

## 4. Lauf Red Bull Ring Spielberg

MC Augsburg e.V.

### Sidecar - Freies Training 18

#### Laps and Sector Times

20 - 23 June 2013

Red Bull Ring - 4326 mtr.

4 Eilers-Prudlik							OSR Suzuki							
1	Out	152.5	55.860	41.128	150.8	2:14.056	6	Out	176.5	50.234	37.204	176.5	4:05.961	
2		30.000	161.2	52.939	40.184	159.5	7		26.672	182.4	48.475	36.069	185.9	1:51.216
3		27.150	178.2	52.137	39.186	179.1	8		26.148	187.8	48.503	35.805	185.9	1:50.456
4		26.895	186.5	50.802	38.343	174.2	9		<del>26.143</del> 193.2	<del>47.451</del>	<del>35.750</del>	176.2	1:49.344	
5		27.154	172.8	50.316	In		10							
						1:56.713 P								

5 Schröder-Burkhard							LCR Suzuki F1							
1	Out	138.6	54.462	35.531	189.1	2:04.330	7		24.669	211.8	45.276	<del>32.302</del>	194.9	1:42.247
2		26.427	204.2	47.418	33.720	193.2	8		24.744	<del>222.7</del>	44.870	32.382	<del>196.7</del>	1:41.996
3		25.154	208.5	45.753	33.391	193.9	9		24.607	221.3	44.816	33.056	194.9	1:42.479
4		24.852	209.7	45.377	32.522	195.3	10		24.825	222.2	44.571	32.317	195.3	1:41.713
5		24.795	217.7	45.081	32.657	194.6	11		<del>24.585</del>	222.2	<del>44.562</del>	32.364	194.9	1:41.511
6		24.842	216.9	45.025	32.764	196.4	12							

7 Pichler-Pichler							RSR Suzuki F1							
1	Out	135.5	55.971	39.016	159.8	2:07.872	6		25.535	<del>201.7</del>	46.357	33.915	189.1	1:45.807
2		31.657	139.4	55.681	38.740	183.4	7		<del>25.222</del>	199.6	<del>46.115</del>	34.166	<del>191.8</del>	1:45.503
3		27.635	167.2	50.723	In		8		25.493	196.7	46.154	33.991	190.5	1:45.638
4	Out	163.9	49.459	34.840	187.2	5:39.671 P	9		25.583	194.2	46.257	34.448	188.2	1:46.288
5		25.683	187.2	46.635	<del>33.797</del>	189.1	10							
						1:46.115								

34 Nussbaum-Aebischer							LCR Suzuki F1							
1	Out	170.6	52.739	36.682	186.2	1:58.652	6		<del>25.360</del>	<del>217.7</del>	46.798	34.080	188.8	1:46.238
2		26.030	205.7	48.243	35.025	188.8	7		25.537	214.7	46.815	33.988	<del>189.1</del>	1:46.340
3		25.849	209.3	47.680	34.863	<del>189.1</del>	8		25.761	201.9	46.926	34.351	188.8	1:47.038
4		25.819	212.6	47.216	34.149	<del>189.1</del>	9		25.530	213.9	47.034	33.811	<del>189.1</del>	1:46.375
5		25.724	214.7	<del>46.513</del>	34.097	188.5	10		25.425	214.7	47.003	<del>33.694</del>	188.2	1:46.122
						1:46.334								

55 Remse-Biggs														
1	Out	142.9	57.576	38.304	184.9	2:05.776	5		25.878	191.2	46.991	34.166	193.9	1:47.035
2		26.617	179.4	50.011	35.023	188.5	6		25.476	200.7	47.005	<del>33.511</del>	192.9	1:45.992
3		25.787	197.4	48.082	34.402	192.9	7		25.388	<del>202.2</del>	<del>46.689</del>	33.666	<del>194.2</del>	1:45.743
4	<del>25.347</del>	192.9	47.545	33.806	191.8	1:46.698	8		25.629	191.2	47.092	In		1:56.710 P

56 Rutz-Hofer							LCR Yamaha							
1	Out	151.3	53.026	36.151	186.2	2:02.042	6		25.171	205.3	45.699	33.674	192.2	1:44.544
2		26.937	182.7	47.645	34.735	192.2	7		25.483	211.8	44.999	33.641	<del>194.6</del>	1:44.123
3		33.225	136.4	58.851	In		8		25.095	<del>214.7</del>	45.300	33.215	194.2	1:43.610
4	Out	162.9	51.831	51.299	190.1	6:35.724 P	9		<del>24.807</del>	213.9	<del>44.708</del>	<del>33.192</del>	194.2	1:42.707
5		25.921	200.4	46.782	33.829	193.9	10							
						1:46.532								

59 Kaspar-Fries							LCR							
1	Out	157.2	54.275	35.125	191.2	1:59.271	7		25.223	201.5	46.604	33.451	194.6	1:45.278
2		25.915	183.7	47.751	33.831	193.9	8		<del>25.088</del>	189.8	46.655	33.190	192.9	1:44.903
3		25.584	180.3	47.070	34.129	<del>194.9</del>	9		25.322	191.5	46.986	33.673	193.9	1:45.981
4		25.213	183.4	46.803	35.032	192.2	10		25.077	194.6	<del>46.218</del>	33.474	193.2	1:44.769
5		25.485	195.7	47.062	In		11		25.315	<del>201.9</del>	46.421	In		1:48.545 P
6	Out	173.4	46.534	<del>33.102</del>	194.2	3:29.129 P	12							

66 Roscher-Neubert							LCR BMW							
1	Out	162.7	50.851	35.704	183.4	1:53.765	5		24.314	212.6	45.301	<del>32.080</del>	<del>199.3</del>	1:41.695
2		25.136	207.7	47.629	33.370	195.3	6		28.333	184.9	46.745	In		1:52.412 P

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<b>3</b>	24.569	208.9	46.619	34.751	196.7	1:45.939	<b>7</b>	Out 172.0	48.603	33.628	197.8	8:16.302
<b>4</b>	24.640	213.0	46.118	32.682	196.7	1:43.440	<b>8</b>	<del>24.198</del> <del>223.6</del>	<del>45.151</del>	32.537	197.4	1:41.886

<b>88</b>	<b>Gierlinger-Gierlinger</b>						RSR Suzuki F1					
<b>1</b>	Out 144.6	58.519	39.623	171.2	2:12.775	<b>5</b>	Out 151.9	52.401	37.079	181.5	4:14.045	
<b>2</b>	27.960	179.1	52.305	38.642	183.7	1:58.907	<b>6</b>	27.106	182.1	<del>48.540</del>	<del>34.590</del> <del>188.8</del>	<b>1:50.236</b>
<b>3</b>	27.708	164.6	50.700	36.837	176.5	1:55.245	<b>7</b>	<del>26.251</del> <del>197.1</del>	49.327	In	1:57.188	<b>P</b>
<b>4</b>	27.341	187.5	51.845	In	2:04.399	<b>P</b>	<b>8</b>					

<b>97</b>	<b>Grabmüller-Wechselberger</b>												
<b>1</b>	Out 164.9	53.902	36.804	190.5	2:02.578	<b>6</b>	<del>24.167</del> <del>231.3</del>	44.727	<del>31.851</del>	197.1	1:40.745		
<b>2</b>	26.448	201.1	49.334	34.922	192.9	1:50.704	<b>7</b>	24.379	228.3	<del>44.514</del>	32.338	197.1	1:41.231
<b>3</b>	26.356	210.1	48.743	In	1:55.198	<b>P</b>	<b>8</b>	24.187	226.4	44.534	31.955	198.2	<b>1:40.676</b>
<b>4</b>	Out 201.1	46.807	32.789	197.8	4:42.189	<b>9</b>	24.211	228.8	44.607	32.154	<del>198.5</del>	1:40.972	
<b>5</b>	24.332	230.8	44.786	32.133	195.7	1:41.251	<b>10</b>	24.268	218.6	44.997	In	1:51.658	<b>P</b>