

**325 Challenge**

# MCS Rundstreckenrennen "Stuttgarter Rössle"

MCS Stuttgart

## Histo Cup AT - BMW-Challenge - Rennen 10 (R1)

14 - 17 June 2012

Runden und Sector Zeiten -

Hockenheim-GP - 4574 mtr.

106 Michael Grontzki					BMW 325i				
1	32.113	1:03.859	42.643	2:18.615	6	29.960	1:02.807	41.568	2:14.335
2	29.849	1:04.187	41.454	2:15.490	7	29.990	1:02.532	41.582	2:14.104
3	30.231	1:02.458	41.793	2:14.482	8	29.402	<b>1:01.063</b>	<b>41.000</b>	<b>2:11.465</b>
4	30.454	1:02.307	41.740	2:14.501	9	<del>29.900</del>	1:01.613	42.256	2:12.799
5	29.846	1:01.856	41.313	2:13.015	10	40.895	1:14.029	In	2:49.600 <b>p</b>

111 Georg Steffny					BMW 325i				
1	28.608	57.450	39.263	2:05.321	6	27.244	56.794	39.134	2:03.172
2	28.046	<b>56.623</b>	40.045	2:04.714	7	27.178	58.458	39.369	2:05.005
3	27.603	57.006	39.275	2:03.884	8	27.490	57.629	39.056	2:04.175
4	27.323	56.671	39.020	<b>2:03.014</b>	9	<del>27.159</del>	56.937	<b>39.970</b>	2:03.066
5	27.204	56.927	39.069	2:03.200	10	27.495	57.410	39.868	2:04.773

112 Marko Stetzelow					BMW 325i				
1	32.582	1:04.073	43.249	2:19.904	6	29.845	1:03.879	42.444	2:16.168
2	29.505	1:02.676	44.035	2:16.216	7	29.636	1:01.331	<b>41.291</b>	2:12.261
3	29.706	1:02.197	42.209	2:14.112	8	29.297	<b>1:00.907</b>	41.723	<b>2:11.927</b>
4	29.810	1:02.264	42.284	2:14.358	9	<del>29.033</del>	1:01.733	42.203	2:13.019
5	29.777	1:01.199	41.926	2:12.902	10	39.053	1:14.349	In	2:50.686 <b>p</b>

116 Hartwig Lichtenegger					BMW 325i				
1	32.088	1:01.182	40.680	2:13.950	6	29.196	1:05.204	42.930	2:17.330
2	28.701	1:00.425	<b>40.12</b>	<b>2:09.248</b>	7	28.853	1:04.046	40.684	2:13.583
3	28.636	1:00.577	40.725	2:09.938	8	28.836	1:01.574	40.326	2:10.736
4	28.525	1:00.484	41.251	2:10.260	9	28.545	1:00.961	40.291	2:09.797
5	<del>28.503</del>	1:00.550	40.292	2:09.345	10	29.326	<b>1:00.373</b>	41.514	2:11.213

123 Franz Grassl					BMW 325i				
1	28.243	57.240	39.534	2:05.017	6	27.754	56.841	39.450	2:04.045
2	28.869	57.127	40.054	2:06.050	7	27.586	58.553	39.291	2:05.430
3	27.681	57.034	39.275	2:03.990	8	27.544	57.276	<b>39.033</b>	2:03.913
4	27.608	56.587	39.224	<b>2:03.419</b>	9	27.386	57.116	39.346	2:03.848
5	<del>27.388</del>	<del>56.467</del>	39.846	2:03.681	10	27.510	56.792	39.712	2:04.014

124 Harald Schilling (D)					BMW 325i				
1	30.218	<del>59.463</del>	40.511	2:10.182	6	28.876	1:13.530	In	2:37.778 <b>p</b>
2	28.593	59.856	40.310	2:08.759	7	Out	1:02.073	40.494	4:24.271 <b>p</b>
3	<b>27.712</b>	59.811	40.535	<b>2:08.058</b>	8	28.759	59.887	40.245	2:08.891
4	28.704	1:00.867	<b>40.12</b>	2:09.697	9	28.513	1:00.197	40.235	2:08.945
5	29.694	1:00.416	40.831	2:10.941	10				

129 Marco Hürbin					BMW 325i				
1	28.928	59.960	40.827	2:09.715	6	28.540	1:01.388	42.637	2:12.565
2	28.376	59.209	40.961	2:08.546	7	28.595	1:01.052	40.714	2:10.361
3	28.591	1:00.781	40.448	2:09.820	8	28.434	1:00.071	40.034	2:08.539
4	28.733	<b>59.020</b>	41.066	2:08.819	9	<del>28.039</del>	59.135	40.081	2:07.255
5	28.136	59.048	40.066	<b>2:07.250</b>	10	28.101	59.239	<b>39.976</b>	2:07.316

142 Michael Winkler					BMW 325i				
1	30.033	1:00.505	40.243	2:10.781	6	30.075	1:02.031	40.755	2:12.861
2	28.573	1:00.351	40.038	2:08.962	7	<del>28.162</del>	1:00.428	40.086	2:08.676
3	28.303	59.508	40.326	2:08.137	8	28.318	59.852	<b>39.506</b>	2:07.676
4	28.996	1:00.143	40.171	2:09.310	9	28.309	<b>59.132</b>	39.657	<b>2:07.098</b>
5	30.054	59.401	40.018	2:09.473	10	29.073	59.136	39.591	2:07.800

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Runden und Sector Zeiten -

Hockenheim-GP - 4574 mtr.

