

## Zeit-/Punkte - Liste für: 34. Int. ADAC Veteranenfahrt 'Neumünster' am 14.06.2009

## - Endergebnis -

St. Nr.	Kl	PI-Ges. PI - Gr PI - KI	Ktr Pkt	Pkt - N Pkt - F Pkt - G	W T	Fahrer Beifahrer Bauj.-Fahrzeug	Prüfung: Km/h-Soll: Meter :	----- 1 M ----- 24,000 2741	----- 1 E ----- 24,000 5482	----- 2 E ----- 18,000 100	----- 3 M ----- 26,000 1107	----- 3 E ----- 26,000 6875
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**Gruppe M - Motorräder**

<b>2</b>	3	26		61,090		Feddersen, Rolf-Dieter	<b>Km/h-Ist :</b>	24,789	24,946	18,848	26,471	26,366					
		12		48,872			<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>3</b>		<b>48,872</b>		1940 Zündapp KS 600	<b>Sec.-Ist :</b>	398,07	<b>13,080 S</b>	791,13	<b>31,170 S</b>	19,10	<b>,900 S</b>	150,55	<b>2,730 S</b>	938,71	<b>13,210 S</b>
<b>4</b>	2	31		95,210		Rypke, Hinrich	<b>Km/h-Ist :</b>	26,019	25,776	14,821	25,801	25,968					
		16		57,126			<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>1</b>		<b>57,126</b>		1927 BMW R 42	<b>Sec.-Ist :</b>	379,25	<b>31,900 S</b>	765,64	<b>56,660 S</b>	24,29	<b>4,290 L</b>	154,46	<b>1,180 L</b>	953,10	<b>1,180 L</b>
<b>5</b>	3	12		38,600		Regelin, Carl-Heinz	<b>Km/h-Ist :</b>	24,439	24,443	21,570	25,749	26,318					
		5		30,880			<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>2</b>		<b>30,880</b>		1941 Matchless G3/L Mi	<b>Sec.-Ist :</b>	403,77	<b>7,380 S</b>	807,39	<b>14,910 S</b>	16,69	<b>3,310 S</b>	154,77	<b>1,490 L</b>	940,41	<b>11,510 S</b>
<b>6</b>	2	40		111,380		Fricke, Benno	<b>Km/h-Ist :</b>	25,519	24,581	15,965	24,653	24,542					
		22		66,828			<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>2</b>	<b>20</b>	<b>86,828</b>		1927 BMW R 42	<b>Sec.-Ist :</b>	386,67	<b>24,480 S</b>	802,88	<b>19,420 S</b>	22,55	<b>2,550 L</b>	161,65	<b>8,370 L</b>	1008,48	<b>56,560 L</b>
<b>8</b>	3	59		128,680		Meyer, Michael	<b>Km/h-Ist :</b>	23,437	22,889	14,224	23,885	23,650					
		35		102,944			<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>6</b>	<b>20</b>	<b>122,944</b>		1932 motobecane b33a	<b>Sec.-Ist :</b>	421,03	<b>9,880 L</b>	862,22	<b>39,920 L</b>	25,31	<b>5,310 L</b>	166,85	<b>13,570 L</b>	1046,51	<b>60,000 L</b>
<b>10</b>	4	15		39,070		Oetjens, Manfred	<b>Km/h-Ist :</b>	24,530	24,599	18,499	25,883	26,247					
		6		35,163			<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>3</b>		<b>35,163</b>		1958 BMW R 26	<b>Sec.-Ist :</b>	402,27	<b>8,880 S</b>	802,28	<b>20,020 S</b>	19,46	<b>,540 S</b>	153,97	<b>,690 L</b>	942,98	<b>8,940 S</b>
<b>11</b>	4	8		9,860		Toben, Günther	<b>Km/h-Ist :</b>	24,101	24,052	15,838	25,918	26,086					
		2		8,874			<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>2</b>	<b>10</b>	<b>18,874</b>		1951 NSU Fox	<b>Sec.-Ist :</b>	409,42	<b>1,730 S</b>	820,51	<b>1,790 S</b>	22,73	<b>2,730 L</b>	153,76	<b>,480 L</b>	948,79	<b>3,130 S</b>
