



Historic - Fahrzeuge bis 850 ccm

Length / Länge: 2200m

| Rank | StN | Driver / Fahrer | NAT | Competitor / Bewerber | Vehicle / Fahrzeug | Class | Rk | Time 1 | Rk | km/h | Time 2 | Rk | km/h | Time 3 | Rk | km/h | Total | Rk | km/h | Gap/Diff | # |
|------|-----|-----------------|--------|-----------------------|--------------------|----------|----|----------|-----|--------|----------|-----|--------|----------|-----|--------|----------|-----|--------|----------|---|
| 1 | 95 | PACHTEU Jürgen | A (St) | derselbe | Steyr Puch 850 TR | ÖMHA-850 | 1 | 1:43.905 | (1) | (76.2) | 1:42.200 | (1) | (77.5) | 1:31.250 | (1) | (86.8) | 3:13.450 | (1) | (81.9) | 0:00.000 | 3 |

Historic - Fahrzeuge bis 1300 ccm

| Rank | StN | Driver / Fahrer | NAT | Competitor / Bewerber | Vehicle / Fahrzeug | Class | Rk | Time 1 | Rk | km/h | Time 2 | Rk | km/h | Time 3 | Rk | km/h | Total | Rk | km/h | Gap/Diff | # |
|------|-----|-----------------|--------|-----------------------|--------------------|-----------|----|----------|-----|--------|----------|-----|--------|----------|-----|--------|----------|-----|--------|----------|---|
| 1 | 93 | KURKA Erwin | A (NÖ) | derselbe | Renault Alpin A110 | ÖMHA-1300 | 1 | 1:47.443 | (2) | (73.7) | 1:37.446 | (1) | (81.3) | 1:23.676 | (1) | (94.7) | 3:01.122 | (1) | (87.5) | 0:00.000 | 3 |
| 2 | 92 | FISCHER Gerd | A (NÖ) | derselbe | Ford Escort | ÖMHA-1300 | 2 | 1:41.328 | (1) | (78.2) | 1:38.223 | (2) | (80.6) | 1:28.497 | (2) | (89.5) | 3:06.720 | (2) | (84.8) | 0:05.598 | 3 |

Historic - Fahrzeuge bis 1600 ccm

| Rank | StN | Driver / Fahrer | NAT | Competitor / Bewerber | Vehicle / Fahrzeug | Class | Rk | Time 1 | Rk | km/h | Time 2 | Rk | km/h | Time 3 | Rk | km/h | Total | Rk | km/h | Gap/Diff | # |
|------|-----|-------------------|--------|-----------------------|--------------------|-----------|----|----------|-----|--------|----------|-----|--------|----------|-----|---------|----------|-----|--------|----------|---|
| 1 | 91 | TRIMMEL Christian | A (NÖ) | derselbe | VW Golf GTI | ÖMHA-1600 | 1 | 1:23.506 | (1) | (94.8) | 1:23.715 | (1) | (94.6) | 1:17.127 | (1) | (102.7) | 2:40.633 | (1) | (98.6) | 0:00.000 | 3 |
| 2 | 89 | OBERMOSEER Josef | A (T) | derselbe | Alfa Romeo Sprint | ÖMHA-1600 | 2 | 1:27.226 | (3) | (90.8) | 1:25.190 | (3) | (93.0) | 1:19.045 | (2) | (100.2) | 2:44.235 | (2) | (96.4) | 0:03.602 | 3 |
| 3 | 88 | SCHÜTZ Thomas | A (NÖ) | derselbe | Renault 5 Alpine | ÖMHA-1600 | 3 | 1:24.782 | (2) | (93.4) | 1:24.418 | (2) | (93.8) | 1:20.914 | (3) | (97.9) | 2:45.332 | (3) | (95.8) | 0:04.699 | 3 |

