
### 112

1. Horst DASENBROCK

GINETTA G12  
Class 21 (II)

|   |   |            |          |          |          |       |           |
|---|---|------------|----------|----------|----------|-------|-----------|
| 1 | 1 | 4:41.493   | 2:13.682 | 1:36.865 | 50.946   | 119.5 | 4:41.493  |
| 2 | 1 | 4:44.256   | 1:38.756 | 2:09.728 | 55.772   | 67.4  | 9:25.749  |
| 3 | 1 | 3:27.235 B | 51.441   | 1:25.464 | 1:10.330 | 161.9 | 12:52.984 |





# 8-HISTORIC CHAMPIONSHIP'81

## SPA SIX HOURS

### Qualifying 2

### Sector Analysis

Invalidated Lap

Personal Best

Session Best

B Crossing the pit lane

| Lap | D | Time              | Sector 1      | Sector 2        | Sector 3      | T.Spd | Elapsed   | Lap | D | Time     | Sector 1 | Sector 2 | Sector 3 | T.Spd | Elapsed   |
|-----|---|-------------------|---------------|-----------------|---------------|-------|-----------|-----|---|----------|----------|----------|----------|-------|-----------|
| 3   | 1 | 3:34.126          | 48.568        | 1:21.644        | 1:23.914      | 204.2 | 13:54.129 | 9   | 1 | 3:02.952 | 53.493   | 1:21.801 | 47.658   | 191.2 | 31:12.330 |
| 4   | 1 | 3:18.307          | 1:17.737      | 1:16.452        | 44.118        | 160.7 | 17:12.436 |     |   |          |          |          |          |       |           |
| 5   | 1 | 2:46.214          | 48.145        | 1:14.128        | 43.941        | 209.3 | 19:58.650 |     |   |          |          |          |          |       |           |
| 6   | 1 | <b>2:45.527</b>   | <b>47.932</b> | 1:14.524        | <b>43.071</b> | 199.6 | 22:44.177 |     |   |          |          |          |          |       |           |
| 7   | 1 | 2:46.414          | 48.722        | <b>1:13.841</b> | 43.851        | 208.5 | 25:30.591 |     |   |          |          |          |          |       |           |
| 8   | 1 | 2:49.051          | 48.953        | 1:16.261        | 43.837        | 193.9 | 28:19.642 |     |   |          |          |          |          |       |           |
| 9   | 1 | 3:01.317 <b>B</b> | 48.266        | 1:14.733        | 58.318        | 207.7 | 31:20.959 |     |   |          |          |          |          |       |           |

644

1. Patrick SCHOTT

PORSCHE 3.0 RSR

Class 32 (III)

|   |   |          |          |          |          |       |           |
|---|---|----------|----------|----------|----------|-------|-----------|
| 1 | 1 | 4:09.349 | 1:37.389 | 1:38.539 | 53.421   | 116.9 | 4:09.349  |
| 2 | 1 | 4:39.282 | 1:09.858 | 1:59.439 | 1:29.985 | 90.9  | 8:48.631  |
| 3 | 1 | 3:03.696 | 52.342   | 1:24.194 | 47.160   | 178.8 | 11:52.327 |
| 4 | 1 | 4:00.443 | 1:19.578 | 1:53.988 | 46.877   | 77.4  | 15:52.770 |
| 5 | 1 | 2:58.124 | 51.072   | 1:21.145 | 45.907   | 179.4 | 18:50.894 |
| 6 | 1 | 2:57.186 | 50.413   | 1:21.629 | 45.144   | 188.5 | 21:48.080 |
| 7 | 1 | 2:54.655 | 49.715   | 1:18.964 | 45.976   | 192.5 | 24:42.735 |
| 8 | 1 | 2:55.074 | 50.390   | 1:19.406 | 45.278   | 194.9 | 27:37.809 |
| 9 | 1 | 2:59.009 | 50.330   | 1:20.557 | 48.122   | 199.3 | 30:36.818 |