<b>12</b>	6	22		53,430		Bierschwall, Karl-Augu	<b>Km/h-Ist :</b>	24,635	24,422	15,451	25,377	25,424					
		9		42,744			<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>2</b>		<b>42,744</b>		1934 NSU 601 TS	<b>Sec.-Ist :</b>	400,56	<b>10,590 S</b>	808,08	<b>14,220 S</b>	23,30	<b>3,300 L</b>	157,04	<b>3,760 L</b>	973,48	<b>21,560 L</b>
<b>13</b>	6	16		44,380		Harder, Dierk	<b>Km/h-Ist :</b>	23,572	23,750	15,164	26,621	26,585					
		7		35,504		Blöhm, Rolf	<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>1</b>		<b>35,504</b>		1936 BMW R 5 m. SWG	<b>Sec.-Ist :</b>	418,61	<b>7,460 L</b>	830,95	<b>8,650 L</b>	23,74	<b>3,740 L</b>	149,70	<b>3,580 S</b>	930,97	<b>20,950 S</b>
<b>14</b>	3	11		35,550		Rittmeier, Karl-Heinz	<b>Km/h-Ist :</b>	24,412	24,359	13,590	25,618	25,791					
		4		28,440			<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>1</b>		<b>28,440</b>		1938 Göricke T 38 H	<b>Sec.-Ist :</b>	404,21	<b>6,940 S</b>	810,19	<b>12,110 S</b>	26,49	<b>6,490 L</b>	155,56	<b>2,280 L</b>	959,65	<b>7,730 L</b>
<b>16</b>	4	74		173,500		Kasper, Lothar	<b>Km/h-Ist :</b>	27,206	26,684	17,143	26,705	28,314					
		45		156,150			<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>19</b>	<b>20</b>	<b>176,150</b>		1956 Bismarck Fahrradw	<b>Sec.-Ist :</b>	362,70	<b>48,450 S</b>	739,58	<b>60,000 S</b>	21,00	<b>1,000 L</b>	149,23	<b>4,050 S</b>	874,14	<b>60,000 S</b>
<b>18</b>	4	71		178,750		Bierschwall, Bettina	<b>Km/h-Ist :</b>	22,212	22,182	11,494	23,777	24,042					
		42		160,875			<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>17</b>	<b>10</b>	<b>170,875</b>		1952 DKW RT 250H	<b>Sec.-Ist :</b>	444,25	<b>33,100 L</b>	889,70	<b>60,000 L</b>	31,32	<b>11,320 L</b>	167,61	<b>14,330 L</b>	1029,46	<b>60,000 L</b>
<b>20</b>	4	53		106,670		Bierschwall, Harald	<b>Km/h-Ist :</b>	22,228	22,554	15,979	25,396	25,596					
		32		96,003			<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>12</b>	<b>10</b>	<b>106,003</b>		1953 DKW RT 250 H	<b>Sec.-Ist :</b>	443,92	<b>32,770 L</b>	875,01	<b>52,710 L</b>	22,53	<b>2,530 L</b>	156,92	<b>3,640 L</b>	966,94	<b>15,020 L</b>

<b>22</b>	4	23	50,350	Eich, Wolfgang	<b>Km/h-Ist :</b>	24,736	24,918	17,587	25,764	25,838				
		10	45,315		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>5</b>	<b>45,315</b>		<b>Sec.-Ist :</b>	398,92	<b>12,230 S</b>	792,02	<b>30,280 S</b>	20,47	<b>,470 L</b>	154,68	<b>1,400 L</b>	957,89
<b>24</b>	4	47	85,080	Lensch, Uwe	<b>Km/h-Ist :</b>	25,168	24,915	16,886	25,546	25,161				
		28	76,572		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>11</b>	<b>96,572</b>		<b>Sec.-Ist :</b>	392,07	<b>19,080 S</b>	792,10	<b>30,200 S</b>	21,32	<b>1,320 L</b>	156,00	<b>2,720 L</b>	983,68
<b>26</b>	4	24	30,160	Liebschner, Rolf	<b>Km/h-Ist :</b>	23,725	23,752	16,799	25,741	26,383				
