



# Preis der Stadt Magdeburg

MCS Stuttgart

## VFV GLPpro Formel + Sportwagen - GL-Wertung

06 - 09 July 2012

Runden und Sector Zeiten -

Oschersleben - 3696 mtr.

801 Wolfgang Klix						Melkus Formel3 Typ64					
1	50.911	46.490	38.056	117.1	2:15.457	7	<del>48.228</del>	<del>43.741</del>	37.151	117.0	<b>2:09.100</b>
2	50.428	45.683	38.012	<b>118.6</b>	2:14.123	8	48.486	44.611	<b>36.710</b>	118.4	2:09.807
3	50.396	45.887	38.556	117.3	2:14.839	9	48.366	44.969	38.743	114.2	2:12.078
4	49.123	44.807	38.270	118.0	2:12.200	10	49.381	45.129	37.569	107.8	2:12.079
5	50.276	44.922	37.773	115.9	2:12.971	11	49.352	46.254	37.623	113.3	2:13.229
6	49.203	45.127	38.030	115.8	2:12.360	12	51.163	46.195	38.375	114.2	2:15.733

810 Michael Ruppert						Ralt LTD RT30					
1	Out	42.872	31.737	150.2	2:01.359	8	38.322	34.348	28.695	158.6	1:41.365
2	40.301	36.210	29.552	154.1	1:46.063	9	38.516	34.514	28.446	163.6	1:41.476
3	39.347	38.158	29.058	160.2	1:46.563	10	38.468	36.798	28.430	157.2	1:43.696
4	39.028	35.723	29.362	161.4	1:44.113	11	39.033	<del>33.996</del>	<del>27.991</del>	<del>164.4</del>	<b>1:41.020</b>
5	39.363	35.195	29.180	161.4	1:43.738	12	38.080	36.061	28.124	164.1	1:42.265
6	41.211	37.756	33.547	<del>164.4</del>	1:52.514	13	<del>37.999</del>	35.846	28.615	163.6	1:42.460
7	38.636	37.091	28.316	163.6	1:44.043	14	<del>38.266</del>	35.026	28.617	161.4	1:41.909

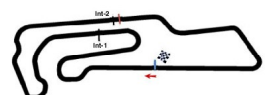
812 Gerhard Perndorfer						CRS Formel Ford 2000					
1	48.482	43.397	34.790	135.8	2:06.669	8	48.135	42.952	34.567	141.4	2:05.654
2	45.598	44.367	35.088	133.8	2:05.053	9	<del>44.213</del>	43.381	34.684	143.8	2:02.278
3	45.113	42.129	33.778	139.0	2:01.020	10	44.659	43.529	33.412	142.5	2:01.600
4	44.772	41.875	33.397	<del>145.1</del>	2:00.044	11	46.225	41.614	33.208	131.1	2:01.042
5	45.718	41.427	33.785	140.4	2:00.930	12	44.846	39.923	32.892	138.1	1:57.661
6	44.591	42.344	36.244	137.1	2:03.179	13	44.648	<del>33.251</del>	<del>32.712</del>	136.9	<b>1:56.721</b>
7	44.965	41.207	38.255	136.4	2:04.427	14					

819 Lutz Crackau						ZAGK S20-9 Formel Ford					
1	47.229	42.895	34.845	145.0	2:04.969	8	44.180	40.450	33.231	145.6	1:57.861
2	45.538	42.716	34.754	143.8	2:03.008	9	46.869	42.038	33.239	<del>147.5</del>	2:02.146
3	44.541	41.721	34.248	146.5	2:00.510	10	<del>43.187</del>	40.567	33.123	145.2	<b>1:56.877</b>
4	44.730	42.502	35.317	140.3	2:02.549	11	45.231	<del>40.431</del>	<del>32.962</del>	146.5	1:58.624
5	45.815	41.673	34.279	144.6	2:01.767	12	43.805	42.208	33.925	144.4	1:59.938
6	43.996	42.419	36.547	144.8	2:02.962	13	44.228	41.023	33.728	145.9	1:58.979
7	44.137	41.610	38.927	145.2	2:04.674	14					