<b>143</b>	<b>Karlheinz Ruhrberg</b>				BMW 325i				
1	30.827	1:00.464	<del>40.00</del>	2:11.371	4	29.273	59.508	40.618	2:09.399
2	28.436	1:00.102	40.199	2:08.737	5	29.169	59.716	41.793	2:10.678
3	<del>28.405</del>	<del>59.355</del>	40.469	<b>2:08.232</b>	6	28.577	1:26.238	In	2:55.243 p

<b>152</b>	<b>Heribert Haimerl</b>				BMW 325i				
1	29.612	59.935	40.501	2:10.048	6	28.457	1:02.232	43.875	2:14.564
2	28.578	1:00.866	40.169	2:09.613	7	28.205	1:00.182	40.238	2:08.625
3	<del>28.135</del>	59.329	40.573	2:08.037	8	28.371	59.262	40.216	2:07.849
4	28.673	59.724	40.828	2:09.225	9	28.248	58.951	<del>40.026</del>	<b>2:07.225</b>
5	28.603	<del>58.922</del>	40.331	2:07.856	10	28.409	58.922	40.385	2:07.716

<b>155</b>	<b>Oliver Parg</b>				BMW 325i				
1	32.120	1:01.904	41.564	2:15.588	6	30.112	1:04.306	42.563	2:16.981
2	29.113	1:00.897	41.416	2:11.426	7	28.995	1:02.007	41.389	2:12.391
3	29.270	1:01.332	41.910	2:12.512	8	<del>28.929</del>	1:01.563	41.212	2:11.704
4	28.985	<del>1:00.855</del>	40.876	<b>2:10.716</b>	9	29.230	1:01.264	41.473	2:11.967
5	29.094	1:00.920	41.204	2:11.218	10	29.143	1:01.604	<del>40.816</del>	2:11.593

<b>156</b>	<b>Daniel Sengle</b>				BMW 325i				
1	30.922	1:01.451	40.949	2:13.322	6	29.521	1:05.443	43.034	2:17.998
2	28.973	1:01.305	40.546	2:10.824	7	29.443	1:04.802	42.025	2:16.270
3	28.838	1:01.176	40.622	<b>2:10.636</b>	8	28.947	1:01.204	41.570	2:11.721
4	<del>28.806</del>	<del>1:00.750</del>	41.127	2:10.683	9	28.982	1:02.166	40.964	2:12.112
5	29.530	1:01.979	41.294	2:12.803	10	29.109	1:02.456	<del>40.515</del>	2:12.080

<b>157</b>	<b>Ehrenfried Huhnke</b>				BMW 325i				
1	32.110	1:01.265	41.009	2:14.384	6	30.531	1:03.194	42.882	2:16.607
2	28.844	<del>1:00.871</del>	<del>40.949</del>	<b>2:10.664</b>	7	29.158	1:03.080	42.369	2:14.607
3	28.944	1:01.199	41.453	2:11.596	8	<del>28.665</del>	1:01.557	41.494	2:11.716
4	29.318	1:01.028	41.094	2:11.440	9	28.815	1:02.096	41.146	2:12.057
5	29.089	1:01.730	41.686	2:12.505	10	29.179	1:03.060	41.349	2:13.588

<b>160</b>	<b>Josef Unterholzner</b>				BMW 325i				
1	29.848	59.805	40.006	2:09.659	6	27.835	1:02.077	40.390	2:10.302
2	28.606	59.770	40.104	2:08.480	7	27.873	59.742	<del>39.608</del>	2:07.223
3	28.207	59.097	39.939	2:07.243	8	28.009	59.314	39.625	2:06.948
4	27.848	59.524	39.706	2:07.078	9	28.914	1:00.314	39.966	2:09.194
5	<del>27.400</del>	<del>59.022</del>	39.867	<b>2:06.359</b>	10	29.018	1:01.363	40.147	2:10.528

<b>167</b>	<b>Manfred Zaunbauer</b>				BMW 325i				
1	30.800	1:00.626	<del>40.306</del>	2:11.732	6	<del>28.130</del>	1:03.935	42.930	2:14.995
2	28.436	59.718	40.502	2:08.656	7	29.401	1:01.631	41.387	2:12.419
3	28.563	<del>59.660</del>	40.338	<b>2:08.561</b>	8	28.462	1:00.698	47.763	2:16.923
4	28.705	59.864	40.420	2:08.989	9	28.543	1:00.311	40.870	2:09.724
5	29.043	1:00.242	41.591	2:10.876	10	28.302	1:00.531	40.565	2:09.398

<b>179</b>	<b>Jan Kasperlik</b>				BMW 325i				
1	31.803	1:00.405	40.940	2:13.148	6	29.016	1:12.937	43.608	2:25.561
2	28.922	59.984	40.876	2:09.782	7	28.902	1:01.775	42.280	2:12.957
3	28.366	<del>59.660</del>	<del>40.732</del>	<b>2:08.768</b>	8	28.681	1:01.311	41.428	2:11.420
4	<del>28.371</del>	59.959	41.489	2:09.759	9	29.202	1:00.444	41.414	2:11.060
5	28.757	1:00.201	41.622	2:10.580	10	28.807	1:00.612	41.371	2:10.790

<b>180</b>	<b>Christian Walleit</b>				BMW 325i				
1	<del>28.726</del>	59.374	40.111	<b>2:03.211</b>	6	28.100	59.412	40.253	2:07.765
2	28.500	58.525	40.242	2:07.267	7	28.258	59.152	40.156	2:07.566
3	28.488	59.536	40.622	2:08.646	8	28.046	58.841	40.132	2:07.019



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<b>4</b>	28.094	58.557	39.673	2:06.324	<b>9</b>	28.479	59.646	40.291	2:08.416
<b>5</b>	27.910	<i>58.415</i>	<i>39.611</i>	2:05.936	<b>10</b>	28.246	58.982	39.826	2:07.054