

TRAINING RENNLAGEN DER FORMEL 3 (RENNEN 3)

EUROPAMEISTERSCHAFT DER FORMEL 3
 D.N.S.-MEISTERSCHAFT DER FORMEL 3
 UM DEN EHRENPREIS
 DER FIRMA BILSTEIN-GASDRUCK-STOSSDAEMPFER
 NÜRNBERGRING - NORDSCHLEIFE
 25. - 27. MÄRZ 1977

1. LAUF AM 25.03.77
 VON 14.00 - 15.00 UHR
 2. LAUF AM 26.03.77
 VON 11.00 - 12.30 UHR

Tr. R3 - 1. Lauf

ERGEBNIS AUS 1 LAUFEN

STAND 17.15 UHR AM 23.05.77

| PLZ | START NR | KLA SSE | FAHRER | FAHRZEUG | 1. LAUF | | | 2. LAUF | | | SCHNELLSTE RUNDENZEIT | IM LAUF |
|-----|----------|---------|------------------|-------------------------|---------|----------------------|----------------------|----------------------|----------------------|--------------|-----------------------|---------|
| | | | | | RUN DEN | RUNDENZEIT H MIN SEK | RUNDENZEIT H MIN SEK | RUNDENZEIT H MIN SEK | RUNDENZEIT H MIN SEK | SCHNITT KM/H | | |
| 1 | 16 | 11 | H. ALRIKSSON/S | RALT-TOYOTA RT 1 | 5 | 8,04.4 | | 8,04.4 | 169.706 | 1. LAUF | | |
| 2 | 60 | 11 | X | X | 5 | 8,09.9 | | 8,09.9 | 167.801 | 1. LAUF | | |
| 3 | 14 | 11 | A. OLOFSSON/S | RALT-TOYOTA RT 1 | 4 | 8,11.1 | | 8,11.1 | 167.391 | 1. LAUF | | |
| 4 | 10 | 11 | U. SVENSSON/S | RALT | 4 | 8,14.2 | | 8,14.2 | 166.341 | 1. LAUF | | |
| 5 | 11 | 11 | S. JOHANSSON/S | MODUS M 1 | 5 | 8,14.9 | | 8,14.9 | 166.106 | 1. LAUF | | |
| 6 | 5 | 11 | R. DOETSCH/D | KWS-CHEVRON-BMW | 6 | 8,16.0 | | 8,16.0 | 165.737 | 1. LAUF | | |
| 7 | 6 | 11 | J. DAUER/D | KWS-CHEVRON-BMW | 5 | 8,16.8 | | 8,16.8 | 165.471 | 1. LAUF | | |
| 8 | 1 | 11 | B. SCHAEFER/D | RALT-TOYOTA RT 1 | 3 | 8,19.8 | | 8,19.8 | 164.477 | 1. LAUF | | |
| 9 | 68 | 11 | N. PIGUET/I | MARCH TOYOTA NOVA 773 | 3 | 8,19.8 | | 8,19.8 | 164.477 | 1. LAUF | | |
| 10 | 8 | 11 | R. JOERG/A | KWS-CHEVRON-BMW | 6 | 8,21.3 | | 8,21.3 | 163.985 | 1. LAUF | | |
| 11 | 9 | 11 | P. SCHARMANN/D | TDJ | 6 | 8,21.5 | | 8,21.5 | 163.920 | 1. LAUF | | |
| 12 | 62 | 11 | P. NECCHI/I | CHEVRON-NOVA B 38 | 6 | 8,22.5 | | 8,22.5 | 163.594 | 1. LAUF | | |
| 13 | 4 | 11 | H. BROSS/D | RALT-TOYOTA RT 1 | 4 | 8,22.6 | | 8,22.6 | 163.561 | 1. LAUF | | |
| 14 | 32 | 11 | W. SILLER/A | CHEVRON B 38 | 5 | 8,28.5 | | 8,28.5 | 161.663 | 1. LAUF | | |
| 15 | 3 | 11 | D. KERN/D | MACO-BMW 376 B | 5 | 8,29.8 | | 8,29.8 | 161.251 | 1. LAUF | | |
| 16 | 52 | 11 | H. SCHERLE/D | MARCH 753-5 | 4 | 8,31.4 | | 8,31.4 | 160.746 | 1. LAUF | | |
| 17 | 19 | 11 | T. CARLSSON/S | RALT RT 1 | 4 | 8,31.8 | | 8,31.8 | 160.621 | 1. LAUF | | |
| 18 | 25 | 11 | O. VEJLUND/DK | RALT RT 1-2 | 4 | 8,35.2 | | 8,35.2 | 159.561 | 1. LAUF | | |
| 19 | 58 | 11 | J. LAMMERS/NL | HAWKE DL 18 | 5 | 8,39.0 | | 8,39.0 | 158.393 | 1. LAUF | | |
| 20 | 50 | 11 | K. KOELMEL/D | MARCH NOVA 753/3 | 3 | 8,39.8 | | 8,39.8 | 158.149 | 1. LAUF | | |
| 21 | 59 | 11 | D. KENNEDY/GB | MARCH 773 | 4 | 8,40.5 | | 8,40.5 | 157.936 | 1. LAUF | | |
| 22 | 17 | 11 | L. SVENSSON/S | BRABHAM BT 41 | 2 | 8,40.7 | | 8,40.7 | 157.875 | 1. LAUF | | |
| 23 | 37 | 11 | P. WISSKIRCHEN/D | MACO | 4 | 8,42.2 | | 8,42.2 | 157.422 | 1. LAUF | | |
| 24 | 41 | 11 | G. KOEBELE/D | MARCH-BMW 743 | 3 | 8,45.0 | | 8,45.0 | 156.582 | 1. LAUF | | |
| 25 | 7 | 11 | A. SMITH/D | KWS-CHEVRON-BMW | 5 | 8,48.4 | | 8,48.4 | 155.575 | 1. LAUF | | |
| 26 | 53 | 11 | W. LOCHER/D | RALT-BMW-HEIDEGGER RT 1 | 4 | 8,51.3 | | 8,51.3 | 154.726 | 1. LAUF | | |
| 27 | 12 | 11 | T. WEISS/S | MARCH-TOYOTA | 5 | 8,52.0 | | 8,52.0 | 154.522 | 1. LAUF | | |
| 28 | 28 | 11 | R. GYGAX/CH | MARCH JM 1 | 5 | 8,53.3 | | 8,53.3 | 154.145 | 1. LAUF | | |
| 29 | 2 | 11 | E. DERICHS/D | BOSE-DERICHS 36 | 5 | 8,53.4 | | 8,53.4 | 154.116 | 1. LAUF | | |
| 30 | 63 | 11 | D. GABBIANI/I | CHEVRON-NOVA B 38 | 4 | 8,57.9 | | 8,57.9 | 152.927 | 1. LAUF | | |

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|----|----|----|------------------------|-------------------------|---|---------|---------|---------|--------------------|
| 10 | 8 | 11 | R. JOERG/A | KWS-CHEVRON-BMW | 6 | 8,21.3 | 8,21.3 | 163.985 | 1. LAUF |
| 11 | 9 | 11 | P. SCHARMANN/D | TOJ | 6 | 8,21.5 | 8,21.5 | 163.920 | 1. LAUF |
| 12 | 62 | 11 | P. NECCHI/I | CHEVRON NOVA B 38 | 6 | 8,22.5 | 8,22.5 | 163.594 | 1. LAUF |
| 13 | 4 | 11 | H. BROGS/D | RALT-TOYOTA RT 1 | 4 | 8,22.5 | 8,22.6 | 163.561 | 1. LAUF |
| 14 | 32 | 11 | W. SILLER/A | CHEVRON B 38 | 5 | 8,28.5 | 8,28.5 | 161.663 | 1. LAUF |
| 15 | 3 | 11 | D. KERN/D | MACO-BMW 376 B | 5 | 8,29.8 | 8,29.8 | 161.251 | 1. LAUF |
| 16 | 52 | 11 | H. SCHERLE/D | MARCH 753-5 | 4 | 8,31.4 | 8,31.4 | 160.746 | 1. LAUF |
| 17 | 19 | 11 | T. CARLSSON/S | RALT RT 1 | 4 | 8,31.8 | 8,31.8 | 160.621 | 1. LAUF |
| 18 | 25 | 11 | O. VEJLUND/DK | RALT RT 1-2 | 4 | 8,35.2 | 8,35.2 | 159.561 | 1. LAUF |
| 19 | 53 | 11 | J. LAMMERS/NL | HAWKE DL 18 | 5 | 8,39.0 | 8,39.0 | 158.393 | 1. LAUF |
| 20 | 50 | 11 | K. KOELMEL/D | MARCH NOVA 753/3 | 3 | 8,39.8 | 8,39.8 | 158.149 | 1. LAUF |
| 21 | 59 | 11 | D. KENNEDY/GB | MARCH 773 | 4 | 8,40.5 | 8,40.5 | 157.936 | 1. LAUF |
| 22 | 17 | 11 | L. SVENSSON/S | BRABHAM BT 41 | 2 | 8,40.7 | 8,40.7 | 157.875 | 1. LAUF |
| 23 | 37 | 11 | P. WISSKIRCHEN/D | MACO | 4 | 8,42.2 | 8,42.2 | 157.422 | 1. LAUF |
| 24 | 41 | 11 | G. KOEBELE/D | MARCH-BMW 743 | 3 | 8,45.0 | 8,45.0 | 156.582 | 1. LAUF |
| 25 | 7 | 11 | A. SMITH/D | KWS-CHEVRON-BMW | 5 | 8,48.4 | 8,48.4 | 155.575 | 1. LAUF |
| 26 | 53 | 11 | W. LOCHER/D | RALT-BMW-HEIDEGGER RT 1 | 4 | 8,51.3 | 8,51.3 | 154.726 | 1. LAUF |
| 27 | 12 | 11 | T. WEISS/S | MARCH TOYOTA | 5 | 8,52.0 | 8,52.0 | 154.522 | 1. LAUF |
| 28 | 28 | 11 | R. GYGAX/CH | ARGO JM 1 | 5 | 8,53.3 | 8,53.3 | 154.145 | 1. LAUF |
| 29 | 2 | 11 | E. DERICHS/D | BOGE-DERICHS 36 | 5 | 8,53.4 | 8,53.4 | 154.116 | 1. LAUF |