829 Dr. Burkhard Bensmann						Van Diemen RF 77					
1	50.147	47.352	38.890	135.2	2:16.389	7	48.307	45.300	37.977	133.7	2:11.584
2	49.570	47.130	37.947	129.5	2:14.647	8	47.568	46.793	36.544	<del>137.1</del>	2:10.905
3	49.532	47.790	38.696	133.7	2:16.018	9	<del>45.511</del>	43.995	35.864	135.2	<b>2:06.370</b>
4	51.231	45.507	37.933	127.8	2:14.671	10	47.592	<del>43.639</del>	<del>35.759</del>	134.0	2:06.990
5	49.429	45.086	37.356	133.8	2:11.871	11	48.496	43.918	37.059	135.2	2:09.473
6	49.262	46.927	39.059	130.9	2:15.248	12	48.135	43.840	35.767	125.6	2:07.742

830 Hans Werner						Formel Ford Ray 2000					
1	45.242	38.017	30.613	144.0	1:53.872	8	40.860	36.034	29.694	<del>150.8</del>	1:46.588
2	43.025	38.240	31.713	142.7	1:52.978	9	41.364	36.146	30.074	146.3	1:47.584
3	41.898	37.586	30.554	147.3	1:50.038	10	40.695	36.207	29.992	147.9	1:46.894
4	41.199	36.795	30.878	145.9	1:48.872	11	40.621	36.196	30.050	146.3	1:46.867
5	41.273	36.658	30.119	149.6	1:48.050	12	40.796	<del>35.226</del>	31.813	147.9	1:48.535
6	40.725	36.705	30.153	145.7	1:47.583	13	<del>40.510</del>	36.302	<del>29.426</del>	146.1	<b>1:46.268</b>
7	40.981	36.287	30.113	147.1	1:47.381	14	40.824	36.323	30.328	143.8	1:47.475

837 Oliver Bennstein						Dallara Alfa Romeo F3					
1	47.663	43.086	36.169	141.7	2:06.918	8	41.456	38.648	32.266	149.2	1:52.370
2	44.893	42.906	34.834	147.7	2:02.633	9	41.338	<del>38.229</del>	32.021	151.0	<b>1:51.588</b>
3	44.079	39.859	33.417	147.1	1:57.355	10	42.595	38.326	<del>31.594</del>	<del>151.3</del>	1:52.515
4	42.893	40.306	33.544	144.6	1:56.743	11	<del>40.889</del>	40.121	33.624	148.8	1:54.634
5	42.449	42.970	34.089	143.6	1:59.508	12	42.642	41.461	34.191	147.3	1:58.294
6	44.686	40.021	32.955	145.0	1:57.662	13	44.913	41.647	35.860	146.7	2:02.420





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06 - 09 July 2012

Runden und Sector Zeiten -

Oschersleben - 3696 mtr.

7	43.453	38.615	32.090	149.4	1:54.158	14				
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<b>839</b>	<b>Rudolf Behn</b>					<b>GRD F 3</b>					
1	45.703	40.964	31.920	150.2	1:58.587	8	40.741	38.257	31.135	150.2	1:50.133
2	42.619	39.832	31.797	151.3	1:54.248	9	40.748	38.015	31.194	<del>1605</del>	1:49.957
3	42.227	38.404	31.754	158.6	1:52.385	10	40.853	38.372	32.482	157.7	1:51.707
4	41.113	38.857	34.256	156.3	1:54.226	11	<del>40.584</del>	38.027	34.074	150.8	1:52.685
5	41.230	<del>37.668</del>	31.014	151.3	<b>1:49.912</b>	12	40.643	39.761	32.619	146.5	1:53.023
6	41.274	38.054	31.118	149.8	1:50.446	13	43.724	37.948	30.893	155.4	1:52.565
7	40.713	39.945	33.558	160.2	1:54.216	14	41.827	39.074	<del>30.828</del>	154.3	1:51.729

