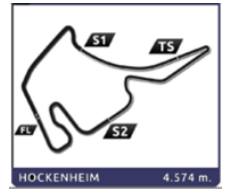




## Free Practice Sector Analysis

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

Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed
<b>2</b> <b>Stefan MÜCKE</b> Opel Calibra 2,5 V6 4x4 ITC							4	16:13.424	...	55.039	37.134	208.9	24:07.281
1	3:53.541	2:19.293	54.860	39.388	216.0	3:53.541	5	1:50.924	24.365	51.684	<b>34.875</b>	240.5	25:58.205
2	1:57.989P	24.728	50.338	42.923	246.0	5:51.530	6	2:03.705P	<b>23.382</b>	<b>49.916</b>	50.407	251.2	28:01.910
3	18:15.570	...	55.142	37.276	215.1	24:07.100							
4	<b>1:48.774</b>	23.949	50.166	<b>34.659</b>	248.3	25:55.874							
5	2:03.810P	<b>23.711</b>	<b>49.393</b>	50.706	248.3	27:59.684							
<b>3</b> <b>Kris NISSEN</b> BMW E30 M3 DTM													
1	3:25.253	1:39.611	1:03.326	42.316	174.8	3:25.253							
2	1:58.969	27.042	54.831	37.096	228.8	5:24.222							
3	2:15.046P	25.958	58.514	50.574	226.9	7:39.268							
4	16:08.081	...	58.764	37.146	206.9	23:47.349							
5	<b>1:56.534</b>	25.785	54.208	<b>36.541</b>	229.8	25:43.883							
6	2:06.653	<b>25.534</b>	<b>53.296</b>	47.823	230.3	27:50.536							
7	3:55.533P	52.252	1:45.824	1:17.457	80.5	31:46.069							
<b>6</b> <b>Olaf MANTHEY</b> BMW 635CSI													
1	3:54.098	1:55.073	1:15.203	43.822	122.6	3:54.098							
2	2:16.350	30.759	1:02.878	42.713	182.1	6:10.448							
3	3:19.539P	28.373	1:30.528	1:20.638	158.8	9:29.987							
4	14:26.558	...	1:04.698	39.746	174.5	23:56.545							
5	<b>2:06.091</b>	27.935	<b>59.248</b>	<b>38.908</b>	215.6	26:02.636							
6	2:37.022P	<b>27.270</b>	59.786	1:09.966	213.9	28:39.658							
<b>7</b> <b>Bruno SPENGLER</b> BMW E36 STW													
1	6:51.940	5:16.192	57.919	37.829	211.8	6:51.940							
2	2:44.638P	27.161	1:11.414	1:06.063	136.7	9:36.578							
3	14:13.824	...	1:00.628	37.810	196.0	23:50.402							
4	<b>1:56.137</b>	<b>25.784</b>	54.419	<b>35.934</b>	218.2	25:46.539							
5	2:08.546P	25.504	<b>53.334</b>	49.678	219.5	27:55.055							
<b>10</b> <b>Rene RUCH</b> BMW M3 E30 DTM													
1	3:35.759	1:44.370	1:08.785	42.604	139.2	3:35.759							
2	<b>2:03.607</b>	28.532	<b>55.941</b>	39.134	225.0	5:39.366							
3	2:35.716P	28.629	1:02.174	1:04.913	229.8	8:15.082							
4	15:52.650	...	1:06.686	40.144	180.0	24:07.732							
5	2:05.162	27.584	58.690	<b>38.888</b>	214.7	26:12.894							
6	2:51.538P	<b>26.896</b>	1:14.371	1:10.271	205.3	29:04.432							
<b>11</b> <b>Ronny SCHEER</b> Ford Sierra RS500													
1	4:12.667	2:19.429	1:11.456	41.782	129.3	4:12.667							
2	2:17.487P	28.391	<b>56.299</b>	52.797	198.9	6:30.154							
3	17:52.864	...	1:00.643	<b>40.964</b>	188.2	24:23.018							
4	<b>2:07.136</b>	<b>28.035</b>	56.603	42.498	216.0	26:30.154							
5	2:43.282P	36.078	1:08.613	58.591	141.2	29:13.436							
<b>16</b> <b>Rudolf SCHÖLLHORN</b> Mercedes DTM C-Klasse 2008													
1	3:53.923	2:19.874	54.812	39.237	203.0	3:53.923							
2	<b>1:50.174</b>	24.941	50.223	35.010	241.1	5:44.097							
3	2:09.760P	24.399	53.956	51.405	248.3	7:53.857							
<b>19</b> <b>Klaus HOFFMANN</b> Opel Astra Coupe DTM V8							4	16:13.424	...	55.039	37.134	208.9	24:07.281
1	3:58.942	2:12.099	1:04.944	41.899	177.6	3:58.942	5	1:50.924	24.365	51.684	<b>34.875</b>	240.5	25:58.205
2	2:03.074	27.964	55.731	39.379	221.3	6:02.016	6	2:03.705P	<b>23.382</b>	<b>49.916</b>	50.407	251.2	28:01.910
3	2:37.167P	26.481	59.476	1:11.210	238.9	8:39.183							
