

## SUPERBIKE\*IDM - 2. Lauf Zolder

### Sidecar - Qualifying 1

09 - 12 May 2013

### Laps and Sector Times

Zolder - 4000 mtr.

4 Eilers-Prudlik							OSR-Suzuki									
1	Out	144.6	54.950	130.3	44.311	163.5	2:34.691	6	44.120	162.4	49.463	146.7	40.724	173.5	2:14.307	
2		49.466	161.9	55.422	134.3	44.270	135.4	2:29.158	7	44.371	164.4	48.853	149.2	40.525	170.1	2:13.749
3		47.483	160.7	53.336	139.7	In		2:34.870 P	8	44.128	164.1	<del>47.900</del>	150.4	40.211	170.1	<b>2:12.329</b>
4	Out	130.8	53.895	121.8	In			6:02.988 P	9	44.135	167.7	48.952	<del>155.1</del>	<del>40.129</del>	<del>174.4</del>	2:13.216
5	Out	166.4	49.491	149.6	40.373	169.2	5:14.620	10	<del>44.084</del>	170.1	49.626	148.6	41.234	171.8	2:14.894	

5 Schröder-Burkard							LCR Suzuki F1									
1	Out	149.4	52.304	146.7	41.878	156.7	2:33.213	7	43.236	171.4	47.975	154.5	In		2:30.547 P	
2		45.249	166.9	48.721	157.4	39.542	166.7	2:13.512	8	Out	157.0	49.539	155.2	40.141	165.1	3:55.376
3		44.562	166.2	48.473	150.8	39.879	162.7	2:12.914	9	<del>43.127</del>	<del>172.0</del>	<del>47.711</del>	157.9	39.880	164.3	<b>2:10.718</b>
4		45.659	160.2	49.887	157.0	<del>39.154</del>	<del>170.1</del>	2:14.700	10	43.959	169.3	48.860	155.2	40.475	151.7	2:13.294
5		46.439	156.3	51.432	140.3	40.293	169.2	2:18.164	11	48.663	137.8	56.146	131.5	43.678	161.9	2:28.487
6		44.443	164.9	47.838	<del>159.8</del>	40.322	160.4	2:12.603	12							

7 Pichler-Pichler							RSR Suzuki F1									
1	Out	158.6	52.323	143.4	40.784	158.1	2:24.625	5	46.085	169.5	50.828	150.0	<del>39.589</del>	168.4	2:16.482	
2		45.717	170.3	50.716	147.7	In		2:39.647 P	6	45.117	171.2	50.771	151.9	39.896	<del>170.9</del>	2:15.784
3	Out	162.7	52.101	140.8	46.559	158.9	4:15.193	7	44.824	168.2	50.527	<del>152.8</del>	40.303	<del>170.9</del>	<b>2:15.654</b>	
4		45.658	170.6	50.712	145.2	40.132	166.7	2:16.502	8	<del>44.291</del>	<del>174.5</del>	<del>50.210</del>	149.6	In		2:37.419 P

8 Kretzer-Lehnertz							Sidecar F1									
1	Out	155.4	52.136	143.2	38.765	176.3	3:40.744	6	Out	170.9	53.633	150.8	38.288	177.2	5:33.772	
2		43.898	175.9	48.210	159.5	37.471	<del>182.9</del>	2:09.579	7	42.603	170.1	47.578	160.2	37.896	177.2	2:08.077
3		41.680	179.4	48.372	149.4	39.462	173.5	2:09.514	8	42.270	172.8	47.205	160.5	37.740	178.1	2:07.215
4		43.157	<del>180.9</del>	56.195	153.8	37.886	174.4	2:17.238	9	<del>41.414</del>	174.8	46.656	157.2	37.264	177.2	2:05.334
5		44.333	160.5	52.576	137.6	In		2:33.245 P	10	41.500	174.8	<del>46.488</del>	<del>162.4</del>	<del>36.791</del>	<del>182.9</del>	<b>2:04.784</b>

12 Hock-Becker							LCR Suzuki F1									
1	Out	161.9	50.461	148.1	37.955	171.8	2:19.373	5	41.303	173.1	46.668	161.7	36.755	181.0	2:04.726	
2		42.620	161.9	47.772	161.0	37.891	168.4	2:08.283	6	<del>41.196</del>	173.4	<del>46.982</del>	<del>163.6</del>	<del>36.165</del>	<del>182.9</del>	<b>2:03.343</b>
3		42.168	<del>173.6</del>	50.873	154.7	37.926	173.5	2:10.967	7	44.654	166.7	53.288	137.8	In		2:36.562 P
4		41.866	164.1	47.882	160.7	36.686	180.0	2:06.434	8							

34 Nussbaum-Aebischer							LCR Suzuki F1									
1	Out	146.3	55.720	120.8	42.842	155.9	2:37.975	4	47.196	161.4	52.641	134.5	In		2:46.720 P	
2		49.213	156.5	51.056	133.0	<del>40.265</del>	<del>158.9</del>	2:20.534	5	Out	152.5	51.437	130.8	41.422	155.9	11:14.246
3		46.689	<del>165.6</del>	<del>49.572</del>	<del>142.5</del>	41.517	<del>153.9</del>	<b>2:17.778</b>	6	<del>46.002</del>	161.9	53.517	121.3	In		2:39.813 P