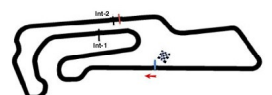
<b>840</b>	<b>Kurt Krüger</b>					<b>RALT RT-35 Monoposto</b>					
1	45.734	45.029	35.828	146.5	2:06.591	7	44.226	42.770	34.480	151.5	2:01.476
2	44.821	43.422	34.903	144.6	2:03.146	8	45.599	45.698	34.828	138.5	2:06.125
3	46.325	42.933	<del>34.065</del>	147.7	2:03.323	9	46.236	42.161	34.511	143.2	2:02.908
4	44.539	42.878	34.893	145.7	2:02.310	10	44.157	<del>41.740</del>	34.193	146.9	<b>2:00.090</b>
5	44.400	42.262	34.416	<del>151.7</del>	2:01.078	11	<del>43.466</del>	41.858	34.819	143.4	2:00.143
6	48.328	44.059	34.286	146.1	2:06.673	12	47.070	43.011	35.955	145.2	2:06.036

<b>848</b>	<b>Stefan Elfgen</b>					<b>Formel Renault J.G.M. 1800</b>					
1	41.444	36.661	29.526	149.8	1:47.631	9	39.137	35.289	28.591	151.0	1:43.017
2	40.623	35.925	29.389	150.0	1:45.937	10	40.031	34.884	28.394	151.5	1:43.309
3	39.820	36.885	30.327	150.8	1:47.032	11	<del>38.599</del>	<del>34.883</del>	28.782	151.9	<b>1:42.544</b>
4	39.492	38.049	28.912	<del>152.1</del>	1:46.453	12	39.910	37.254	<del>28.771</del>	151.0	1:45.335
5	39.507	35.335	29.016	151.5	1:43.858	13	39.154	35.145	30.465	148.4	1:44.764
6	39.286	35.476	29.402	149.0	1:44.164	14	39.579	39.767	29.673	150.4	1:49.019
7	39.601	37.929	32.963	151.7	1:50.493	15	39.219	36.407	29.599	150.8	1:45.225
8	39.692	37.204	30.450	150.8	1:47.346	16					

<b>851</b>	<b>Dirk Rudolf</b>					<b>Mc. Namara Formel III</b>					
1	47.422	41.448	33.908	137.1	2:02.778	8	47.788	42.315	35.417	138.3	2:05.520
2	46.986	43.233	34.465	136.9	2:04.684	9	44.407	43.281	34.813	137.2	2:02.501
3	45.973	43.234	34.553	136.7	2:03.760	10	44.486	44.106	33.923	137.6	2:02.515
4	45.270	42.878	34.092	136.4	2:02.240	11	46.626	41.354	34.128	138.3	2:02.108
5	44.716	43.803	33.909	137.1	2:02.428	12	<del>44.308</del>	41.230	<del>32.049</del>	137.4	1:57.587
6	45.646	43.666	37.075	136.2	2:06.387	13	44.704	<del>39.424</del>	32.164	<del>139.0</del>	<b>1:56.292</b>
7	44.951	40.909	38.817	138.1	2:04.677	14					

<b>853</b>	<b>Harry Ohs</b>					<b>Renault 1800 Alpha</b>					
1	42.008	36.742	30.994	145.7	1:49.744	9	39.338	34.356	28.229	<del>151.9</del>	1:41.923
2	40.562	35.661	29.676	143.0	1:45.899	10	<del>38.759</del>	34.435	28.846	148.4	1:42.040
3	40.430	35.369	29.759	147.7	1:45.558	11	38.774	36.125	28.937	147.3	1:43.836
4	39.660	37.003	29.082	147.9	1:45.745	12	38.934	34.538	<del>28.157</del>	147.1	<b>1:41.629</b>
5	40.355	35.150	29.012	149.2	1:44.517	13	38.764	34.470	30.173	147.9	1:43.407
6	39.383	35.171	29.593	148.8	1:44.147	14	38.822	34.610	30.814	147.5	1:44.246
7	41.780	35.586	31.371	148.8	1:48.737	15	39.187	<del>34.220</del>	28.761	148.6	1:42.238
8	40.147	36.547	28.917	149.6	1:45.611	16					