		11	27,144		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>4</b>	<b>47,144</b>		<b>Sec.-Ist :</b>	415,92	<b>4,770 L</b>	830,89	<b>8,590 L</b>	21,43	<b>1,430 L</b>	154,82	<b>1,540 L</b>	938,09
<b>28</b>	6	48	97,700	Langbehn, Horst	<b>Km/h-Ist :</b>	25,741	25,008	22,154	27,033	26,763				
		29	87,930		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>5</b>	<b>10 97,930</b>		<b>Sec.-Ist :</b>	383,34	<b>27,810 S</b>	789,17	<b>33,130 S</b>	16,25	<b>3,750 S</b>	147,42	<b>5,860 S</b>	924,77
<b>30</b>	4	56	128,760	Tschullik, Klaus	<b>Km/h-Ist :</b>	24,275	25,724	14,994	26,871	28,017				
		33	115,884		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>13</b>	<b>115,884</b>		<b>Sec.-Ist :</b>	406,49	<b>4,660 S</b>	767,18	<b>55,120 S</b>	24,01	<b>4,010 L</b>	148,31	<b>4,970 S</b>	883,38
<b>38</b>	4	7	14,780	Steer, Hans-Wilhelm	<b>Km/h-Ist :</b>	23,976	23,985	15,748	25,358	25,808				
		<b>1</b>	13,302		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>1</b>	<b>13,302</b>		<b>Sec.-Ist :</b>	411,57	<b>,420 L</b>	822,82	<b>,520 L</b>	22,86	<b>2,860 L</b>	157,16	<b>3,880 L</b>	959,02
<b>40</b>	4	61	145,540	Lehmann, Manfred	<b>Km/h-Ist :</b>	22,490	22,840	22,059	24,039	24,396				
		36	130,986		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>14</b>	<b>10 140,986</b>		<b>Sec.-Ist :</b>	438,75	<b>27,600 L</b>	864,06	<b>41,760 L</b>	16,32	<b>3,680 S</b>	165,78	<b>12,500 L</b>	1014,51
<b>42</b>	6	65	146,740	Peters, Gerhard	<b>Km/h-Ist :</b>	15,933	21,500	15,222	25,329	25,490				
		38	132,066		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>8</b>	<b>20 152,066</b>		<b>Sec.-Ist :</b>	619,31	<b>60,000 L</b>	917,91	<b>60,000 L</b>	23,65	<b>3,650 L</b>	157,34	<b>4,060 L</b>	970,95
<b>44</b>	4	69	160,550	Schönwandt, Hans	<b>Km/h-Ist :</b>	25,075	24,607	15,908						
		40	144,495		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>15</b>	<b>20 164,495</b>		<b>Sec.-Ist :</b>	393,53	<b>17,620 S</b>	802,00	<b>20,300 S</b>	22,63	<b>2,630 L</b>		<b>60,000 X</b>	
<b>46</b>	4	29	60,900	Jokel, Eckhard	<b>Km/h-Ist :</b>	24,557	24,531	16,552	25,031	25,306				
		14	54,810		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>7</b>	<b>54,810</b>		<b>Sec.-Ist :</b>	401,82	<b>9,330 S</b>	804,50	<b>17,800 S</b>	21,75	<b>1,750 L</b>	159,21	<b>5,930 L</b>	978,01
<b>48</b>	4	73	173,040	Stammann, Manfred	<b>Km/h-Ist :</b>	25,423	24,904	18,145						
		44	155,736		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>18</b>	<b>20 175,736</b>		<b>Sec.-Ist :</b>	388,13	<b>23,020 S</b>	792,44	<b>29,860 S</b>	19,84	<b>,160 S</b>		<b>60,000 X</b>	
<b>50</b>	4	27	59,420	Hahn, Johann-Heinrich	<b>Km/h-Ist :</b>	24,650	24,623	17,552	24,730	25,481				
		13	53,478		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>6</b>	<b>53,478</b>		<b>Sec.-Ist :</b>	400,31	<b>10,840 S</b>	801,51	<b>20,790 S</b>	20,51	<b>,510 L</b>	161,15	<b>7,870 L</b>	971,33