4	15:31.431	...	1:00.564	36.898	192.9	24:10.614							
5	<b>1:51.833</b>	25.166	<b>51.081</b>	<b>35.586</b>	262.8	26:02.447							
6	2:23.448P	<b>24.879</b>	50.074	1:08.495	262.8	28:25.895							
<b>20</b> <b>Marc HESSEL</b> BMW E30 BTCC							1	3:07.637	1:30.610	58.481	38.546	208.9	3:07.637
1	3:07.637	1:30.610	58.481	38.546	208.9	3:07.637	2	<b>2:00.000</b>	26.908	<b>55.409</b>	<b>37.683</b>	216.4	5:07.637
2	<b>2:00.000</b>	26.908	<b>55.409</b>	<b>37.683</b>	216.4	5:07.637							
<b>22</b> <b>Guido MOMM</b> Ford Mustang 5,0 GT DTM							1	4:29.199P	2:22.540	1:11.354	55.305	137.1	4:29.199
1	4:29.199P	2:22.540	1:11.354	55.305	137.1	4:29.199	2	3:41.723P	1:28.082	<b>1:09.073</b>	1:04.568	219.1	8:10.922
2	3:41.723P	1:28.082	<b>1:09.073</b>	1:04.568	219.1	8:10.922							
<b>23</b> <b>Moritz HORN</b> ALPINA M3 E30 Gr. A DTM							1	3:11.613	1:28.240	1:03.964	39.409	162.4	3:11.613
1	3:11.613	1:28.240	1:03.964	39.409	162.4	3:11.613	2	2:01.183	27.369	55.649	<b>38.165</b>	220.9	5:12.796
2	2:01.183	27.369	55.649	<b>38.165</b>	220.9	5:12.796	3	2:01.665	27.084	56.870	<b>37.711</b>	225.0	7:14.461
3	2:01.665	27.084	56.870	<b>37.711</b>	225.0	7:14.461	4	2:42.475P	31.632	1:11.939	58.904	153.2	9:56.936
4	2:42.475P	31.632	1:11.939	58.904	153.2	9:56.936	5	14:13.821	...	59.032	40.954	217.3	24:10.757
5	14:13.821	...	59.032	40.954	217.3	24:10.757	6	<b>1:59.575</b>	26.596	<b>55.236</b>	37.743	229.3	26:10.332
6	<b>1:59.575</b>	26.596	<b>55.236</b>	37.743	229.3	26:10.332	7	2:37.734P	<b>26.219</b>	55.680	1:15.835	228.8	28:48.066
7	2:37.734P	<b>26.219</b>	55.680	1:15.835	228.8	28:48.066							
<b>31</b> <b>Christian KÜBERL</b> BMW M3 E30 Gr. A/DTM							1	3:37.314	1:45.413	1:09.504	42.397	153.6	3:37.314
1	3:37.314	1:45.413	1:09.504	42.397	153.6	3:37.314	2	<b>2:12.819</b>	<b>29.861</b>	<b>1:01.079</b>	<b>41.879</b>	204.5	5:50.133
2	<b>2:12.819</b>	<b>29.861</b>	<b>1:01.079</b>	<b>41.879</b>	204.5	5:50.133							
<b>32</b> <b>Matthäus RASS</b> BMW 325i							1	3:49.372P	1:38.199	<b>1:12.285</b>	58.888	129.7	3:49.372
1	3:49.372P	1:38.199	<b>1:12.285</b>	58.888	129.7	3:49.372	2	20:28.546P	...	1:15.026	57.422	147.7	24:17.918
2	20:28.546P	...	1:15.026	57.422	147.7	24:17.918							
<b>40</b> <b>Markus REICH</b> Audi A4 STW							1	3:57.665	2:05.503	1:07.494	44.668	155.4	3:57.665
1	3:57.665	2:05.503	1:07.494	44.668	155.4	3:57.665	2	<b>2:10.365</b>	30.057	57.593	42.715	217.3	6:08.030
2	<b>2:10.365</b>	30.057	57.593	42.715	217.3	6:08.030	3	3:45.310P	27.306	2:07.063	1:10.941	220.4	9:53.340
3	3:45.310P	27.306	2:07.063	1:10.941	220.4	9:53.340	4	14:23.124	...	1:02.192	<b>39.813</b>	190.5	24:16.464
4	14:23.124	...	1:02.192	<b>39.813</b>	190.5	24:16.464	5	2:50.884	<b>26.175</b>	<b>56.747</b>	1:27.962	221.8	27:07.348
5	2:50.884	<b>26.175</b>	<b>56.747</b>	1:27.962	221.8	27:07.348	6	3:09.237P	35.799	1:23.551	1:09.887	107.8	30:16.585
6	3:09.237P	35.799	1:23.551	1:09.887	107.8	30:16.585							
<b>50</b> <b>Thorsten HORN</b> BMW E30 325i Gr. A							1	3:24.129	1:32.365	1:06.828	44.936	184.0	3:24.129
1	3:24.129	1:32.365	1:06.828	44.936	184.0	3:24.129	2	<b>2:14.287</b>	29.927	1:02.463	<b>41.897</b>	184.6	5:38.416
2	<b>2:14.287</b>	29.927	1:02.463	<b>41.897</b>	184.6	5:38.416	3	2:46.118P	31.267	1:06.589	1:08.262	186.9	8:24.534
3	2:46.118P	31.267	1:06.589	1:08.262	186.9	8:24.534	4	15:58.957	...	1:06.505	43.231	165.4	24:23.491
4	15:58.957	...	1:06.505	43.231	165.4	24:23.491							