<b>854</b>	<b>Oke Leuber</b>					<b>Formel Ford Van Diemen</b>					
1	44.391	37.860	31.001	148.1	1:53.252	8	<del>40.101</del>	36.989	30.546	<del>150.0</del>	1:47.636
2	40.554	38.564	30.938	149.4	1:50.056	9	40.480	39.491	33.480	145.2	1:53.451
3	41.777	37.792	31.604	147.1	1:51.173	10	40.705	39.899	30.651	149.2	1:51.255
4	42.334	37.396	31.072	145.0	1:50.802	11	40.128	<del>36.810</del>	30.262	148.4	<b>1:47.200</b>
5	41.843	37.094	30.522	147.7	1:49.459	12	40.169	36.826	30.714	148.8	1:47.709
6	41.017	36.916	30.452	146.7	1:48.385	13	40.253	36.819	30.355	149.0	1:47.427
7	41.066	36.903	<del>30.135</del>	148.6	1:48.105	14	40.135	38.092	31.050	148.4	1:49.277





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Oschersleben - 3696 mtr.

<b>856</b>	<b>Oliver Kuhnt</b>				Formel Renault 2.0L Renault Swift			
1	<i>15:01.32</i>	<i>37.615</i>	In	16:13.917 P	2			

<b>862</b>	<b>Ulrich Drechsler</b>				Renault 2 L						
1	42.090	36.323	30.142	166.2	1:48.555	9	38.634	34.884	30.123	168.2	1:43.641
2	39.860	36.257	29.819	165.9	1:45.936	10	38.261	34.437	28.913	169.5	1:41.611
3	40.139	35.641	29.557	166.9	1:45.337	11	37.498	35.646	28.566	171.2	1:41.710
4	39.412	37.269	29.418	168.0	1:46.099	12	38.111	<i>31.174</i>	29.956	169.3	1:42.241
5	39.215	35.543	29.483	169.3	1:44.241	13	38.624	36.014	<del>28.000</del>	<i>172.0</i>	1:42.668
6	39.043	35.374	29.669	167.2	1:44.086	14	<i>37.025</i>	34.926	29.015	169.8	1:40.966
7	39.061	38.486	32.884	166.7	1:50.431	15	37.657	34.885	28.279	170.3	<b>1:40.821</b>
8	38.162	34.856	29.223	170.6	1:42.241	16					

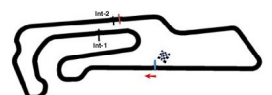
<b>864</b>	<b>Helga Heinrich-Stuedel</b>				Renault Tatuus 1800						
1	46.651	<del>42.672</del>	33.902	154.1	2:03.225	8	46.503	43.445	35.577	157.0	2:05.525
2	46.423	43.335	33.887	156.1	2:03.645	9	<del>44.312</del>	43.277	34.110	<del>157.4</del>	<b>2:01.699</b>
3	47.101	43.151	34.406	154.7	2:04.658	10	45.693	43.061	34.086	155.6	2:02.840
4	45.363	42.870	<del>33.816</del>	155.6	2:02.049	11	48.757	45.342	34.558	153.2	2:08.657
5	45.101	43.333	33.973	152.1	2:02.407	12	47.123	43.516	34.446	153.8	2:05.085
6	46.715	43.096	33.926	155.2	2:03.737	13	46.168	43.332	34.370	155.4	2:03.870
7	45.789	42.820	38.816	154.9	2:07.425	14					

