



ADAC Nordzee-Cup Zandvoort
MSC Langenfeld e.V. im ADAC

Youngtimer Trophy 1
Revision 1 - Result of Rennen

9 - 11 September 2016
Zandvoort GP - 4307 mtr.

Started: 30 Not Started: 0 Classified: 30 Not Classified: 0

| Pos | Nbr | Name | Car | Cls | PIC | Gap | Total time | Fastest | In | Avg. Speed |
|-----|-----|------------------------|-----------------------------|-------|-----|---------------|-------------|----------|----|------------|
| 1 | 111 | Michael Nolte | Opel Ascona A | 11 | 1 | -- 27 laps -- | 1:00:04.740 | 2:02.888 | 4 | 116.13 |
| 2 | 134 | Heiden-Heiden | Ford Escort gelb MK1 RS2000 | 7 | 1 | 6.688 | 1:00:11.428 | 2:03.640 | 3 | 115.92 |
| 3 | 155 | Rost-Rost | VW Polo 1 RMS | 33 | 1 | 7.499 | 1:00:12.239 | 2:04.623 | 8 | 115.89 |
| 4 | 105 | Klaus Backes | NSU TT | 9 | 1 | 21.734 | 1:00:26.474 | 2:06.413 | 2 | 115.44 |
| 5 | 123 | Oliver Davidovic | Opel Ascona A | 11 | 2 | 51.934 | 1:00:56.674 | 2:08.283 | 12 | 114.48 |
| 6 | 153 | Wachtmeister-Friedrich | Volkswagen Polo 86 | 33 | 2 | -- 26 laps -- | 1:00:13.634 | 2:08.241 | 8 | 111.55 |
| 7 | 409 | Kirschbaum-Packbier | Toyota Corolla | 51 | 1 | 2.921 | 1:00:16.555 | 2:07.153 | 14 | 111.46 |
| 8 | 157 | Reich-von Niesewand | Audi 50 | 33 | 3 | 6.751 | 1:00:20.385 | 2:06.973 | 25 | 111.35 |
| 9 | 422 | Verhoeven-Schilling | Opel Kadett E GSI 16V | 52 | 1 | 12.587 | 1:00:26.221 | 2:10.706 | 5 | 111.17 |
| 10 | 423 | Norbert Peters | Volkswagen Scirocco 53 B | 52 | 2 | 14.335 | 1:00:27.969 | 2:10.202 | 25 | 111.11 |
| 11 | 103 | Benra-Benra | NSU 67 | 9 | 2 | 15.283 | 1:00:28.917 | 2:10.876 | 17 | 111.08 |
| 12 | 404 | Höne-Jacobi | Toyota Corolla GT | 51 | 2 | 19.791 | 1:00:33.425 | 2:11.009 | 4 | 110.95 |
| 13 | 415 | Dr. Erich Zanders | Opel Kadett E | 52 | 3 | 23.831 | 1:00:37.465 | 2:09.685 | 4 | 110.82 |
| 14 | 115 | Holger Münster | Opel Manta A | 11 | 3 | -- 25 laps -- | 1:00:11.850 | 2:12.175 | 19 | 107.32 |
| 15 | 327 | Völkel-Gloyna | Porsche 924 | 40+41 | 1 | 20.441 | 1:00:32.291 | 2:12.654 | 10 | 106.71 |
| 16 | 333 | Fischer-Hakenesch | Porsche 924 | 40+41 | 2 | 27.132 | 1:00:38.982 | 2:14.502 | 19 | 106.52 |
| 17 | 159 | Hans-Fred Kosinski | Audi 50 LS | 33 | 4 | 29.312 | 1:00:41.162 | 2:15.899 | 16 | 106.45 |
| 18 | 381 | Bitter-Flemes | Renault R5 GT Turbo | 47 | 1 | 30.455 | 1:00:42.305 | 2:15.413 | 8 | 106.42 |
| 19 | 324 | Heinz Stüber | VW Golf | 40+41 | 3 | -- 24 laps -- | 53:45.466 | 2:03.069 | 17 | 115.37 |
| 20 | 400 | Frehmeyer-Frye | Suzuki Swift GTI | 50 | 1 | 6:42.887 | 1:00:28.353 | 2:19.566 | 15 | 102.56 |
| 21 | 315 | Ludger Ulke | Porsche 924 | 43 | 1 | 7:25.968 | 1:01:11.434 | 2:25.086 | 23 | 101.35 |
| 22 | 110 | Adams-Köppen | BMW 2002 | 11 | 4 | 9:49.758 | 1:03:35.224 | 2:06.078 | 16 | 101.60 |
| 23 | 154 | Luca Schröder | Volkswagen Derby | 33 | 5 | -- 23 laps -- | 1:00:22.554 | 2:04.895 | 7 | 98.44 |
| 24 | 316 | Zensen-Irnich | Porsche 924 | 38 | 1 | 31.194 | 1:00:53.748 | 2:22.378 | 2 | 93.36 |
| 25 | 411 | Zichao Wang | Honda Civic Coupe CRX | 51 | 3 | -- 22 laps -- | 1:01:32.589 | 2:32.628 | 22 | 92.37 |
| 26 | 151 | Schemmann-Jargon | Volkswagen Polo 1 | 33 | 6 | -- 18 laps -- | 40:40.351 | 2:08.794 | 10 | 114.36 |
| 27 | 332 | Fred Räk | Porsche 924 | 43 | 2 | -- 12 laps -- | 28:48.545 | 2:20.176 | 6 | 107.64 |
| 28 | 2 | Koch-Koch | Opel Kadett E | 52 | 4 | -- 11 laps -- | 29:22.889 | 2:06.077 | 4 | 96.74 |
| 29 | 101 | Benra-Benra | NSU 67 | 9 | 3 | -- 5 laps -- | 21:07.175 | 2:13.161 | 2 | 61.18 |
| 30 | 424 | Klingelberger-Brügge | VW Golf 2 16 V | 52 | 5 | | | | | |

Car #110 30sec. penalty overtaking before SC Line
Car #123 30sec. penalty overtaking under yellow flag
Car #110 180sec. penalty pitstop not conform

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|---|---|---|------------------|
| Fastest time : 202.888 in lap 4 by nbr. 111 : Scuderia Augustusburg Bruhl (Opel Ascona A) | | | Publication-time |
| Results and Laptimes : www.raceresults.nu | | Timekeeping by : Circuit Park Zandvoort | |
| Race Director | Race Director | Timekeeper | |
| Alfred Schritz | Klaus Bierhof | Johnny Hoekman | |
| Page 1 of 1 | Results remain provisional pending technical examination and decisions from the stewards of the meeting | | |