## Free Practice Sector Analysis

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

Lap	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed	Lap	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed
5	2:14.947	<b>29.622</b>	<b>1:01.774</b>	43.551	201.9	26:38.438	4	15:01.692	...	1:03.179	37.841	180.0	24:34.295
6	3:18.822P	31.682	1:30.551	1:16.589	100.4	29:57.260	5	2:03.812	<b>26.226</b>	55.958	41.628	220.9	26:38.107
							6	2:41.769P	31.411	1:16.163	54.195	117.6	29:19.876

75 <b>Albrecht KAMENZIN</b> BMW 325						
1	3:46.092	1:50.624	1:11.004	44.464	151.7	3:46.092
2	<b>2:15.831</b>	29.952	<b>1:02.213</b>	43.666	199.6	6:01.923
3	2:40.529P	<b>29.804</b>	1:10.324	1:00.401	177.0	8:42.452
4	15:28.790	...	1:07.825	44.823	185.9	24:11.242
5	2:16.674	30.613	1:02.793	<b>43.268</b>	200.4	26:27.916
6	2:40.601P	31.952	1:08.006	1:00.643	179.7	29:08.517

78 <b>Mark VERHAEGH</b> BMW M3 E30 Gruppe A						
1	3:19.286	1:33.561	1:03.763	41.962	194.9	3:19.286
2	<b>2:09.842</b>	<b>28.644</b>	1:00.685	<b>40.513</b>	203.8	5:29.128
3	2:32.848P	28.913	1:04.068	59.867	207.7	8:01.976
4	16:08.507	...	1:06.301	42.160	184.0	24:10.483
5	2:12.539	28.850	<b>1:00.058</b>	43.631	203.4	26:23.022