<b>866</b>	<b>Rainer Schäfer</b>				Royale RP24						
1	46.168	43.161	34.157	133.7	2:03.486	7	44.446	<del>41.882</del>	37.582	133.5	2:03.910
2	46.916	43.629	35.590	132.8	2:06.135	8	44.743	43.940	35.130	<del>135.2</del>	2:03.813
3	45.688	42.560	35.599	133.2	2:03.817	9	44.486	43.157	34.925	135.0	2:02.568
4	45.258	43.196	34.519	130.1	2:02.973	10	<del>44.367</del>	43.932	<del>33.886</del>	133.7	2:02.185
5	45.956	42.863	34.805	133.0	2:03.624	11	46.266	42.205	33.974	133.7	2:02.445
6	45.459	42.202	34.294	133.5	<b>2:01.955</b>	12					

<b>876</b>	<b>Kay Benecke</b>				Formel Ford 1600 Royale RP 29						
1	51.032	52.210	40.291	131.2	2:23.533	7	52.160	49.269	38.326	129.8	2:19.755
2	49.454	49.684	42.019	127.7	2:21.157	8	49.654	47.535	37.992	130.6	2:15.181
3	50.892	52.838	41.065	126.6	2:24.795	9	49.646	50.193	39.336	132.0	2:19.175
4	51.190	51.072	40.358	129.2	2:22.620	10	<del>48.323</del>	<del>47.288</del>	38.856	130.3	<b>2:14.467</b>
5	50.262	50.889	41.504	<del>134.5</del>	2:22.655	11	49.497	48.347	<del>37.616</del>	131.1	2:15.460
6	49.518	50.662	40.005	129.2	2:20.185	12					

<b>877</b>	<b>Wolfgang Basse</b>				Renault Martini MK21B						
1	43.152	38.065	32.224	153.2	1:53.441	8	<del>40.075</del>	37.842	31.158	150.8	1:49.075
2	43.022	38.653	31.860	153.6	1:53.535	9	41.272	44.638	31.516	152.5	1:57.426
3	41.804	38.037	31.802	154.1	1:51.643	10	40.803	41.063	33.386	153.2	1:55.252
4	41.563	37.762	31.459	151.0	1:50.774	11	41.838	37.371	31.349	150.8	1:50.558
5	41.434	37.083	<del>30.632</del>	151.3	1:49.149	12	41.867	38.098	31.992	149.0	1:51.957
6	41.110	<del>36.572</del>	31.495	<del>156.5</del>	1:49.177	13	41.233	38.096	32.346	152.1	1:51.675
7	40.165	37.011	31.598	155.8	<b>1:48.774</b>	14	41.171	37.278	31.372	153.2	1:49.821

<b>880</b>	<b>Dirk Juilfs</b>				Hawke MK21						
1	44.408	40.005	33.542	137.9	1:57.955	8	42.678	38.028	31.958	<del>141.9</del>	1:52.664
2	44.775	40.037	33.669	138.3	1:58.481	9	<del>42.481</del>	<del>37.983</del>	31.867	132.2	<b>1:52.331</b>
3	44.938	40.603	33.504	136.0	1:59.045	10	44.531	39.794	31.912	135.2	1:56.237
4	44.649	39.782	32.640	138.6	1:57.071	11	42.805	41.559	31.839	138.5	1:56.203
5	43.650	38.944	32.422	141.4	1:55.016	12	43.314	38.363	<del>31.883</del>	133.2	1:53.515
6	45.064	38.716	32.062	138.6	1:55.842	13	43.743	38.739	31.994	130.8	1:54.476
7	42.659	38.491	32.010	141.2	1:53.160	14					





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882 Matthias Stark						Emolli Formel Renault 1.8					
1	50.624	37.798	31.418	150.4	1:59.840	8	39.957	<del>36.40</del>	30.930	151.9	1:47.327
2	41.178	37.496	31.293	<del>158.1</del>	1:49.967	9	40.176	40.810	31.263	153.0	1:52.249
3	41.720	38.090	31.162	155.4	1:50.972	10	40.269	37.844	30.415	155.8	1:48.528
4	40.495	37.785	30.853	147.1	1:49.133	11	<del>39.782</del>	37.928	30.833	144.0	1:48.523
5	41.549	37.522	30.550	152.3	1:49.621	12	40.213	37.956	30.389	154.5	1:48.558
6	40.344	37.270	30.234	153.4	1:47.848	13	40.766	38.214	<del>30.08</del>	154.3	1:49.023
7	40.299	37.122	30.356	157.2	1:47.777	14	40.841	38.822	30.361	150.2	1:50.024

