



## **Fantastic starting grid during the traditional event**

The most tradition-rich event of the German motorsports was held at the Nürburgring during the last weekend of September. No other event looks back to such a long history and the 68. edition was a full success once again.

The 3-day-timetable was fully packed with racing action, regularity runs and presentations on the Grand Prix course and the “Nordschleife” as well.

The favourable weather made sure that the enthusiastic fans were beaming alongside with the sun and not only the paint and chrome parts of the oldtimers sparkled but the eyes of the car owners as well.

One of the highlights on the current Formula 1 track was the “Eifelsprint” in which more than forty cars of the GTC-TC race series and the FHR 100 Meilen Trophy participated. This imposing starting grid was classified during two race sessions each lasting thirty minutes. At the end Herve Ragout fought to the top of the overall classifications with his Porsche 934/5. He was followed by his brand colleagues Wolfgang and Michael Schrey as well as Peter Mücke who caused his Ford Capri to practically fly. Daniel Schrey’s chances were lost in the first race already due to clutch problems even though he rushed to a fantastic second position from the end of the starting grid in the Sunday race.

The fastest in training, Werner Frenz fared even worse because he could not start on Saturday any longer after his breakdown due to engine problems. As a consolation for the Osella PA5 pilot, the fact remains that he drove the fastest lap of both races.

In the category up to 1965, Erwin Derichs and Manfred Kubik won the fight in the `71 class with their Ford Mustang against Thomas Buchbinder in his Marcos 1800 GT and against Roland Portmann / Norbert Engels (BMW 2002).

Paul Koppenwallner won in the class for Two-seater racing cars and GTP up to 1971. His Chevron B16 was clearly ahead of Wolfram Seehaus in his Chevron B8 and Armin Zumtobel in his Porsche 906.

In the category up to 1976, Jens Schäfer (Renault Alpine A110) won in the class up to 2500 cc before the "Dogbone" Escorts of Helmut Stein and Pantelis Christoforou.

In the large class, nothing could be done against Peter Mücke. Thorsten Klimmer and Thomas Verhoeven were the only ones who came in the closest with their Porsche 911 RSRs. Frank Jacob achieved the fourth position with his wonderful BMW 3,5 CSL before the other Carreras of Dirk Sadlowski and Rolf Richter.

Marco Wagner was the fastest `81 Pilot, whereby he left Axel Hagemann and Hans Wagner (all BMW M1) far behind him.

The Porsche dominated in the Two-seater racing cars / GTP class – Herve Ragout at the top of the overall classification together with Wolfgang and Michael Schrey. The third position was achieved by Hilmar Schadrack / Michael Bischoff (Tiga SC80) before their Sports 2000 colleagues Harald Schmeyer / Peter Hug in their Lola T492.

In the next edition of the Eifelrace which is planned for June 2010, the Eifelsprint is sure to thrill the spectators once again.

Text: Stefan Chytrek

Website: [www.kurvensteher.de](http://www.kurvensteher.de)