

|           |        |           |           |           |         |                     |      | Start/WP1          |        | DK 1               |        | WP 2                                     |                                          |        | DK 2               |        |                                               | WP 3                                         |                    |          | DK 3               |          |                    | DK 4     |                    |          | WP 4                    |          |                   | DK 5                                     |                    |          | WP 5                                      |                                                                                 |        | DK 6                                                         |                    |          | WP 6                |          |                    | WP 7              |    |           | DK 7      |        |  | DK 8 |  |  | Gesamt |  | Platz |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------|--------|-----------|-----------|-----------|---------|---------------------|------|--------------------|--------|--------------------|--------|------------------------------------------|------------------------------------------|--------|--------------------|--------|-----------------------------------------------|----------------------------------------------|--------------------|----------|--------------------|----------|--------------------|----------|--------------------|----------|-------------------------|----------|-------------------|------------------------------------------|--------------------|----------|-------------------------------------------|---------------------------------------------------------------------------------|--------|--------------------------------------------------------------|--------------------|----------|---------------------|----------|--------------------|-------------------|----|-----------|-----------|--------|--|------|--|--|--------|--|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
|           |        |           |           |           |         |                     |      | Startprüfung       |        | 2                  |        | Mittig ins Tor fahren                    |                                          |        | 0                  |        |                                               | Karisteninhalt schätzen,<br>Soll = 6,8 Liter |                    |          | O                  |          |                    | L        |                    |          | Stoppschild<br>anhalten |          |                   | D                                        |                    |          | Fahre auf 37 cm genau<br>an den Bordstein |                                                                                 |        | I                                                            |                    |          | Fahren auf Vierreck |          |                    | Hupenknopf        |    |           |           |        |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Nr.       | Klasse | Fahrer    |           | Beifahrer |         | Fahrzeug            |      | Baujahr            |        | Brauerei           |        | Sandschärke                              |                                          |        |                    |        |                                               |                                              |                    |          | Thiemendorf        |          |                    |          |                    |          | Jänkendorf              |          |                   |                                          |                    |          | Gewerbering                               |                                                                                 |        |                                                              |                    |          | Landskronbrauerei   |          |                    | Landskronbrauerei |    |           |           |        |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|           |        | Name      | Vorname   | Name      | Vorname |                     |      | Fehler =           | 10     | Fehler =           | 10     | Abweichung +/- je 1 cm =<br>1 Strafpunkt |                                          |        | Fehler =           | 10     | Abweichung +/- je 0,1 Liter =<br>1 Strafpunkt |                                              |                    | Fehler = | 10                 | Fehler = | 10                 | Fehler = | 10                 | Fehler = | 20                      | Fehler = | 10                | Abweichung +/- je 1 cm =<br>1 Strafpunkt |                    | Fehler = | 10                                        | Getroffen = 0 /<br>Auf Rand = 1 Fehler (5) /<br>Nicht getroffen = 2 Fehler (10) |        | Pro Rad 1 Fehler /<br>je Fehler = 5 Punkte<br>max. 10 Punkte |                    | Fehler = | 10                  | Fehler = | 10                 |                   |    |           |           |        |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|           |        |           |           |           |         |                     |      | Fehler<br>1 oder 0 | Punkte | Fehler<br>1 oder 0 | Punkte | gemessener<br>Abstand<br>LINKS in cm     | gemessener<br>Abstand<br>RECHTS in<br>cm | Punkte | Fehler<br>1 oder 0 | Punkte | Angabe in<br>Liter                            | Punkte                                       | Fehler<br>1 oder 0 | Punkte   | Fehler<br>1 oder 0 | Punkte   | Fehler<br>1 oder 0 | Punkte   | Fehler<br>1 oder 0 | Punkte   | Fehler<br>1 oder 0      | Punkte   | gemessen in<br>cm | Punkte                                   | Fehler<br>1 oder 0 | Punkte   | Fehler                                    | Punkte                                                                          | Fehler | Punkte                                                       | Fehler<br>1 oder 0 | Punkte   | Fehler<br>1 oder 0  | Punkte   | Fehler<br>1 oder 0 | Punkte            |    |           |           |        |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|           |        |           |           |           |         |                     |      |                    |        |                    |        |                                          |                                          |        |                    |        |                                               |                                              |                    |          |                    |          |                    |          |                    |          |                         |          |                   |                                          |                    |          |                                           |                                                                                 |        |                                                              |                    |          |                     |          |                    |                   |    |           |           |        |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Klasse M1 |        |           |           |           |         |                     |      |                    |        |                    |        |                                          |                                          |        |                    |        |                                               |                                              |                    |          |                    |          |                    |          |                    |          |                         |          |                   |                                          |                    |          |                                           |                                                                                 |        |                                                              |                    |          |                     |          |                    |                   |    |           |           |        |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4         | M 1    | Klauke    | Michael   |           |         | NSU 501 T           | 1929 | 1                  | 10     | 0                  | 0      | 179                                      | 187                                      | 8      | 0                  | 0      | 8,0                                           | 12                                           | 0                  | 0        | 0                  | 0        | 0                  | 0        | 0                  | 