883 Heiner Lindner						Melkus MT77					
1	45.838	42.643	33.130	139.2	2:01.611	7	44.603	40.067	31.466	139.4	1:56.136
2	42.085	39.367	31.860	140.3	1:53.262	8	44.246	38.733	31.343	139.9	1:54.322
3	43.015	38.149	31.231	141.2	1:52.395	9	41.750	39.210	33.629	138.6	1:54.589
4	<del>40.982</del>	<del>37.312</del>	33.162	<del>142.1</del>	1:51.436	10	42.289	40.551	32.061	137.6	1:54.901
5	57.640	44.480	In		2:38.999 P	11	41.420	37.683	<del>30.991</del>	131.2	1:50.094
6	Out	37.776	33.010	131.2	5:21.547	12					

891 Gerhard Friedrich						Melkus MT 77					
1	46.403	39.605	33.525	139.5	1:59.533	8	43.354	37.570	31.636	144.0	1:52.560
2	43.982	42.339	33.726	140.3	2:00.047	9	42.575	37.481	31.132	143.8	1:51.188
3	45.184	39.018	33.088	141.0	1:57.290	10	42.484	39.453	31.428	143.8	1:53.365
4	43.029	38.740	31.810	141.4	1:53.579	11	43.199	38.358	31.682	<del>145.7</del>	1:53.239
5	43.436	38.464	31.495	142.7	1:53.395	12	42.350	<del>37.088</del>	<del>30.854</del>	143.6	1:50.262
6	43.407	38.501	31.650	143.0	1:53.558	13	<del>42.139</del>	37.280	33.788	143.0	1:53.207
7	42.969	38.237	31.116	143.8	1:52.322	14					

916 Leo Schiewek						Chevron B 16					
1	43.604	38.070	32.092	154.9	1:53.766	8	39.706	38.265	30.750	172.2	1:48.721
2	43.087	38.779	31.038	170.9	1:52.854	9	40.728	40.492	30.671	172.5	1:51.891
3	40.659	38.067	31.376	173.9	1:50.102	10	41.285	37.603	30.742	173.6	1:49.630
4	40.252	37.927	30.936	173.4	1:49.115	11	39.446	37.887	30.969	170.9	1:48.302
5	39.698	37.543	30.981	172.0	1:48.222	12	40.424	37.558	30.873	<del>174.8</del>	1:48.855
6	40.966	37.810	30.267	173.1	1:49.043	13	40.649	37.552	<del>30.016</del>	173.9	1:48.277
7	<del>39.312</del>	37.832	30.200	173.4	1:47.344	14	39.903	<del>37.285</del>	30.401	172.2	1:47.599

999 Holger Bettenbühl						Mallock U2 MK6					
1	47.070	41.311	33.828	141.7	2:02.209	8	<del>42.00</del>	38.521	32.224	142.1	1:52.745
2	45.736	39.539	32.510	140.3	1:57.785	9	42.755	38.384	31.620	142.7	1:52.759
3	43.243	39.427	32.086	141.9	1:54.756	10	42.252	38.748	32.522	143.6	1:53.522
4	42.363	38.847	32.417	139.7	1:53.627	11	42.752	39.691	<del>31.548</del>	142.7	1:53.986
5	42.467	39.360	32.394	141.7	1:54.221	12	43.201	38.509	31.563	<del>143.8</del>	1:53.273
6	43.986	39.351	32.171	142.9	1:55.508	13	42.243	<del>38.385</del>	32.017	142.7	1:52.615
7	42.619	39.122	32.868	142.7	1:54.609	14					

