

**325 Challenge**

# MCS Rundstreckenrennen "Stuttgarter Rössle"

MCS Stuttgart

## Histo Cup AT - BMW-Challenge - Freies Training

14 - 17 June 2012

Runden und Sector Zeiten -

Hockenheim-GP - 4574 mtr.

106 Michael Grontzki					BMW 325i				
1	Out	1:05.478	42.960	2:15.792	6	29.607	<del>1:02.789</del>	41.459	2:13.855
2	31.863	1:06.696	42.579	2:21.138	7	29.659	1:03.284	41.340	2:14.283
3	30.649	1:02.852	41.371	2:14.872	8	<del>29.442</del>	1:02.948	41.056	<b>2:13.446</b>
4	29.727	1:04.531	42.217	2:16.475	9	31.718	1:06.537	<del>40.948</del>	2:19.198
5	29.467	1:03.607	41.112	2:14.186	10				

111 Georg Steffny					BMW 325i				
1	Out	1:10.031	43.586	2:22.865	6	<del>27.022</del>	57.265	In	2:06.401 P
2	29.699	57.465	39.139	2:06.303	7	Out	57.596	39.156	3:50.376
3	27.341	<del>56.997</del>	39.048	<b>2:03.386</b>	8	27.823	57.712	<del>38.822</del>	2:04.337
4	27.123	57.008	39.816	2:03.942	9	27.322	59.470	39.359	2:06.151
5	27.402	59.386	40.312	2:07.100	10				

112 Marko Stetzelow					BMW 325i				
1	Out	1:05.993	43.676	2:17.395	6	30.352	1:03.890	42.298	2:16.540
2	30.065	1:06.392	43.622	2:20.079	7	29.512	<del>1:02.022</del>	42.201	<b>2:13.735</b>
3	32.378	1:03.792	42.613	2:18.783	8	29.612	1:02.842	<del>42.022</del>	2:14.456
4	29.785	1:03.674	45.219	2:18.678	9	<del>29.442</del>	1:03.193	42.948	2:15.623
5	30.643	1:02.463	42.088	2:15.194	10				

116 Hartwig Lichtenegger					BMW 325i				
1	Out	1:08.441	44.939	2:20.222	6	29.243	1:01.319	<del>40.580</del>	2:11.122
2	32.839	1:07.286	43.825	2:23.950	7	<del>28.711</del>	1:01.247	40.760	2:10.718
3	33.041	1:01.969	40.776	2:15.786	8	29.058	1:01.024	40.597	<b>2:10.679</b>
4	29.088	1:03.295	42.153	2:14.536	9	28.977	<del>1:00.736</del>	41.568	2:11.281
5	29.554	1:01.762	41.480	2:12.796	10				

123 Franz Grassl					BMW 325i				
1	Out	1:09.564	41.960	2:22.092	6	27.257	<del>56.429</del>	39.169	<b>2:02.855</b>
2	27.735	57.240	39.308	2:04.278	7	27.597	57.270	In	2:07.938 P
3	27.130	56.766	39.852	2:03.748	8	Out	59.308	<del>39.052</del>	3:31.772
4	26.946	56.887	39.751	2:03.584	9	27.695	56.902	39.102	2:03.699
5	<del>26.827</del>	56.758	39.546	2:03.131	10				

124 Harald Schilling (D)					BMW 325i				
1	Out	1:10.009	43.621	2:22.161	6	<del>27.880</del>	<del>59.394</del>	<del>39.562</del>	<b>2:06.816</b>
2	28.789	1:02.063	40.865	2:11.717	7	28.102	59.613	39.883	2:07.598
3	28.153	1:00.327	40.583	2:09.063	8	28.050	59.824	39.742	2:07.616
4	28.414	1:04.368	40.640	2:13.422	9	28.324	59.683	40.246	2:08.253
5	29.018	59.869	39.918	2:08.805	10				

129 Marco Hürbin					BMW 325i				
1	Out	1:04.244	42.795	2:15.564	6	27.985	59.391	<del>39.500</del>	<b>2:06.876</b>
2	29.167	1:00.105	40.672	2:09.944	7	<del>27.785</del>	59.371	41.981	2:09.137
3	30.871	1:00.664	40.333	2:11.868	8	28.300	<del>59.288</del>	39.957	2:07.515
4	28.493	59.716	40.085	2:08.294	9	28.013	59.545	39.510	2:07.068
5	27.895	59.595	40.097	2:07.587	10				

142 Michael Winkler					BMW 325i				
1	Out	1:03.430	41.530	2:13.472	5	28.293	1:01.325	40.155	2:09.773
2	29.269	1:01.174	40.713	2:11.156	6	28.733	59.967	39.631	2:08.331
3	28.241	1:02.730	41.690	2:12.661	7	28.581	<del>59.147</del>	43.312	2:11.040
4	<del>28.084</del>	59.975	<del>39.625</del>	<b>2:07.684</b>	8	28.714	59.265	39.904	2:07.883