| 30 | 63 | 11 | B. GABBIANI/I | CHEVRON-NOVA B 38 | 4 | 8,57.9 | 8,57.9 | 152.827 | 1. LAUF |
| 31 | 55 | 11 | M. KORTEN/D | MACO | 2 | 8,58.1 | 8,58.1 | 152.770 | 1. LAUF |
| 32 | 44 | 11 | P. BONK/D | DERICHS 35 | 3 | 8,59.3 | 8,59.3 | 152.430 | 1. LAUF |
| 33 | 65 | 11 | E. DE ANGELIS/I | CHEVRON-NOVA B 38 | 2 | 9,00.7 | 9,00.7 | 152.036 | 1. LAUF |
| 34 | 36 | 11 | R. ROEHNERT/D | MODUS-TOJ | 4 | 9,00.9 | 9,00.9 | 151.980 | 1. LAUF |
| 35 | 42 | 11 | W. SPITALER/D | JOJ-BMW | 5 | 9,02.3 | 9,02.3 | 151.587 | 1. LAUF |
| 36 | 45 | 11 | G. HOELKER/D | GRD 376 | 3 | 9,07.6 | 9,07.6 | 150.120 | 1. LAUF |
| 37 | 35 | 11 | R. NIGGEMEIER/D | MACO TOYOTA | 5 | 9,19.4 | 9,19.4 | 146.953 | 1. LAUF |
| 38 | 29 | 11 | N. HUTTER/CH | RALT-BMW | 5 | 9,28.5 | 9,28.5 | 144.601 | 1. LAUF |
| 39 | 34 | 11 | W. SCHOECH/A | RALT-BMW-HEIDEGGER RT 1 | 5 | 9,29.1 | 9,29.1 | 144.449 | 1. LAUF |
| 40 | 43 | 11 | B. HEUER/D | MACO 377 | 3 | 9,32.3 | 9,32.3 | 143.641 | 1. LAUF |
| 41 | 13 | 11 | N. -A. CARLBERG/S | RALT RT 1-14 | 4 | 10,30.3 | 10,30.3 | 130.423 | 1. LAUF |
| 42 | 21 | 11 | L. DE ALMENARA/GB | RAY | 2 | 10,41.7 | 10,41.7 | 128.106 | 1. LAUF |
| 43 | 24 | 11 | J. NIELSEN/DK | RALT RT 1 | 2 | 13,05.1 | 13,05.1 | 104.707 | 1. LAUF |
| 44 | 31 | 11 | H. HESS/CH | RALT-FORD NOVA | 1 | 25,27.2 | 25,27.2 | 53.827 | 1. LAUF |
| 45 | 15 | 11 | C. SIGURDSON/S | RALT RT 1 | 0 | | | | OHNE TRAININGSZEIT |
| 46 | 33 | 11 | O. HOEHN/D | MARCH-BMW | 0 | | | | OHNE TRAININGSZEIT |
| 47 | 51 | 11 | R. SAIER/D | MACO 375 | 0 | | | | OHNE TRAININGSZEIT |
| 48 | 49 | 11 | W. FISCHER/D | RALT RT 1 | 0 | | | | OHNE TRAININGSZEIT |
| 49 | 40 | 11 | J. SCHLICH/D | DERICHS 376 | 0 | | | | OHNE TRAININGSZEIT |
| 50 | 27 | 11 | G. BOVY/B | RALT RT 1 | 0 | | | | OHNE TRAININGSZEIT |
| 51 | 57 | 11 | VON LOEHRIS OF MENAR/D | RALT BMW RT 1 | 0 | | | | OHNE TRAININGSZEIT |

1. Lauf
 3-1
 R
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11.01.00