35 Sattler-Trautner							RSR KTM 1190									
1	Out	146.5	54.588	122.4	43.907	140.4	2:32.778	7	42.801	172.8	49.607	144.4	40.507	165.9	2:12.915	
2		46.796	163.9	50.566	140.8	40.635	161.9	2:17.997	8	43.637	<del>175.0</del>	50.302	135.8	In		2:30.774 P
3		44.629	169.8	50.184	133.3	41.967	149.1	2:16.780	9	Out	169.5	48.939	140.6	40.687	157.4	2:49.343
4		49.118	170.3	52.388	128.9	In		2:36.032 P	10	42.859	169.5	47.489	153.2	39.721	165.9	2:10.069
5	Out	167.4	49.015	141.5	45.929	132.2	4:32.879	11	<del>42.419</del>	172.2	<del>46.583</del>	<del>155.7</del>	<del>39.162</del>	<del>172.7</del>	<b>2:08.124</b>	
6		45.968	155.2	52.428	139.0	40.933	169.2	2:19.329	12	42.807	172.2	48.476	148.1	40.344	156.7	2:11.627

44 Kainulainen-Päivärinta							LCR Suzuki F1									
1	Out	156.5	50.412	161.7	39.069	169.2	2:24.328	7	40.882	174.2	45.809	170.6	37.966	<del>174.4</del>	2:04.657	
2		42.524	173.6	48.254	168.0	38.996	170.1	2:09.774	8	<del>40.879</del>	173.9	45.704	168.0	<del>37.588</del>	170.9	<b>2:04.181</b>
3		42.016	172.0	47.332	158.8	39.007	173.5	2:08.355	9	41.058	<del>176.5</del>	<del>46.253</del>	168.2	37.884	<del>174.4</del>	2:04.195
4		43.889	172.5	47.003	168.0	38.059	171.8	2:08.951	10	42.201	157.0	50.975	138.3	In		2:22.370 P
5		41.446	174.5	45.810	<del>170.9</del>	37.707	<del>174.4</del>	2:04.963	11	Out	165.9	47.747	163.9	38.908	171.8	8:30.735

**SUPERBIKE\*IDM - 2. Lauf Zolder**

**Sidecar - Qualifying 1**

**09 - 12 May 2013**

**Laps and Sector Times**

**Zolder - 4000 mtr.**

6	41.114	174.5	45.995	169.3	38.384	157.4	2:05.493	12				
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<b>56</b>	<b>Rutz-Hofer</b>							<b>LCR-Yamaha</b>				
1			In		In		3:12.856 P	2				

<b>59</b>	<b>Kaspar-Fries</b>							<b>LCR Suzuki F1</b>									
1	Out	167.7	58.156	133.3	44.163	160.4	2:38.898	7	Out	175.0	51.091	142.1	41.661	<del>171.8</del>	3:28.279		
2		49.364	160.7	55.974	136.2	43.367	161.9	2:28.705	8		44.105	<del>176.8</del>	50.727	145.9	40.949	<del>171.8</del>	2:15.781
3		46.803	168.2	53.222	135.2	42.816	164.3	2:22.841	9		43.809	174.5	50.359	148.1	41.421	170.1	2:15.589
4		46.344	170.9	52.364	139.4	41.423	163.5	2:20.131	10		45.119	165.1	50.800	145.4	40.871	<del>171.8</del>	2:16.790
5		47.896	164.4	52.363	140.1	41.596	164.3	2:21.855	11		44.463	174.8	<del>49.805</del>	143.6	<del>40.374</del>	170.9	<b>2:14.642</b>
6		46.294	168.0	52.277	121.6	In		2:42.514 P	12		<del>43.472</del>	174.2	50.912	<del>152.1</del>	40.898	169.2	2:15.282

<b>66</b>	<b>Roscher-Neubert</b>							<b>LCR BMW</b>									
1	Out	161.9	52.286	150.4	40.804	168.4	2:28.774	8		41.356	182.1	50.494	162.7	38.053	178.1	2:09.903	
2		44.240	177.3	53.405	154.1	40.254	178.1	2:17.899	9		41.234	177.6	46.470	147.9	37.667	177.2	2:05.371
3		42.741	181.2	47.352	164.1	40.495	176.3	2:10.588	10		41.363	180.9	45.913	160.0	<del>37.237</del>	181.0	2:04.513
4		41.790	184.3	46.916	159.8	38.061	180.0	2:06.767	11		40.934	179.7	45.887	165.4	37.369	<del>183.9</del>	2:04.190
5		42.265	177.9	47.310	161.2	38.798	<del>183.9</del>	2:08.373	12		<del>40.527</del>	<del>184.6</del>	45.236	<del>168.8</del>	37.241	182.9	<b>2:03.004</b>
6		41.706	183.1	47.020	156.3	37.507	182.9	2:06.233	13		41.429	<del>184.6</del>	<del>45.135</del>	166.2	37.438	179.0	2:04.002
7		41.580	183.1	46.486	166.7	37.568	181.9	2:05.634	14								

<b>88</b>	<b>Gierlinger-Gierlinger</b>							<b>RSR-Suzuki F1</b>									
1	Out	138.6	55.887	138.5	42.866	150.4	2:44.897	6		46.811	161.2	52.113	139.2	In		2:36.936 P	
2		47.219	161.2	53.508	133.2	43.441	157.4	2:24.168	7	Out	153.6	50.798	145.9	<del>41.361</del>	<del>167.5</del>	4:21.013	
3		45.671	<del>165.6</del>	51.725	135.7	42.866	147.1	2:20.262	8		45.173	164.4	<del>50.108</del>	<del>146.3</del>	41.405	157.4	<b>2:16.681</b>
4		50.837	164.6	53.087	131.5	44.123	144.6	2:28.047	9		<del>44.634</del>	164.1	50.882	142.9	42.874	160.4	2:18.390
5		47.167	159.3	52.430	133.8	42.404	161.1	2:22.001	10		45.733	162.2	52.395	130.6	41.434	163.5	2:19.562