694

1. Jürgen SCHÜRGERS  
2. Klaus KLEBER

FIAT Abarth 1000 OTS  
Class 20 (II)

|   |   |          |          |          |          |       |           |
|---|---|----------|----------|----------|----------|-------|-----------|
| 1 | 1 | 4:06.401 | 1:31.672 | 1:38.405 | 56.324   | 110.2 | 4:06.401  |
| 2 | 1 | 4:44.494 | 1:13.936 | 1:59.912 | 1:30.646 | 94.8  | 8:50.895  |
| 3 | 1 | 3:25.613 | 1:00.791 | 1:30.916 | 53.906   | 161.4 | 12:16.508 |
| 4 | 1 | 4:04.333 | 1:27.639 | 1:42.776 | 53.918   | 83.9  | 16:20.841 |
| 5 | 1 | 3:24.313 | 1:00.431 | 1:29.722 | 54.160   | 158.1 | 19:45.154 |
| 6 | 1 | 3:26.117 | 1:01.413 | 1:31.085 | 53.619   | 160.2 | 23:11.271 |
| 7 | 1 | 3:25.099 | 1:01.102 | 1:30.151 | 53.846   | 154.9 | 26:36.370 |
| 8 | 1 | 3:26.481 | 1:01.370 | 1:30.280 | 54.831   | 157.2 | 30:02.851 |

728

1. Markus DÜNKELMANN

PORSCHE 911 ST  
Class 23 (II)

|   |   |           |          |          |          |       |           |
|---|---|-----------|----------|----------|----------|-------|-----------|
| 1 | 1 | 4:19.113  | 1:49.949 | 1:36.071 | 53.093   | 126.9 | 4:19.113  |
| 2 | 1 | 4:45.642  | 1:27.928 | 2:08.901 | 1:08.813 | 82.6  | 9:04.755  |
| 3 | 1 | 3:14.266  | 53.266   | 1:28.637 | 52.363   | 185.2 | 12:19.021 |
| 4 | 1 | 3:58.722  | 1:31.172 | 1:39.398 | 48.152   | 87.6  | 16:17.743 |
| 5 | 1 | 3:02.512  | 52.479   | 1:22.923 | 47.110   | 197.8 | 19:20.255 |
| 6 | 1 | 3:01.480  | 51.570   | 1:22.243 | 47.667   | 200.7 | 22:21.735 |
| 7 | 1 | 3:01.998  | 51.539   | 1:21.072 | 49.387   | 189.1 | 25:23.733 |
| 8 | 1 | 3:09.647  | 53.139   | 1:28.867 | 47.641   | 188.8 | 28:33.380 |
| 9 | 1 | 3:13.433B | 52.174   | 1:23.028 | 58.231   | 199.3 | 31:46.813 |

ALFA ROMEO 1750 GT-Am

770

1.Markus NIESTRATH

Class 27 (II)

|   |   |          |          |          |          |       |           |
|---|---|----------|----------|----------|----------|-------|-----------|
| 1 | 1 | 3:51.508 | 1:27.943 | 1:32.895 | 50.670   | 132.8 | 3:51.508  |
| 2 | 1 | 4:47.426 | 54.619   | 2:13.058 | 1:39.749 | 146.5 | 8:38.934  |
| 3 | 1 | 3:08.630 | 54.368   | 1:25.162 | 49.100   | 189.8 | 11:47.564 |
| 4 | 1 | 4:06.917 | 1:21.840 | 1:55.775 | 49.302   | 84.9  | 15:54.481 |
| 5 | 1 | 3:03.896 | 53.831   | 1:21.573 | 48.492   | 192.2 | 18:58.377 |
| 6 | 1 | 3:06.666 | 54.565   | 1:22.586 | 49.515   | 183.7 | 22:05.043 |
| 7 | 1 | 3:02.065 | 53.281   | 1:21.113 | 47.671   | 192.2 | 25:07.108 |
| 8 | 1 | 3:02.270 | 53.267   | 1:21.629 | 47.374   | 193.2 | 28:09.378 |

