

25. - 27. MAERZ 1977

END-KLASSEMENT DLS 1 . LAUFES  
NACH 5 RUNDEN

F3 - 1. Lauf.

DM

POS NR	START NR	KLA SSE	FAHRER	FAHRZEUG	RUM DEN	GESAMTZEIT H MIN SEK	SCHMITT KM/H	HINTER FUERENDEM			SCHNELLSTE RUNDENZEIT			IN RD.
								H MIN SEK	H MIN SEK	H MIN SEK	H MIN SEK	H MIN SEK	KM/H	
1	60	11	P. C. GHINZANO/I	MARCH	5	43, 34.0	157.241				8, 29.8	161.251	4	
2	62	11	P. NECCHI/I	CHEVRON NOVA B 38	5	44, 31.9	153.834		57.9		8, 41.1	157.754	4	
3	1	11	B. SCHAEFER/D	RALT-TOYOTA RT 1	5	44, 32.4	153.805		58.4		8, 49.7	155.193	3	
4	25	11	D. VEJLUND/DK	RALT RT 1-2	5	45, 08.2	151.772	1, 34.2			8, 46.6	156.107	4	
5	52	11	H. SCHERLE/D	MARCH 753-5	5	45, 36.7	150.191	2, 02.7			8, 53.4	154.116	3	
6	10	11	U. SVENSSON/S	RALT	5	45, 44.1	149.786	2, 10.1			8, 39.9	158.118	4	
7	15	11	C. SIGURDSON/S	RALT RT 1	5	45, 56.1	149.134	2, 22.1			8, 42.5	157.332	4	
8	9	11	P. SCHARMANN/D	TOJ	5	46, 09.1	148.434	2, 35.1			9, 04.5	150.975	4	
9	6	11	J. DAUER/D	KWS-CHEVRON-BMW	5	46, 27.2	147.470	2, 53.2			8, 54.5	153.799	3	
10	49	11	W. FISCHER/D	RALT RT 1	5	46, 48.9	146.331	3, 14.9			9, 04.6	150.947	3	
11	42	11	W. SPITALER/D	JOJ-BMW	5	47, 34.1	144.013	4, 00.1			9, 12.4	148.816	3	
12	11	11	S. JOHANSSON/S	MODUS M 1	5	47, 34.5	143.993	4, 00.5			8, 55.0	153.656	4	
13	57	11	VON LOEWIS OF MENAR/D	RALT-BMW RT 1	5	47, 42.6	143.586	4, 08.6			9, 08.4	149.901	3	
14	4	11	H. BROSS/D	RALT-TOYOTA RT 1	5	47, 43.1	143.561	4, 09.1			8, 47.6	155.811	4	
15	64	11	J. FERNANDU/BRAS	CHEVRON NOVA B 38	5	47, 46.2	143.405	4, 12.2			9, 09.3	149.655	3	
16	53	11	W. LOCHER/D	RALT-BMW-HEIDEGGER RT 1	5	47, 48.7	143.280	4, 14.7			8, 57.3	152.998	3	
17	12	11	C. JONSSON/S	MARCH-TOYOTA	5	47, 50.3	143.201	4, 16.3			9, 12.1	148.896	3	
18	37	11	P. WISSKIRCHEN/D	MACO	5	47, 53.2	143.056	4, 19.2			9, 09.8	149.519	3	
19	38	11	D. HOEHN/D	MARCH-BMW	5	48, 29.5	141.271	4, 55.5			9, 18.0	147.322	3	
20	19	11	T. CARLSSON/S	RALT RT 1	5	49, 27.4	138.515	5, 53.4			9, 22.6	146.118	3	
21	35	11	R. NIGGEMEIER/D	MACO-TOYOTA	5	49, 43.3	137.546	6, 14.3			9, 39.0	141.979	4	
22	36	11	R. ROEHMERT/D	MODUS-TOJ	5	50, 29.9	135.657	6, 55.9			9, 43.8	140.811	4	
23	18	11	N. -A. CARLBORG/S	RALT RT 1-14	5	54, 58.9	124.596	11, 24.9			10, 14.6	133.755	3	
24	41	11	G. KOEBELE/D	MARCH BMW 743	4	37, 07.4	147.626	1 RU. ZU.			9, 00.8	152.008	4	
25	51	11	R. SAIER/D	MACO 375	4	37, 10.2	147.441	1 RU. ZU.			9, 04.4	151.002	4	
26	29	11	N. HUTTER/CH	RALT-BMW	4	38, 16.3	143.197	1 RU. ZU.			9, 12.5	148.789	3	
27	44	11	P. BONK/D	DERICHS 35	4	38, 43.3	141.533	1 RU. ZU.			9, 26.6	145.086	3	
28	43	11	B. HEBER/D	MACO 377	4	39, 02.5	140.014	1 RU. ZU.			9, 29.9	144.246	4	
29	50	11	G. KOELMEL/D	MARCH-NOVA 753/3	4	40, 18.4	135.967	1 RU. ZU.			9, 04.3	151.030	3	
30	8	11	D. ALBERTIN/I	KWS-MARCH	4	45, 07.6	121.444	1 RU. ZU.			8, 46.2	156.225	2	
31	65	11	E. DE ANGELIS/I	CHEVRON NOVA B 38	3	26, 37.1	154.416	2 RU. ZU.			8, 41.7	157.573	3	
32	45	11	G. HOELKER/D	GRD 376	3	34, 02.2	120.760	2 RU. ZU.			9, 43.7	140.830	2	

NICHT GEWERTET

33	5	11	R. DOETSCH/D	KWS-CHEVRON-BMW	2	20, 44.4	132.121	3 RU. ZU.			9, 03.7	151.197	1
34	59	11	D. KENNEDY/GB	MARCH 773	1	9, 45.3	140.451	4 RU. ZU.			9, 45.3	140.451	1
35	55	11	M. KORTEN/D	MACO	1	9, 46.3	140.211	4 RU. ZU.			9, 46.3	140.211	1
36	3	11	D. KERN/D	MACO BMW 376 B	1	9, 47.6	139.901	4 RU. ZU.			9, 47.6	139.901	1
37	11	11	L. GUNDELING	BRADWAY RT 41	1	10, 02.9	135.350	4 RU. ZU.			10, 02.9	135.350	1