<b>52</b>	4	42	99,400	Höppner, Kurt	<b>Km/h-Ist :</b>	25,943	25,502	15,659	26,122	26,458				
		23	89,460		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>9</b>	<b>89,460</b>		<b>Sec.-Ist :</b>	380,36	<b>30,790 S</b>	773,86	<b>48,440 S</b>	22,99	<b>2,990 L</b>	152,56	<b>,720 S</b>	935,46
<b>54</b>	4	44	94,290	Hahne, Frank	<b>Km/h-Ist :</b>	24,038	24,857	12,483	27,804	27,335				
		25	84,861		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>10</b>	<b>10 94,861</b>		<b>Sec.-Ist :</b>	410,50	<b>,650 S</b>	793,94	<b>28,360 S</b>	28,84	<b>8,840 L</b>	143,33	<b>9,950 S</b>	905,43
<b>56</b>	4	75	184,830	Hahne, Dieter	<b>Km/h-Ist :</b>	27,320	26,528	14,469	27,812	29,219				
		46	166,347		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>20</b>	<b>10 176,347</b>		<b>Sec.-Ist :</b>	361,19	<b>49,960 S</b>	743,94	<b>60,000 S</b>	24,88	<b>4,880 L</b>	143,29	<b>9,990 S</b>	847,06

<b>60</b>	6	49	109,290	Jensen, Arthur	<b>Km/h-Ist :</b>	25,159	25,047	11,854	27,179	27,110				
		30	98,361	Jensen, Elke	<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>6</b>	<b>98,361</b>	1960 BMW R 50	<b>Sec.-Ist :</b>	392,21	<b>18,940 S</b>	787,93	<b>34,370 S</b>	30,37	<b>10,370 L</b>	146,63	<b>6,650 S</b>	912,96
<b>61</b>	5	52	105,960	Windolph, Helmut	<b>Km/h-Ist :</b>	25,225	25,297	10,632	27,084	26,668				
		31	105,960	Windolph, Christa	<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>7</b>	<b>105,960</b>	1961 Simson 425 S	<b>Sec.-Ist :</b>	391,19	<b>19,960 S</b>	780,15	<b>42,150 S</b>	33,86	<b>13,860 L</b>	147,14	<b>6,140 S</b>	928,07
<b>62</b>	6	30	45,560	Schaper, Otto	<b>Km/h-Ist :</b>	24,273	24,231	12,725	25,515	26,612				
		15	45,560		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>3</b>	<b>10 55,560</b>	1961 BMW R27	<b>Sec.-Ist :</b>	406,53	<b>4,620 S</b>	814,45	<b>7,850 S</b>	28,29	<b>8,290 L</b>	156,19	<b>2,910 L</b>	930,03
<b>64</b>	5	39	69,620	Strauß, Mathias	<b>Km/h-Ist :</b>	25,160	24,786	15,267	25,172	26,443				
		21	69,620		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>4</b>	<b>10 79,620</b>	1961 CZ, Typ 450	<b>Sec.-Ist :</b>	392,19	<b>18,960 S</b>	796,22	<b>26,080 S</b>	23,58	<b>3,580 L</b>	158,32	<b>5,040 L</b>	935,96
<b>66</b>	6	35	64,840	Bobsien, Marco	<b>Km/h-Ist :</b>	22,979	23,587	12,410	25,756	25,420				
		18	64,840	Hansen, Knut	<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>4</b>	<b>64,840</b>	1967 MZ ES 250/2 Gespa	<b>Sec.-Ist :</b>	429,41	<b>18,260 L</b>	836,69	<b>14,390 L</b>	29,01	<b>9,010 L</b>	154,73	<b>1,450 L</b>	973,65
<b>68</b>	5	78	170,130	Nilsson, Dirk	<b>Km/h-Ist :</b>	26,115	26,248	13,408	27,810	29,022				
