

**325 Challenge**

# MCS Rundstreckenrennen "Stuttgarter Rössle"

MCS Stuttgart

## Histo Cup AT - BMW-Challenge - Rennen 15 (R2)

14 - 17 June 2012

Runden und Sector Zeiten -

Hockenheim-GP - 4574 mtr.

<b>106</b>	<b>Michael Grontzki</b>				BMW 325i				
1	31.445	1:02.344	49.852	2:23.641	3	29.061	1:00.332	<del>40.287</del>	2:09.730
2	<del>28.873</del>	1:00.925	40.623	2:10.421	4				

<b>111</b>	<b>Georg Steffny</b>				BMW 325i				
1	12:17.121	1:00.378	39.062	13:56.561	4	27.624	57.582	<del>37.76</del>	2:04.002
2	26.885	57.036	38.820	2:02.741	5	32.992	1:08.373	In	2:39.173 p
3	<del>26.853</del>	<del>56.616</del>	38.806	<b>2:02.275</b>	6				

<b>116</b>	<b>Hartwig Lichtenegger</b>				BMW 325i				
1	31.601	1:01.514	41.149	2:14.264	6	28.146	1:00.355	40.259	2:08.760
2	28.416	1:00.682	40.487	2:09.585	7	<del>28.135</del>	<del>59.745</del>	41.399	2:09.279
3	28.138	1:00.571	40.585	2:09.294	8	28.622	1:00.178	41.872	2:10.672
4	28.219	1:00.672	41.007	2:09.898	9	28.320	1:00.338	<del>38.879</del>	<b>2:08.537</b>
5	28.512	1:00.689	40.599	2:09.800	10	28.595	1:00.901	40.180	2:09.676

<b>123</b>	<b>Franz Grassl</b>				BMW 325i				
1	27.923	<del>57.234</del>	<del>38.891</del>	<b>2:04.048</b>	6	27.608	58.197	39.631	2:05.436
2	27.948	57.898	39.135	2:04.981	7	27.553	57.833	39.557	2:04.943
3	28.464	57.836	40.280	2:06.580	8	27.768	57.712	39.498	2:04.978
4	27.580	57.299	39.744	2:04.623	9	<del>27.488</del>	58.447	40.038	2:05.978
5	27.923	58.196	40.474	2:06.593	10	28.113	57.508	41.146	2:06.767

<b>124</b>	<b>Harald Schilling (D)</b>				BMW 325i				
1	31.478	59.470	40.079	2:11.027	6	28.349	59.456	40.382	2:08.187
2	28.950	<del>58.327</del>	40.062	2:07.339	7	27.774	1:00.894	40.801	2:09.469
3	28.016	58.750	40.252	2:07.018	8	27.896	1:00.312	40.155	2:08.363
4	28.138	59.260	40.447	2:07.845	9	<del>27.687</del>	59.843	40.442	2:07.972
5	27.960	59.762	40.191	2:07.913	10	28.158	59.008	<del>39.516</del>	<b>2:06.677</b>

<b>129</b>	<b>Marco Hürbin</b>				BMW 325i				
1	29.510	59.984	39.625	2:09.119	6	27.820	58.641	39.450	2:05.911
2	27.917	59.712	39.625	2:07.254	7	<del>27.488</del>	1:01.380	39.649	2:08.527
3	27.580	<del>58.619</del>	39.869	2:06.068	8	27.858	58.664	39.428	2:05.950
4	27.635	58.901	<del>39.263</del>	<b>2:05.799</b>	9	28.153	59.307	39.596	2:07.056
5	27.921	59.056	39.600	2:06.577	10	27.922	58.650	39.816	2:06.388

<b>142</b>	<b>Michael Winkler</b>				BMW 325i				
1	29.653	59.148	39.605	2:08.406	6	<del>27.488</del>	<del>58.405</del>	<del>39.869</del>	<b>2:04.807</b>
2	27.832	59.906	39.293	2:07.031	7	27.540	1:01.378	39.776	2:08.694
3	27.585	58.748	39.424	2:05.757	8	27.785	58.945	39.158	2:05.888
4	27.494	59.175	39.310	2:05.979	9	28.013	59.057	39.193	2:06.263
5	28.258	1:01.650	39.869	2:09.777	10	27.730	59.071	39.355	2:06.156

<b>143</b>	<b>Karlheinz Ruhrberg</b>				BMW 325i				
1	31.722	1:00.425	40.157	2:12.304	6	27.968	58.634	43.491	2:10.093
2	28.118	59.265	<del>39.700</del>	2:07.083	7	28.093	58.780	40.330	2:07.203
3	27.754	<del>58.590</del>	41.613	2:07.957	8	27.968	59.633	40.056	2:07.657
4	<del>27.579</del>	59.292	39.839	<b>2:06.710</b>	9	27.664	59.737	42.977	2:10.378
5	28.078	59.334	40.328	2:07.740	10	28.671	59.443	40.694	2:08.808