143 Karlheinz Ruhrberg					BMW 325i				
1	Out	1:04.584	In	2:17.035 P	3	<del>28.974</del>	<del>59.515</del>	39.904	<b>2:08.393</b>
2	Out	1:00.272	<del>39.888</del>	3:10.486	4				

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152 Heribert Haimerl					BMW 325i				
1	Out	1:02.358	43.467	2:11.736	6	27.868	59.289	<del>39.351</del>	2:06.508
2	31.104	59.541	40.109	2:10.754	7	27.858	1:00.061	42.652	2:10.571
3	27.894	<del>59.234</del>	39.624	2:06.752	8	28.395	59.891	39.930	2:08.216
4	27.681	59.404	39.997	2:07.082	9	28.126	1:03.573	43.323	2:15.022
5	<del>27.601</del>	59.496	39.684	2:06.781	10				

155 Oliver Parg					BMW 325i				
1	Out	1:05.564	42.998	2:16.103	5	29.188	1:02.563	41.585	2:13.336
2	29.494	1:02.128	45.085	2:16.707	6	30.183	1:01.909	41.791	2:13.883
3	29.074	1:02.875	43.741	2:15.690	7	<del>28.982</del>	<del>1:01.354</del>	<del>41.233</del>	<del>2:11.569</del>
4	30.342	1:16.925	43.413	2:30.680	8	29.191	1:03.739	In	2:26.343 P

156 Daniel Sengle					BMW 325i				
1	Out	1:05.633	44.939	2:17.950	6	27.847	1:00.482	39.915	2:08.244
2	31.826	1:01.481	40.024	2:13.331	7	28.124	1:00.715	40.080	2:08.919
3	27.996	<del>59.767</del>	<del>39.797</del>	<del>2:07.560</del>	8	28.398	1:00.553	40.046	2:08.997
4	<del>27.739</del>	1:00.585	39.872	2:08.196	9	28.572	1:01.875	40.966	2:11.413
5	29.166	1:00.369	39.991	2:09.526	10				

157 Ehrenfried Huhnke					BMW 325i				
1	Out	1:04.808	42.125	2:14.101	6	29.669	1:01.866	41.644	2:13.179
2	28.738	<del>1:01.525</del>	41.698	2:11.961	7	28.910	1:02.140	In	2:15.987 P
3	29.079	1:02.204	41.984	2:13.267	8	Out	1:02.533	41.799	2:09.658
4	29.215	1:02.049	41.155	2:12.419	9	28.904	1:01.856	<del>40.806</del>	<del>2:11.566</del>
5	<del>28.436</del>	1:01.701	41.445	2:11.642	10				

160 Josef Unterholzner					BMW 325i				
1	Out	1:03.949	42.482	2:14.172	6	27.532	59.920	<del>39.555</del>	<del>2:07.047</del>
2	31.816	1:00.468	40.149	2:12.433	7	27.733	59.767	In	2:09.372 P
3	27.850	<del>59.719</del>	39.741	2:07.310	8	Out	1:00.619	40.008	3:22.952
4	<del>27.469</del>	1:00.113	39.882	2:07.464	9	27.890	59.834	39.663	2:07.387
5	28.079	1:00.028	39.751	2:07.858	10				

167 Manfred Zaunbauer					BMW 325i				
1	Out	1:02.783	41.601	2:10.683	5	Out	1:02.075	41.035	4:27.048
2	29.795	1:01.596	41.153	2:12.544	6	28.878	1:01.189	40.908	2:10.975
3	28.545	<del>1:00.285</del>	40.817	<del>2:09.647</del>	7	28.599	1:00.694	<del>40.672</del>	2:09.965
4	28.512	1:00.767	In	2:14.335 P	8	<del>28.431</del>	1:01.375	40.801	2:10.607

179 Jan Kasperlik					BMW 325i				
1	Out	1:09.019	43.844	2:23.551	6	28.523	1:00.549	41.181	2:10.253
2	28.432	1:00.598	41.694	2:10.724	7	<del>28.409</del>	1:01.635	41.471	2:11.515
3	28.980	1:00.475	41.347	2:10.802	8	28.925	1:00.566	41.335	2:10.826
4	28.618	<del>1:00.211</del>	In	2:13.795 P	9	28.703	1:00.358	<del>40.870</del>	<del>2:09.931</del>
5	Out	1:01.035	40.894	2:51.220	10				

180 Christian Walleit					BMW 325i				
1	28.087	59.773	42.624	2:10.484	6	28.391	1:00.242	40.142	2:08.775
2	29.448	59.641	41.058	2:10.147	7	28.120	<del>59.191</del>	<del>39.796</del>	<del>2:07.107</del>
3	28.549	1:00.668	40.138	2:09.355	8	<del>27.947</del>	1:00.161	41.726	2:09.834
4	28.182	1:01.995	40.599	2:10.776	9	29.015	59.800	41.438	2:10.253
5	28.228	59.705	40.053	2:07.986	10				