0        | 0                       | 0        | 37                | 0                                        | 0                  | 0        | 1                                         | 5                                                                               | 0      | 0                                                            | 0                  | 0        | 0                   | 0        | 0                  | 0                 | 0  | 35        | 1         | Klauke |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2         | M 1    | Rybarczyk | Paul      |           |         | D-Rad R9            | 1929 | 1                  | 10     | 0                  | 0      | 189                                      | 200                                      | 11     | 0                  | 0      | 4,9                                           | 19                                           | 0                  | 0        | 0                  | 0        | 0                  | 0        | 0                  | 0        | 0                       | 35       | 2                 | 0                                        | 0                  | 1        | 5                                         | 0                                                                               | 0      | 0                                                            | 0                  | 0        | 0                   | 0        | 0                  | 0                 | 47 | 2         | Rybarczyk |        |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5         | M 1    | Paetzoldt | Olaf      |           |         | BMW R11             | 1932 | 0                  | 0      | 1                  | 10     | 190                                      | 198                                      | 8      | 0                  | 0      | 6,0                                           | 8                                            | 0                  | 0        | 0                  | 0        | 0                  | 0        | 0                  | 0        | 0                       | 48       | 11                | 0                                        | 0                  | 2        | 10                                        | 0                                                                               | 0      | 0                                                            | 0                  | 0        | 0                   | 0        | 0                  | 0                 | 47 | 3         | Paetzoldt |        |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1         | M 1    | Rybarczyk | Jens      |           |         | D-RAD R0/4          | 1925 | 1                  | 10     | 0                  | 0      | 197                                      | 197                                      | 0      | 0                  | 0      | 11,0                                          | 42                                           | 0                  | 0        | 0                  | 0        | 0                  | 0        | 0                  | 0        | 39                      | 2        | 0                 | 0                                        | 0                  | 0        | 1                                         | 5                                                                               | 0      | 0                                                            | 0                  | 0        | 0                   | 0        | 0                  | 59                | 4  | Rybarczyk |           |        |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6         | M 1    | Schleuder | Christian |           |         | BMW R 17            | 1935 | 1                  | 10     | 1                  | 10     | 180                                      | 206                                      | 26     | 0                  | 0      | 8,0                                           | 12                                           | 0                  | 0        | 0                  | 0        | 0                  | 0        | 0                  | 0        | 38                      | 1        | 0                 | 0                                        | 0                  | 0        | 0                                         | 0                                                                               | 0      | 0                                                            | 0                  | 0        | 0                   | 0        | 0                  | 59                | 5  | Schleuder |           |        |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3         | M 1    | Lipinski  | Hajo      | Lipinski  | Kerstin | NSU 501 T           | 1928 | 1                  | 10     | 0                  | 0      | 212                                      | 180                                      | 32     | 0                  | 0      | 8,5                                           | 17                                           | 0                  | 0        | 0                  | 0        | 0                  | 0        | 0                  | 0        | 40                      | 3        | 0                 | 0                                        | 0                  | 0        | 0                                         | 0                                                                               | 0      | 0                                                            | 0                  | 0        | 0                   | 0        | 0                  | 62                | 6  | Lipinski  |           |        |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Klasse A5 |        |           |           |           |         |                     |      |                    |        |                    |        |                                          |                                          |        |                    |        |                                               |                                              |                    |          |                    |          |                    |          |                    |          |                         |          |                   |                                          |                    |          |                                           |                                                                                 |        |                                                              |                    |          |                     |          |                    |                   |    |           |           |        |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 20        | A 5    | Pache     | Ralf      | Pache     | Jutta   | Mercedes Benz       | 1934 | 0                  | 0      | 0                  | 0      | 127                                      | 116                                      | 11     | 0                  | 0      | 8,0                                           | 12                                           | 0                  | 0        | 0                  | 0        | 0                  | 0        | 0                  | 0        | 40                      | 3        | 0                 | 0                                        | 2                  | 10       | 0                                         | 0                                                                               | 0      | 0                                                            | 0                  | 0        | 0                   | 0        | 0                  | 36                | 1  | Pache     |           |        |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 17        | A 5    | Weber     | Hubertus  | Weber     | Karin   | Adam Opel AG / 12LG |      |                    |        |                    |        |                                          |                                          |        |                    |        |                                               |                                              |                    |          |                    |          |                    |          |                    |          |                         |          |                   |                                          |                    |          |                                           |                                                                                 |        |                                                              |                    |          |                     |          |                    |                   |    |           |           |        |  |      |  |  |        |  |       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |