



# AvD race weekend RED BULL RING

PCN Sport Promotion

GT-Sportcars-Touring-Cars - testing-1

23 - 26 August 2012

Laps and Sector Times

Red Bull Ring - 4326 mtr.

<b>2</b>	<b>Swift-Stanley</b>														
1	Out	118.9	1:03.693	45.556	168.5	2:23.339	8	Out	201.9	43.553	30.708	204.5	3:18.268		
2		30.347	137.2	55.697	37.125	202.2	9		23.738	226.9	50.896	31.850	206.5	1:46.484	
3		25.072	187.5	48.584	35.274	191.8	1:48.930	10		23.541	227.8	42.945	<del>30.413</del>	205.3	1:36.899
4		26.236	170.6	48.090	33.542	204.2	1:47.868	11		23.780	219.1	46.536	31.038	<del>208.9</del>	1:41.354
5		24.283	190.1	44.902	31.659	207.7	1:40.844	12		<del>23.328</del>	<del>230.8</del>	<del>41.743</del>	30.575	207.3	<b>1:35.646</b>
6		24.025	220.4	43.192	31.517	207.7	1:38.734	13		24.120	215.6	43.286	31.163	208.1	1:38.569
7		26.323	178.2	54.759	In		2:02.043	P	14						

<b>3</b>	<b>Wells-Littlejohn</b>														
1	Out	148.1	53.746	38.254	196.0	2:01.364	6		23.554	224.5	43.217	31.570	201.1	1:38.341	
2		26.039	204.5	47.037	33.053	203.4	1:46.129	7		23.981	213.4	42.759	30.783	205.3	1:37.523
3		24.529	214.7	45.769	31.453	205.7	1:41.751	8		23.478	234.8	42.339	30.208	207.3	<b>1:36.025</b>
4		24.648	179.7	44.396	<del>29.92</del>	<del>208.1</del>	1:39.016	9		<del>23.288</del>	<del>231.9</del>	<del>41.971</del>	31.036	204.5	1:36.275
5		24.338	218.6	43.180	30.249	207.7	1:37.767	10							

<b>9</b>	<b>Henry Uhlig (D)</b>						<b>Norma-BMW</b>									
1	Out	129.8	57.876	38.054	208.1	2:07.929	6		23.995	204.9	47.504	In		1:50.155	P	
2		25.933	167.7	51.643	36.227	209.7	1:53.803	7		Out	171.2	48.013	32.981	210.9	4:11.080	
3		25.255	189.5	51.116	In		2:00.095	P	8		23.946	210.9	48.903	<del>32.558</del>	<del>214.7</del>	1:45.407
4	Out	153.4	50.191	34.820	207.3	4:34.903	9		<del>23.702</del>	<del>232.8</del>	<del>45.153</del>	34.089	205.7	<b>1:42.944</b>		
5		24.431	221.3	48.881	34.738	208.9	1:48.050	10								

<b>10</b>	<b>Georg Hallau (D)</b>						<b>PRC-BMW</b>									
1	Out	131.2	57.387	37.175	201.1	2:04.607	6		24.439	223.1	45.933	32.202	207.7	1:42.574		
2		24.689	195.3	47.408	34.926	201.1	1:47.023	7		24.537	<del>236.8</del>	<del>43.138</del>	In		1:46.045	P
3		24.219	219.5	46.817	34.292	200.7	1:45.328	8		Out	207.7	44.217	32.048	207.3	3:47.326	
4		24.533	221.3	46.746	In		1:49.893	P	9		<del>23.925</del>	234.3	43.362	<del>31.311</del>	<del>208.1</del>	<b>1:38.598</b>
5	Out	179.4	45.597	31.497	207.3	5:10.330	10									

<b>12</b>	<b>Peter Bamford</b>						<b>PRC-Audi-Turbo</b>									
1	Out	129.8	59.205	38.907	170.3	2:14.331	7		23.932	236.8	41.856	30.463	208.5	1:36.251		
2		27.412	185.2	48.230	In		1:56.107	P	8		23.493	236.8	41.512	29.926	210.5	1:34.931
3	Out	175.3	47.902	33.643	207.3	5:51.688	9		23.554	235.3	43.113	30.062	<del>210.9</del>	1:36.729		
4		24.016	225.0	46.784	32.080	209.7	1:42.880	10		<del>23.084</del>	<del>240.5</del>	<del>41.148</del>	<del>29.425</del>	210.5	<b>1:33.657</b>	
5		25.255	206.1	46.588	37.149	208.1	1:48.992	11		23.272	191.5	50.221	In		1:54.902	P
6		23.851	210.1	44.225	30.866	209.7	1:38.942	12								

<b>16</b>	<b>Sven Barth (D)</b>						<b>PRC-Audi-Turbo</b>									
1	Out	172.5	45.414	29.671	218.6	1:41.629	6		22.126	217.7	41.116	29.048	222.2	1:32.290		
2		22.947	212.2	42.322	28.347	220.4	1:33.616	7		<del>21.888</del>	<del>223.1</del>	40.418	<del>27.672</del>	<del>223.1</del>	<b>1:29.988</b>	
3		22.209	219.5	44.821	In		1:38.637	P	8		23.379	222.7	40.893	In	1:36.843	P
4	Out	200.4	41.777	29.047	219.5	3:52.816	9		Out	195.3	41.181	27.826	222.2	7:14.486		
5		22.722	217.3	<del>40.32</del>	28.251	221.3	1:31.365	10								

<b>22</b>	<b>Gerhard Münch (D)</b>						<b>Norma-Honda</b>									
1	Out	144.2	55.920	39.934	186.5	2:07.765	8		24.551	202.6	44.859	31.480	195.7	1:40.890		
2		25.667	207.7	44.596	31.051	191.5	1:41.314	9		24.963	222.2	43.183	31.098	194.2	1:39.244	
3		25.376	206.5	45.762	33.270	190.1	1:44.408	10		24.384	222.7	43.408	30.861	196.0	1:38.653	
4		24.826	213.9	45.473	30.617	190.8	1:40.916	11		25.451	204.5	44.125	32.173	<del>195.4</del>	1:41.749	
5		24.623	220.9	42.931	In		2:02.408	P	12		<del>24.22</del>	218.6	<del>42.432</del>	30.675	193.2	<b>1:37.309</b>
6	Out	196.4	44.264	34.189	191.8	3:19.909	13		24.309	<del>223.6</del>	42.532	31.362	195.3	1:38.203		
7		24.742	216.9	42.884	<del>30.08</del>	195.3	1:37.694	14		24.572	223.1	42.798	31.422	193.9	1:38.792	

<b>29</b>	<b>Marcel Marateotto</b>						<b>PRC-Audi-Turbo</b>								
1	Out	152.5	53.419	36.758	175.0	2:04.373	8		25.467	202.6	43.871	32.510	182.4	1:41.848	
2		26.937	198.9	46.507	33.535	176.8	1:46.979	9		25.774	201.5	<del>43.864</del>	<del>30.658</del>	183.7	<b>1:40.296</b>
3		26.938	198.5	45.859	31.623	180.9	1:44.420	10		<del>25.30</del>	<del>208.4</del>	44.202	32.235	<del>184.3</del>	1:41.827



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4	25.924	199.3	44.566	32.860	182.1	1:43.350	11	25.483	202.2	44.089	33.491	180.0	1:43.013
5	25.849	201.5	44.702	In		1:42.887 P	12	25.534	202.6	44.406	30.667	181.5	1:40.607
6	Out	196.0	45.097	31.178	182.7	5:29.949	13	25.860	200.4	45.460	In		1:46.085 P
7	25.880	198.2	47.178	31.053	184.0	1:44.111	14						

<b>30</b>	<b>Albert Kierdorf</b>						<b>Porsche 997 RSR</b>						
1	Out	137.9	53.942	37.444	203.0	2:06.768	8	22.920	<del>200.8</del>	<del>42.473</del>	33.040	193.5	1:38.433
2	25.859	210.9	46.623	35.726	208.5	1:48.208	9	23.768	213.0	43.221	31.912	213.4	1:38.901
3	24.569	212.2	45.847	35.817	192.5	1:46.233	10	<del>27.787</del>	211.8	44.297	32.729	210.9	1:39.813
4	24.514	196.0	45.561	In		1:50.845 P	11	23.089	224.1	42.781	31.840	213.4	1:37.710
5	Out	197.4	44.466	32.605	213.4	3:29.795	12	23.418	226.4	42.512	33.599	215.6	1:39.529
6	25.941	188.8	46.220	33.540	209.3	1:45.701	13	22.984	220.4	42.998	<del>30.909</del>	<del>216.0</del>	<b>1:36.891</b>
7	25.014	200.0	44.406	31.985	213.4	1:41.405	14						

<b>43</b>	<b>Reto Stutz (CH)</b>						<b>PRC-Opel</b>						
1	Out	97.5	1:05.005	46.206	170.9	2:28.641	4	27.430	189.8	<del>50.415</del>	<del>35.077</del>	<del>185.6</del>	<b>1:52.942</b>
2	30.134	136.4	56.101	In		2:12.779 P	5	<del>27.326</del>	<del>198.9</del>	52.544	In		2:04.229 P
3	Out	151.3	54.468	36.037	184.3	7:53.617	6						

<b>44</b>	<b>Christof Langer</b>						<b>Porsche 997 GT3 Cup</b>						
1	Out	128.9	1:05.916	44.246	160.7	2:26.741	7	26.883	159.5	48.841	33.027	194.6	1:48.751
2	28.773	171.2	55.202	37.623	191.8	2:01.598	8	24.791	223.6	44.803	31.920	196.7	1:41.514
3	26.687	187.8	49.669	34.774	193.5	1:51.130	9	24.969	224.5	<del>44.433</del>	<del>31.741</del>	<del>197.1</del>	<b>1:41.148</b>
4	26.177	204.2	46.964	33.267	194.2	1:46.408	10	<del>24.549</del>	<del>225.5</del>	45.108	In		1:43.279 P
5	25.484	209.3	46.993	43.519	142.3	1:55.996	11	Out	206.1	45.919	In		2:16.432 P
6	33.538	124.0	57.585	39.394	193.9	2:10.517	12	Out	150.2	57.221	In		4:22.676 P

<b>46</b>	<b>Andrew Ferguson</b>												
1	Out	116.1	1:04.326	In		2:27.109 P	6	Out	157.7	53.562	34.594	<del>204.2</del>	5:21.553
2	Out	147.9	55.191	40.087	196.4	4:52.199	7	27.108	180.0	48.637	34.396	203.4	1:50.141
3	26.406	168.8	52.430	35.536	198.5	1:54.372	8	24.857	183.7	47.846	35.756	202.6	1:48.459
4	<del>24.833</del>	<del>204.5</del>	<del>47.642</del>	<del>33.555</del>	203.4	<b>1:46.030</b>	9	25.888	200.7	49.960	In		1:58.390 P
5	24.926	170.9	47.786	In		1:54.185 P	10						