		47	170,130		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>11</b>	<b>20 190,130</b>	1968 Moto Guzzi V 700	<b>Sec.-Ist :</b>	377,85	<b>33,300 S</b>	751,88	<b>60,000 S</b>	26,85	<b>6,850 L</b>	143,30	<b>9,980 S</b>	852,79
<b>70</b>	5	72	164,040	Rasmussen, Alex	<b>Km/h-Ist :</b>	25,194	25,272	13,825	20,931	23,042				
		43	164,040		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>10</b>	<b>10 174,040</b>	1971 Honda CB 175	<b>Sec.-Ist :</b>	391,67	<b>19,480 S</b>	780,90	<b>41,400 S</b>	26,04	<b>6,040 L</b>	190,40	<b>37,120 L</b>	1074,12
<b>72</b>	7	---	111,040	Rasmussen, Jette	<b>Km/h-Ist :</b>	24,325	24,275	13,857	21,717	24,274				
		4	111,040		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>4</b>	<b>10 121,040</b>	1973 Yamaha RD 200	<b>Sec.-Ist :</b>	405,65	<b>5,500 S</b>	812,97	<b>9,330 S</b>	25,98	<b>5,980 L</b>	183,51	<b>30,230 L</b>	1019,61
<b>74</b>	6	62	151,740	Petersen, Harald	<b>Km/h-Ist :</b>	22,271	22,742	18,045	23,782	24,130				
		37	136,566	Freese, Roland	<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>7</b>	<b>10 146,566</b>	1960 BMW R 26 m. SWG	<b>Sec.-Ist :</b>	443,06	<b>31,910 L</b>	867,79	<b>45,490 L</b>	19,95	<b>,050 S</b>	167,57	<b>14,290 L</b>	1025,71
<b>76</b>	5	9	24,120	Gottbrecht, Walter	<b>Km/h-Ist :</b>	23,831	23,905	17,110	26,499	26,388				
		3	24,120		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>1</b>	<b>24,120</b>	1961 BMW R 69 S	<b>Sec.-Ist :</b>	414,06	<b>2,910 L</b>	825,57	<b>3,270 L</b>	21,04	<b>1,040 L</b>	150,39	<b>2,890 S</b>	937,91
<b>78</b>	5	57	107,830	Bachmann, Manfred	<b>Km/h-Ist :</b>	23,266	23,348	19,262	24,322	24,308				
		34	107,830		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>8</b>	<b>10 117,830</b>	1962 Heinkel Tourist 1	<b>Sec.-Ist :</b>	424,12	<b>12,970 L</b>	845,28	<b>22,980 L</b>	18,69	<b>1,310 S</b>	163,85	<b>10,570 L</b>	1018,17
<b>80</b>	5	37	58,990	Schmidt, Rüdiger	<b>Km/h-Ist :</b>	25,019	24,907	15,203	26,182	26,208				
		19	58,990		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>3</b>	<b>10 68,990</b>	1964 BSA Lightning A 6	<b>Sec.-Ist :</b>	394,41	<b>16,740 S</b>	792,34	<b>29,960 S</b>	23,68	<b>3,680 L</b>	152,21	<b>1,070 S</b>	944,38
<b>82</b>	5	20	31,610	Fischer, Gerhard	<b>Km/h-Ist :</b>	24,447	24,029	12,899	24,048	26,075				
		8	31,610		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>2</b>	<b>10 41,610</b>	1969 Moto Guzzi, Nuovo	<b>Sec.-Ist :</b>	403,63	<b>7,520 S</b>	821,30	<b>1,000 S</b>	27,91	<b>7,910 L</b>	165,72	<b>12,440 L</b>	949,18
<b>84</b>	5	79	175,160	Claußen, Rolf	<b>Km/h-Ist :</b>	25,068	25,875	15,618	33,699	30,399				
		48	175,160		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>12</b>	<b>20 195,160</b>	1971 Moto Guzzi V 7 Sp	<b>Sec.-Ist :</b>	393,64	<b>17,510 S</b>	762,72	<b>59,580 S</b>	23,05	<b>3,050 L</b>	118,26	<b>35,020 S</b>	814,18
<b>86</b>	7	---	167,870	Franz, Heinz	<b>Km/h-Ist :</b>	26,503	26,732	15,300	26,969	30,311				
