

Klasse 8 - W3

| | | | | | | |
|-----|-----|-------------|--------------------------------------|------|--------------------------|------------------------|
| 1) | 831 | Petersen | Jaguar C-Type | 1955 | $\Delta = 0.7 \text{ s}$ | $v = 81 \text{ km/h}$ |
| 2) | 817 | Rhein | Ford Escort Mk2 Cossw. | 1979 | $\Delta = 1 \text{ s}$ | $v = 101 \text{ km/h}$ |
| 3) | 826 | Szenguleit | BMW 2002 tii | 1972 | $\Delta = 1.2 \text{ s}$ | $v = 103 \text{ km/h}$ |
| 4) | 830 | Gasparatos | Saab turbo 900 | 1986 | $\Delta = 1.2 \text{ s}$ | $v = 112 \text{ km/h}$ |
| 5) | 818 | Ruppel | MGB GT V8 | 1976 | $\Delta = 1.3 \text{ s}$ | $v = 89 \text{ km/h}$ |
| 6) | 815 | Müller | Escort RS 2000 Mk2 | 1978 | $\Delta = 1.4 \text{ s}$ | $v = 107 \text{ km/h}$ |
| 7) | 803 | Dahms | Porsche 911 Carrera RS 2.7 (Martini) | 1973 | $\Delta = 2.1 \text{ s}$ | $v = 107 \text{ km/h}$ |
| 8) | 824 | Stölting | Bmw 3.0 csl | 1971 | $\Delta = 2.3 \text{ s}$ | $v = 102 \text{ km/h}$ |
| 9) | 820 | Schult | Opel Ascona B | 1979 | $\Delta = 2.3 \text{ s}$ | $v = 108 \text{ km/h}$ |
| 10) | 805 | Dwinger | Triumph TR5 | 1968 | $\Delta = 2.3 \text{ s}$ | $v = 97 \text{ km/h}$ |
| 11) | 822 | Siemons | Porsche 914/6 | 1970 | $\Delta = 2.4 \text{ s}$ | $v = 101 \text{ km/h}$ |
| 12) | 800 | Arff | MB W124 | 1987 | $\Delta = 2.6 \text{ s}$ | $v = 100 \text{ km/h}$ |
| 13) | 821 | Siegenbrink | VW Käfer Porsche Salzburg | 1967 | $\Delta = 2.6 \text{ s}$ | $v = 89 \text{ km/h}$ |
| 14) | 812 | NN | NN | NN | $\Delta = 2.7 \text{ s}$ | $v = 89 \text{ km/h}$ |
| 15) | 809 | Herrmann | VW Corrado VR 6 | 1989 | $\Delta = 2.9 \text{ s}$ | $v = 101 \text{ km/h}$ |
| 16) | 823 | Stäwen | Triumph TR 4a IRS | 1965 | $\Delta = 3.2 \text{ s}$ | $v = 94 \text{ km/h}$ |
| 17) | 813 | Koppe | Jaguar E-Type Coupe S 2 | 1968 | $\Delta = 3.3 \text{ s}$ | $v = 98 \text{ km/h}$ |
| 18) | 811 | Keller | Alfa GTV6/2.5 | 1981 | $\Delta = 3.4 \text{ s}$ | $v = 105 \text{ km/h}$ |
| 19) | 827 | Thiele | Porsche 911 Turbo | 1981 | $\Delta = 4.1 \text{ s}$ | $v = 105 \text{ km/h}$ |
| 20) | 816 | Oelrichs | Porsche 928 S | 1980 | $\Delta = 4.1 \text{ s}$ | $v = 109 \text{ km/h}$ |
| 21) | 801 | Blossfeldt | MB 220 Heckflosse | 1965 | $\Delta = 4.4 \text{ s}$ | $v = 95 \text{ km/h}$ |
| 22) | 810 | Hüttmann | Opel Kadett C Coupe | 1978 | $\Delta = 5 \text{ s}$ | $v = 103 \text{ km/h}$ |
| 23) | 825 | Süsens | Audi Sport Quattro S1 | 1984 | $\Delta = 5.3 \text{ s}$ | $v = 94 \text{ km/h}$ |
| 24) | 807 | Grubbe | BMW 2002 | 1968 | $\Delta = 5.5 \text{ s}$ | $v = 97 \text{ km/h}$ |
| 25) | 828 | Vollath | Lancia Delta Rallye | 1992 | $\Delta = 6.1 \text{ s}$ | $v = 94 \text{ km/h}$ |