<b>54</b>	<b>Wager-Noller</b>						<b>BMW M3 V8</b>						
1	Out	115.6	1:02.032	42.459	191.2	2:18.951	8	26.080	186.5	46.757	33.254	194.6	1:46.091
2	28.088	165.4	51.277	37.195	163.6	1:56.560	9	26.199	193.2	45.477	<del>32.333</del>	<del>194.9</del>	1:44.009
3	27.142	190.1	49.701	37.082	190.1	1:53.925	10	24.960	197.8	46.277	32.934	192.5	1:44.171
4	26.232	188.2	48.307	34.350	189.1	1:48.889	11	25.163	206.1	<del>45.419</del>	32.916	193.9	1:43.498
5	26.022	197.1	47.011	34.501	193.9	1:47.534	12	<del>24.806</del>	<del>217.7</del>	45.517	33.083	193.2	<b>1:43.406</b>
6	24.929	210.1	45.837	32.932	<del>194.9</del>	1:43.698	13	24.938	209.3	46.750	In		1:50.120 P
7	26.230	198.5	46.236	33.683	<del>194.9</del>	1:46.149	14						

<b>55</b>	<b>Ludwig-Bleck</b>						<b>Toyota MR2 T</b>						
1	Out	114.9	1:01.289	43.330	191.5	2:16.735	7	25.180	<del>250</del>	45.446	In		1:47.234 P
2	25.975	180.9	47.683	33.335	189.8	1:46.993	8	Out	187.2	47.609	33.536	189.1	4:10.815
3	25.489	212.2	48.230	34.080	187.2	1:47.799	9	25.421	222.2	46.105	32.943	189.1	1:44.469
4	25.391	222.2	45.590	33.009	189.1	1:43.990	10	24.932	221.8	45.539	32.951	<del>191.8</del>	1:43.422
5	25.276	221.3	46.298	33.065	190.8	1:44.639	11	<del>24.981</del>	<del>222.2</del>	<del>44.902</del>	<del>31.947</del>	191.5	<b>1:41.780</b>
6	25.229	218.2	45.831	32.437	190.5	1:43.497	12	26.099	219.1	50.171	In		1:52.212 P

<b>62</b>	<b>Edwin Stucky</b>						<b>Mercedes SLS GT3</b>						
1	Out	109.5	56.775	39.139	192.9	2:10.899	8	24.677	<del>234.3</del>	44.432	31.953	199.3	1:41.062
2	25.618	188.2	48.009	34.995	196.4	1:48.622	9	24.600	219.5	45.592	In		1:47.409 P
3	24.765	214.7	45.957	33.054	197.1	1:43.776	10	Out	189.5	44.646	32.046	199.3	3:17.232
4	24.594	206.1	49.059	33.388	199.3	1:47.041	11	24.596	208.9	47.284	33.006	<del>207</del>	1:44.886
5	25.454	227.8	44.863	32.651	198.5	1:42.968	12	24.232	194.6	45.104	32.132	197.4	1:41.468
6	24.210	229.8	44.324	32.351	197.8	1:40.885	13	<del>23.983</del>	233.8	<del>43.882</del>	<del>31.613</del>	199.3	<b>1:39.498</b>
7	24.205	<del>234.3</del>	44.459	33.228	199.3	1:41.892	14						



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65 Gerd Beisel							Corvette GT3						
1	Out	1720	54.582	36.748	195.7	2:01.806	8	23.583	224.5	43.313	31.065	<del>207</del>	1:37.961
2	25.644	204.2	47.754	35.019	198.2	1:48.417	9	<del>23.40</del>	238.9	<del>42.119</del>	<del>30.739</del>	171.4	<b>1:36.278</b>
3	25.493	201.9	45.128	33.296	201.5	1:43.917	10	24.545	232.3	42.145	31.043	204.9	1:37.733
4	27.475	203.8	46.529	In		1:54.092 P	11	23.909	240.5	42.517	31.293	204.9	1:37.719
5	Out	182.4	44.624	32.021	203.0	4:17.590	12	23.959	<del>241.6</del>	42.749	30.936	204.5	1:37.644
6	23.715	221.8	43.881	32.731	203.4	1:40.327	13	23.481	225.5	42.768	In		1:43.293 P
7	23.766	237.9	44.152	32.876	203.8	1:40.794	14						