		8	167,870		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92				
		<b>8</b>	<b>10 177,870</b>	1972 MZ ES 175/2	<b>Sec.-Ist :</b>	372,32	<b>38,830 S</b>	738,25	<b>60,000 S</b>	23,53	<b>3,530 L</b>	147,77	<b>5,510 S</b>	816,54

<b>88</b>	7	---	78,690	Sliwa, Hans	<b>Km/h-Ist :</b>	24,529	24,298	16,506	24,774	24,693					
		2	78,690		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>2</b>	<b>10</b>		<b>88,690</b>	<b>Sec.-Ist :</b>	402,29	<b>8,860 S</b>	812,23	<b>10,070 S</b>	21,81	<b>1,810 L</b>	160,86	<b>7,580 L</b>	1002,29
<b>89</b>	3	45	118,650	Kolan, Otto	<b>Km/h-Ist :</b>	26,487	25,860	16,605	25,042	25,640					
		26	94,920		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>5</b>	<b>94,920</b>		<b>Sec.-Ist :</b>	372,54	<b>38,610 S</b>	763,17	<b>59,130 S</b>	21,68	<b>1,680 L</b>	159,14	<b>5,860 L</b>	965,29	<b>13,370 L</b>
<b>90</b>	7	---	141,380	Türk, Henning	<b>Km/h-Ist :</b>	23,742	23,593		24,523	24,617					
		6	141,380		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>6</b>	<b>10</b>		<b>151,380</b>	<b>Sec.-Ist :</b>	415,62	<b>4,470 L</b>	836,49	<b>14,190 L</b>		<b>60,000 X</b>	162,51	<b>9,230 L</b>	1005,41
<b>91</b>	3	34	68,130	Bies, Helmut	<b>Km/h-Ist :</b>	25,203	24,832	12,016	26,459	26,230					
		17	54,504		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>4</b>	<b>10</b>		<b>64,504</b>	<b>Sec.-Ist :</b>	391,52	<b>19,630 S</b>	794,76	<b>27,540 S</b>	29,96	<b>9,960 L</b>	150,62	<b>2,660 S</b>	943,58
<b>92</b>	7	---	173,240	Plötz, Horst	<b>Km/h-Ist :</b>	27,399	27,027	8,785	25,316	27,055					
		7	173,240		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>7</b>	<b>173,240</b>		<b>Sec.-Ist :</b>	360,14	<b>51,010 S</b>	730,21	<b>60,000 S</b>	40,98	<b>20,980 L</b>	157,42	<b>4,140 L</b>	914,81	<b>37,110 S</b>
<b>93</b>	5	67	147,780	Jorde, Werner	<b>Km/h-Ist :</b>	25,844	25,709	17,417	26,540	21,095					
		39	147,780		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>9</b>	<b>10</b>		<b>157,780</b>	<b>Sec.-Ist :</b>	381,82	<b>29,330 S</b>	767,64	<b>54,660 S</b>	20,67	<b>,670 L</b>	150,16	<b>3,120 S</b>	1173,25
<b>94</b>	7	---	19,700	Allers, Heiner	<b>Km/h-Ist :</b>	23,812	23,651	17,341	26,496	26,019					
		<b>1</b>	19,700		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>1</b>	<b>19,700</b>		<b>Sec.-Ist :</b>	414,40	<b>3,250 L</b>	834,43	<b>12,130 L</b>	20,76	<b>,760 L</b>	150,41	<b>2,870 S</b>	951,23	<b>,690 S</b>
<b>95</b>	4	38	76,610	Jenett, Rolf	<b>Km/h-Ist :</b>	25,398	25,512	17,200	25,767	26,081					
		20	68,949		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>8</b>	<b>10</b>		<b>78,949</b>	<b>Sec.-Ist :</b>	388,52	<b>22,630 S</b>	773,57	<b>48,730 S</b>	20,93	<b>,930 L</b>	154,66	<b>1,380 L</b>	948,98
<b>96</b>	4	**3	0,000	Schütt, Klaus	<b>Km/h-Ist :</b>	23,187	23,395	16,379	24,425	25,416					