Historic - Fahrzeuge bis 2500 ccm

| Rank | StN | Driver / Fahrer | NAT | Competitor / Bewerber | Vehicle / Fahrzeug | Class | Rk | Time 1 | Rk | km/h | Time 2 | Rk | km/h | Time 3 | Rk | km/h | Total | Rk | km/h | Gap/Diff | # |
|------|-----|---------------------|--------|-----------------------|--------------------|-----------|----|----------|-----|--------|----------|-----|--------|----------|-----|---------|----------|-----|--------|----------|---|
| 1 | 85 | MITTERER Michael | A (T) | derselbe | Mitu-Mazda RX3 | ÖMHA-2500 | 1 | 1:27.241 | (2) | (90.8) | 1:28.817 | (1) | (89.2) | 1:14.044 | (1) | (107.0) | 2:41.285 | (1) | (98.2) | 0:00.000 | 3 |
| 2 | 87 | KREMENER Mario | A (B) | derselbe | VW Golf 8V | ÖMHA-2500 | 2 | 1:27.127 | (1) | (90.9) | 1:31.510 | (3) | (86.5) | 1:15.800 | (2) | (104.5) | 2:42.927 | (2) | (97.2) | 0:01.642 | 3 |
| 3 | 86 | FREUDENSCHUSS Willi | A (NÖ) | derselbe | BMW 323i | ÖMHA-2500 | 3 | 1:35.036 | (3) | (83.3) | 1:31.307 | (2) | (86.7) | 1:24.645 | (3) | (93.6) | 2:55.952 | (3) | (90.0) | 0:14.667 | 3 |

Historic - Fahrzeuge über 2500 ccm

| Rank | StN | Driver / Fahrer | NAT | Competitor / Bewerber | Vehicle / Fahrzeug | Class | Rk | Time 1 | Rk | km/h | Time 2 | Rk | km/h | Time 3 | Rk | km/h | Total | Rk | km/h | Gap/Diff | # |
|------|-----|------------------|--------|-----------------------|--------------------|-----------|----|----------|-----|--------|----------|-----|--------|----------|-----|---------|----------|-----|---------|----------|---|
| 1 | 82 | LOINGER Roman | A (T) | derselbe | Audi S1 | ÖMHA+2500 | 1 | 1:20.802 | (1) | (98.0) | 1:21.919 | (1) | (96.7) | 1:14.968 | (1) | (105.6) | 2:35.770 | (1) | (101.7) | 0:00.000 | 3 |
| 2 | 83 | GRESSL Engelbert | A (St) | derselbe | Porsche 911 SC | ÖMHA+2500 | 2 | 1:34.813 | (2) | (83.5) | 1:36.936 | (2) | (81.7) | | | | 3:11.749 | (2) | (82.6) | 0:35.979 | 2 |



Historic - Formel bis 1600 ccm

Length / Länge: 2200m

| Rank | StN | Driver / Fahrer | NAT | Competitor / Bewerber | Vehicle / Fahrzeug | Class | Rk | Time 1 | Rk | km/h | Time 2 | Rk | km/h | Time 3 | Rk | km/h | Total | Rk | km/h | Gap/Diff | # |
|------|-----|-----------------|--------|-----------------------|---------------------|-----------|----|----------|-----|--------|----------|-----|--------|----------|-----|---------|----------|-----|--------|----------|---|
| 1 | 78 | HUBER Friedrich | A (T) | derselbe | Lola 328 | HBCH-1600 | 1 | 1:42.203 | (2) | (77.5) | 1:26.829 | (1) | (91.2) | 1:12.354 | (1) | (109.5) | 2:39.183 | (1) | (99.5) | 0:00.000 | 3 |
| 2 | 79 | KARL August | A (NÖ) | derselbe | VW Austro V | HBCH-1600 | 2 | 1:33.464 | (1) | (84.7) | 1:32.904 | (2) | (85.2) | 1:24.741 | (2) | (93.5) | 2:57.645 | (2) | (89.2) | 0:18.462 | 3 |
| 3 | 81 | KOGLER Helmut | A (W) | derselbe | Merlyn MK17SFF Ford | HBCH-1600 | 3 | 2:01.067 | (3) | (65.4) | 2:01.094 | (3) | (65.4) | 1:37.500 | (3) | (81.2) | 3:38.567 | (3) | (72.5) | 0:59.384 | 3 |
| DNS | 80 | KOMORNIK Walter | A (T) | derselbe | Formel V | HBCH-1600 | | | | | | | | | | | | | | | |

Historic - Formel bis 2000 ccm

| Rank | StN | Driver / Fahrer | NAT | Competitor / Bewerber | Vehicle / Fahrzeug | Class | Rk | Time 1 | Rk | km/h | Time 2 | Rk | km/h | Time 3 | Rk | km/h | Total | Rk | km/h | Gap/Diff | # |
|------|-----|----------------------|-------|-----------------------|--------------------|-----------|----|----------|-----|--------|----------|-----|--------|----------|-----|---------|----------|-----|---------|----------|---|
| 1 | 77 | KNAFLITSCH Christian | A (K) | derselbe | Shrike P16 | HBCH-2000 | 1 | 1:29.339 | (1) | (88.7) | 1:23.343 | (1) | (95.0) | 1:13.995 | (1) | (107.0) | 2:37.338 | (1) | (100.7) | 0:00.000 | 3 |

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