74 Thomas Winkler							Porsche 996 GT3 Cup						
1	Out	133.2	1:03.126	40.238	161.2	2:19.507	8	26.193	209.7	46.847	32.618	184.3	1:45.658
2	28.441	184.0	50.196	36.428	170.9	1:55.065	9	27.057	205.7	45.686	33.226	<del>185.2</del>	1:45.969
3	27.650	187.2	49.623	35.142	181.5	1:52.415	10	<del>25.856</del>	211.8	45.638	<del>32.416</del>	185.9	<b>1:43.910</b>
4	26.694	208.1	48.473	34.585	183.1	1:49.752	11	26.065	<del>213.9</del>	<del>45.151</del>	32.816	184.6	1:44.032
5	26.889	203.4	48.835	34.205	185.6	1:49.929	12	26.061	201.1	50.186	35.508	170.3	1:51.755
6	26.671	185.9	47.878	33.471	184.0	1:48.020	13	29.275	183.4	51.817	In		2:00.536 P
7	26.164	207.3	46.618	34.007	184.9	1:46.789	14						

82 Alfred Winkler							Porsche 997 GT3 Cup						
1	Out	115.1	1:07.560	45.682	163.1	2:30.846	6	25.850	<del>204</del>	<del>46.333</del>	34.659	192.5	1:46.842
2	30.060	162.2	52.282	41.103	181.2	2:03.445	7	<del>25.683</del>	213.0	46.554	<del>34.251</del>	191.8	<b>1:46.488</b>
3	28.287	172.2	51.296	36.966	191.2	1:56.549	8	27.368	183.1	47.328	34.706	<del>193.9</del>	1:49.402
4	26.548	181.5	52.247	In		2:00.995 P	9	31.404	132.8	57.954	In		2:10.349 P
5	Out	186.5	1:21.711	35.436	190.1	5:59.772	10						

88 Woodward-Kaiser													
1	Out	154.9	50.170	35.530	206.1	1:55.639	7	23.394	204.5	41.802	<del>28.07</del>	<del>211.4</del>	<b>1:33.203</b>
2	24.660	184.3	44.387	31.582	205.7	1:40.629	8	<del>22.929</del>	<del>208</del>	41.413	In		1:38.583 P
3	25.279	196.0	43.519	30.465	208.1	1:39.263	9	Out	208.1	41.978	28.225	210.9	3:57.613
4	23.872	186.2	42.528	29.256	209.3	1:35.656	10	22.929	222.2	41.254	29.189	210.1	1:33.372
5	23.556	180.9	42.727	28.573	<del>211.4</del>	1:34.856	11	23.321	228.3	41.258	29.329	208.9	1:33.908
6	23.313	207.3	43.024	28.218	210.9	1:34.555	12	23.232	220.0	<del>40.882</del>	In		1:37.477 P

91 Thomas Langer							Porsche 997 GT3 Cup						
1	Out	128.0	1:02.780	40.375	179.7	2:17.957	8	24.974	226.4	44.844	32.859	<del>199.3</del>	1:42.677
2	28.140	140.1	55.509	37.920	190.8	2:01.569	9	24.832	224.5	46.070	32.867	197.1	1:43.769
3	26.054	204.5	48.241	34.506	193.5	1:48.801	10	24.651	208.5	45.521	32.893	197.8	1:43.065
4	26.047	203.0	47.786	33.972	196.7	1:47.805	11	24.897	212.2	45.541	<del>32.019</del>	197.1	1:42.457
5	25.264	204.5	47.369	In		1:50.189 P	12	24.407	221.3	44.707	32.376	<del>199.3</del>	<b>1:41.490</b>
6	Out	<del>28.9</del>	51.756	33.474	196.7	3:52.461	13	<del>24.401</del>	221.3	<del>44.416</del>	32.857	198.5	1:41.704
7	25.191	204.5	46.416	33.187	196.7	1:44.794	14						