<b>152</b>	<b>Heribert Haimerl</b>				BMW 325i				
1	28.860	59.389	39.620	2:07.869	6	27.770	58.617	<del>39.479</del>	2:05.866
2	27.600	59.295	39.739	2:06.634	7	27.543	1:12.381	43.581	2:23.505
3	27.713	58.860	39.628	2:06.201	8	<del>27.276</del>	<del>58.518</del>	39.943	<b>2:05.737</b>
4	27.624	58.521	39.660	2:05.805	9	27.706	59.276	44.291	2:11.273
5	28.546	58.883	40.028	2:07.457	10				

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155 Oliver Parg					BMW 325i				
1	31.605	1:02.130	40.886	2:14.621	6	28.813	1:00.435	40.918	2:10.166
2	28.413	1:00.762	40.620	2:09.795	7	28.602	1:00.855	40.847	2:10.304
3	28.497	1:00.744	40.620	2:09.861	8	30.545	1:00.523	40.641	2:11.709
4	28.771	1:01.272	41.192	2:11.235	9	<del>28.288</del>	<del>1:00.336</del>	40.820	<b>2:09.449</b>
5	28.933	1:00.665	40.817	2:10.415	10	28.700	1:01.014	<del>40.612</del>	2:10.326

156 Daniel Sengle					BMW 325i				
1	31.115	59.957	40.529	2:11.601	6	27.901	59.352	40.420	2:07.673
2	28.042	<del>59.035</del>	<del>39.907</del>	2:06.984	7	28.153	1:00.099	40.170	2:08.422
3	27.764	59.120	40.354	2:07.238	8	27.838	1:00.015	40.036	2:07.889
4	27.732	59.922	40.760	2:08.414	9	<del>27.544</del>	59.304	39.993	<b>2:06.841</b>
5	28.198	1:00.316	40.366	2:08.880	10	27.609	1:00.151	40.220	2:07.980

157 Ehrenfried Huhnke					BMW 325i				
1	32.495	1:01.493	42.950	2:16.938	6	28.459	1:00.935	41.120	2:10.514
2	<del>28.019</del>	1:00.174	40.671	<b>2:08.864</b>	7	28.502	1:00.879	41.091	2:10.472
3	28.041	1:00.375	<del>40.537</del>	2:08.953	8	29.022	1:01.715	40.651	2:11.388
4	28.311	<del>1:00.172</del>	41.186	2:09.669	9	28.081	1:01.100	40.755	2:09.936
5	28.377	1:00.779	40.783	2:09.939	10	28.233	1:01.321	40.820	2:10.374

160 Josef Unterholzner					BMW 325i				
1	28.826	1:00.005	39.888	2:08.719	6	27.405	58.924	39.371	2:05.700
2	28.210	59.141	39.392	2:06.743	7	27.487	1:05.825	39.626	2:12.938
3	27.605	<del>58.755</del>	39.581	2:05.941	8	27.912	59.323	39.356	2:06.591
4	27.512	59.174	39.281	2:05.967	9	27.186	59.145	<del>39.112</del>	<b>2:05.443</b>
5	27.700	59.859	39.901	2:07.460	10	<del>27.181</del>	59.776	39.211	2:06.168

167 Manfred Zaunbauer					BMW 325i				
1	30.019	1:00.169	40.127	2:10.315	6	27.630	59.746	41.511	2:08.887
2	27.511	59.746	40.044	<b>2:07.301</b>	7	27.885	1:00.067	<del>39.942</del>	2:07.894
3	27.627	1:00.045	40.517	2:08.189	8	27.767	59.764	40.092	2:07.623
4	27.710	1:00.108	40.549	2:08.367	9	27.806	<del>59.472</del>	40.191	2:07.469
5	27.882	59.842	40.272	2:07.996	10	<del>27.467</del>	59.832	40.425	2:07.724

179 Jan Kasperlik					BMW 325i				
1	30.639	1:00.615	40.734	2:11.988	6	28.617	1:00.477	40.536	2:09.630
2	28.857	59.983	41.242	2:10.082	7	28.199	<del>59.770</del>	41.931	2:09.900
3	28.335	59.802	40.997	2:09.134	8	28.341	1:00.336	41.740	2:10.417
4	28.781	59.877	41.191	2:09.849	9	<del>28.174</del>	59.873	40.733	<b>2:08.780</b>
5	28.432	1:00.182	41.388	2:10.002	10	28.677	1:01.686	<del>40.089</del>	2:10.452

180 Christian Walleit					BMW 325i				
1	28.065	58.668	39.576	2:06.309	6	27.515	58.613	39.598	2:05.726
2	27.660	58.650	<del>39.525</del>	2:05.815	7	27.620	<del>58.261</del>	39.670	<b>2:05.551</b>
3	27.546	58.896	39.779	2:06.221	8	27.619	58.509	40.751	2:06.879
4	27.494	58.332	40.387	2:06.213	9	27.700	58.865	39.648	2:06.213
5	<del>27.445</del>	58.580	39.701	2:05.756	10	27.739	1:02.012	41.138	2:10.889