85 <b>Gerhard FÜLLER</b> Opel Vectra STW						
1	3:55.775	2:04.247	1:07.552	43.976	159.5	3:55.775
2	<b>2:02.268</b>	28.348	<b>55.075</b>	<b>38.845</b>	226.9	5:58.043
3	2:34.582P	<b>26.218</b>	57.679	1:10.685	228.8	8:32.625

88 <b>Peter ZIMMERMANN</b> BMW 325i Gruppe A						
1	3:35.343	1:41.013	1:10.182	44.148	137.4	3:35.343
2	2:29.572	30.943	1:02.725	55.904	201.5	6:04.915
3	3:16.579P	33.271	4:28.606	1:14.703	179.1	9:21.494
4	14:56.763	...	1:07.765	<b>42.601</b>	179.7	24:18.257
5	<b>2:14.963</b>	<b>30.466</b>	<b>1:01.884</b>	42.613	202.2	26:33.220
6	3:25.994P	36.049	1:32.672	1:17.273	97.9	29:59.214

99 <b>Thomas WANDEL</b> Audi 200 Quattro						
1	3:54.608	1:56.061	1:15.143	43.404	123.1	3:54.608
2	2:05.234	30.673	<b>54.868</b>	39.693	220.0	5:59.842
3	2:35.265P	26.733	58.309	1:10.223	234.3	8:35.107
4	15:18.510	...	1:03.856	38.862	185.2	23:53.617
5	<b>1:59.680</b>	27.284	55.791	<b>36.605</b>	224.5	25:53.297
6	2:29.122P	<b>25.933</b>	55.171	1:08.018	225.9	28:22.419

100 <b>Georg SCHNEIDER</b> BMW 325i E30						
1	3:21.838	1:34.647	1:05.206	41.985	162.7	3:21.838
2	<b>2:08.254</b>	28.666	<b>59.113</b>	40.475	201.5	5:30.092
3	2:20.525P	28.788	1:02.069	49.668	205.3	7:50.617
4	15:59.831	...	1:04.527	<b>40.114</b>	165.9	23:50.448
5	2:09.978	<b>28.469</b>	1:00.663	<del>40.846</del>	201.1	26:00.426
6	2:42.704P	28.545	1:01.377	1:12.782	198.2	28:43.130

111 <b>Herbert WITTMANN</b> BMW M3 E30 DTM						
1	4:19.529	2:37.018	1:02.571	39.940	143.4	4:19.529
2	<b>2:00.136</b>	26.725	<b>55.649</b>	<b>37.762</b>	218.2	6:19.665
3	3:12.938P	26.509	1:25.006	1:21.423	207.7	9:32.603

321 <b>Michael SCHNEIDR</b> Ford Sierra RS500						
1	4:11.602	2:13.531	1:16.769	41.302	120.0	4:11.602
2	<b>2:03.265</b>	27.904	<b>57.037</b>	<b>38.324</b>	225.0	6:14.867
3	3:09.389P	<b>27.554</b>	1:25.423	1:16.412	185.6	9:24.256
4	14:54.854	...	1:08.133	40.495	147.7	24:19.110
5	2:05.832	27.963	57.619	40.250	206.9	26:24.942
6	2:45.703P	34.531	1:14.350	56.822	135.8	29:10.645

444 <b>Anton WERNER</b> Audi 200						
1	4:01.226	2:24.447	57.527	39.252	171.7	4:01.226
2	<b>1:57.537</b>	26.775	<b>52.442</b>	38.320	248.3	5:58.763
3	2:30.072P	25.845	55.277	1:08.950	244.3	8:28.835
4	15:11.858	...	56.555	37.757	204.5	23:40.693
5	1:57.878	26.482	53.888	<b>37.508</b>	238.9	25:38.571
6	2:00.364	<b>25.483</b>	52.501	42.380	252.9	27:38.935
7	3:18.513P	49.101	1:24.914	1:04.498	103.5	30:57.448