		--	0,000		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		--	<b>0,000</b>		<b>Sec.-Ist :</b>	425,57	<b>14,420 L</b>	843,55	<b>21,250 L</b>	21,98	<b>1,980 L</b>	163,16	<b>9,880 L</b>	973,79	<b>21,870 L</b>
<b>97</b>	4	**3	0,000	Jansen, Manfred	<b>Km/h-Ist :</b>										
		--	0,000		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		--	<b>0,000</b>		<b>Sec.-Ist :</b>		<b>60,000 X</b>		<b>60,000 X</b>		<b>60,000 X</b>		<b>60,000 X</b>		<b>60,000 X</b>
<b>99</b>	4	70	176,630	Ewald, Heiko	<b>Km/h-Ist :</b>	26,025	26,023	10,330	27,773	27,985					
		41	158,967		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>16</b>	<b>10</b>		<b>168,967</b>	<b>Sec.-Ist :</b>	379,16	<b>31,990 S</b>	758,37	<b>60,000 S</b>	34,85	<b>14,850 L</b>	143,49	<b>9,790 S</b>	884,41
<b>103</b>	5	46	85,570	Vollert, Ulrich	<b>Km/h-Ist :</b>	24,753	24,188	19,780	26,854	24,259					
		27	85,570		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>6</b>	<b>10</b>		<b>95,570</b>	<b>Sec.-Ist :</b>	398,64	<b>12,510 S</b>	815,92	<b>6,380 S</b>	18,20	<b>1,800 S</b>	148,40	<b>4,880 S</b>	1020,25
<b>110</b>	5	43	90,280	Bauer, Rüdiger	<b>Km/h-Ist :</b>	24,735	24,635	16,194	28,370	27,195					
		24	90,280		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>5</b>	<b>90,280</b>		<b>Sec.-Ist :</b>	398,93	<b>12,220 S</b>	801,10	<b>21,200 S</b>	22,23	<b>2,230 L</b>	140,47	<b>12,810 S</b>	910,10	<b>41,820 S</b>
<b>115</b>	7	---	98,670	Lau, Frank	<b>Km/h-Ist :</b>	26,324	25,100	24,457	26,485	26,508					
		3	98,670		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>3</b>	<b>98,670</b>		<b>Sec.-Ist :</b>	374,85	<b>36,300 S</b>	786,26	<b>36,040 S</b>	14,72	<b>5,280 S</b>	150,47	<b>2,810 S</b>	933,68	<b>18,240 S</b>
<b>117</b>	7	---	140,220	Kloth, Egon	<b>Km/h-Ist :</b>	25,439	25,078	16,567	23,013	24,177					
		5	140,220		<b>Sec.-Soll:</b>	411,15	822,30	20,00	153,28	951,92					
		<b>5</b>	<b>140,220</b>		<b>Sec.-Ist :</b>	387,89	<b>23,260 S</b>	786,96	<b>35,340 S</b>	21,73	<b>1,730 L</b>	173,17	<b>19,890 L</b>	1023,69	<b>60,000 L</b>

<b>121</b>	4	**3	0,000	Saß, Günter	<b>Km/h-Ist :</b>	21,810		14,827		22,208		22,364		
		--	0,000	Saß, Christian	<b>Sec.-Soll:</b>	411,15	822,30	20,00		153,28		951,92		
		--	<b>0,000</b>	1960 Heinkel Roller	<b>Sec.-Ist :</b>	452,44	<b>41,290 L</b>	<b>60,000 X</b>	24,28	<b>4,280 L</b>	179,45	<b>26,170 L</b>	1106,69	<b>60,000 L</b>

**Prüfungen** : 1 , 2 ... = Prüfung-Nummer , A = Start , E = Ende , M = Mitte , V = Vorgabe

**Nicht-Wertungen** : \*\*1 = Karenz , \*\*2 = DK ausgelassen , \*\*3 = ausgefallen , \*\*4 = Wertungsausschluß , \*\*5 = abgesagt , \*\*6 = nicht gestartet , --- = keine Gauwertung, kein Gesamt-Platz

**Zeitwertungen** : I = Idealzeit , S = zu schnell , L = zu langsam , X = ausgelassen , Y = nicht gewertete Prüfung , Z = für Klasse ungültig