|     |                          |                   |          |          |          |       |           |               |
|-----|--------------------------|-------------------|----------|----------|----------|-------|-----------|---------------|
| 796 | 1.Jochen WILMS           |                   |          |          |          |       |           | Class 27 (II) |
|     | 2.Christian DANNESBERGER |                   |          |          |          |       |           |               |
| 1   | 1                        | 3:47.860          | 1:29.049 | 1:29.841 | 48.970   | 139.4 | 3:47.860  |               |
| 2   | 1                        | 4:57.343 <b>B</b> | 52.498   | 2:16.773 | 1:48.072 | 168.0 | 8:45.203  |               |
| 3   | 1                        | 4:00.114          | 1:41.809 | 1:18.673 | 59.632   | 189.8 | 12:45.317 |               |
| 4   | 1                        | 3:52.464          | 1:43.044 | 1:23.740 | 45.680   | 78.3  | 16:37.781 |               |
| 5   | 1                        | 2:55.942          | 52.858   | 1:17.464 | 45.620   | 193.9 | 19:33.723 |               |
| 6   | 1                        | 2:54.647          | 52.049   | 1:16.920 | 45.678   | 197.1 | 22:28.370 |               |
| 7   | 1                        | 2:54.261          | 50.513   | 1:16.584 | 47.164   | 200.4 | 25:22.631 |               |
| 8   | 1                        | 2:53.866          | 51.345   | 1:17.253 | 45.268   | 197.8 | 28:16.497 |               |
| 9   | 1                        | 2:53.632          | 50.429   | 1:17.197 | 46.006   | 200.4 | 31:10.129 |               |

811

1.Nick SALEWSKY  
2.Maxwell POLZLER

PORSCHE 911 RS weiss  
Class 32 (III)

|   |   |                   |               |                 |               |       |           |
|---|---|-------------------|---------------|-----------------|---------------|-------|-----------|
| 1 | 1 | 6:39.996          | 3:25.071      | 1:45.326        | 1:29.599      | 131.2 | 6:39.996  |
| 2 | 1 | 4:07.206          | 1:47.696      | 1:30.351        | 49.159        | 83.0  | 10:47.202 |
| 3 | 1 | 4:29.538 <b>B</b> | 51.432        | 1:54.556        | 1:43.550      | 184.9 | 15:16.740 |
| 4 | 1 | 3:52.204          | 1:42.648      | 1:22.249        | 47.307        | 179.1 | 19:08.944 |
| 5 | 1 | 2:59.617          | 50.822        | 1:21.384        | 47.411        | 208.5 | 22:08.561 |
| 6 | 1 | 2:58.846          | 51.185        | 1:21.582        | 46.079        | 175.0 | 25:07.407 |
| 7 | 1 | <b>2:55.805</b>   | <b>50.130</b> | <b>1:19.926</b> | <b>45.749</b> | 191.2 | 28:03.212 |
| 8 | 1 | 3:01.406          | 50.416        | 1:20.716        | 50.274        | 193.9 | 31:04.618 |

912

1.Uwe KOENZEN  
2.Jan ROTENBERGER

PORSCHE 912

Class 2 (I)

|   |   |            |          |          |          |       |           |
|---|---|------------|----------|----------|----------|-------|-----------|
| 1 | 1 | 3:43.942   | 1:07.580 |          |          | 139.0 | 3:43.942  |
| 2 | 1 | 4:59.533   | 1:03.748 | 2:14.908 | 1:40.877 | 114.3 | 8:43.475  |
| 3 | 1 | 3:45.370   | 1:06.370 | 1:36.707 | 1:02.293 | 158.1 | 12:28.845 |
| 4 | 1 | 4:21.285   | 1:41.812 | 1:43.294 | 56.179   | 77.7  | 16:50.130 |
| 5 | 1 | 3:35.559   | 1:04.215 | 1:36.164 | 55.180   | 157.7 | 20:25.689 |
| 6 | 1 | 3:32.963   | 1:02.647 | 1:34.318 | 55.998   | 164.1 | 23:58.652 |
| 7 | 1 | 3:30.099   | 1:02.687 | 1:32.309 | 55.103   | 163.1 | 27:28.751 |
| 8 | 1 | 4:09.845 B | 1:07.064 | 1:46.865 | 1:15.916 | 117.9 | 31:38.596 |