

**BMW Challenge - Zeittraining 2**  
**Runden und Sector Zeiten -****19 - 22 April 2012**  
**Hockenheim-GP - 4574 mtr.**

<b>301</b>	<b>Klaus Roth</b>				<b>BMW 325i</b>				
1	Out	1:13.742	44.433	2:33.069	8	27.546	58.625	40.242	2:06.413
2	29.958	1:03.547	In	2:22.482 <b>P</b>	9	27.413	59.288	39.879	2:06.580
3	Out	1:02.194	41.301	5:16.509	10	27.745	58.782	39.267	2:05.794
4	27.637	1:00.501	40.275	2:08.413	11	27.302	58.941	39.718	2:05.961
5	27.752	59.972	40.192	2:07.916	12	27.573	58.199	<del>39.963</del>	2:04.735
6	27.729	59.604	40.279	2:07.612	13	<del>27.088</del>	<del>57.846</del>	39.225	<b>2:04.154</b>
7	27.708	59.289	39.429	2:06.426	14				
<b>302</b>	<b>Marcus Baier</b>				<b>BMW 325i</b>				
1	Out	1:12.229	47.377	2:33.768	8	28.244	1:00.091	39.343	2:07.678
2	29.627	1:00.993	40.483	2:11.103	9	28.114	1:01.633	In	2:13.958 <b>P</b>
3	27.995	1:00.011	39.445	2:07.451	10	Out	1:00.057	39.263	3:56.627
4	28.083	59.118	39.840	2:07.041	11	27.618	58.937	38.669	2:05.224
5	27.947	59.151	39.626	2:06.724	12	<del>27.463</del>	<del>58.247</del>	<del>38.566</del>	<b>2:04.276</b>
6	27.874	59.106	39.872	2:06.852	13	28.760	59.240	38.956	2:06.956
7	28.232	59.494	39.376	2:07.102	14				
<b>303</b>	<b>Marek Müller</b>				<b>BMW 325i</b>				
1	Out	1:22.279	41.890	2:38.763	8	28.268	<del>59.080</del>	40.014	2:07.312
2	31.563	1:01.179	40.570	2:13.312	9	28.046	59.118	In	2:11.687 <b>P</b>
3	28.651	1:00.705	39.656	2:09.012	10	Out	1:00.673	39.717	3:26.946
4	28.433	59.931	39.532	2:07.896	11	28.191	59.138	43.395	2:10.724
5	27.961	59.244	39.811	2:07.016	12	28.362	59.453	40.674	2:08.489
6	<del>27.985</del>	59.326	<del>39.222</del>	<b>2:06.553</b>	13	32.706	59.177	40.654	2:12.537
7	28.169	59.194	39.316	2:06.679	14				
<b>304</b>	<b>Jochen Buck</b>				<b>BMW 325i</b>				
1	Out	1:28.861	45.189	2:49.338	8	30.052	1:05.239	41.346	2:16.637
2	30.229	1:04.727	40.484	2:15.440	9	27.665	1:00.042	40.547	2:08.254
3	28.800	1:01.831	40.962	2:11.593	10	27.608	59.159	<del>39.157</del>	2:05.924
4	30.337	1:01.239	43.387	2:14.963	11	27.736	59.626	40.188	2:07.550
5	28.189	1:00.398	41.028	2:09.615	12	34.669	1:08.951	41.736	2:25.356
6	27.958	59.412	39.556	2:06.926	13	27.894	59.321	39.508	2:06.723
7	27.828	59.568	39.530	2:06.926	14	<del>27.300</del>	<del>58.888</del>	39.234	<b>2:05.497</b>
<b>305</b>	<b>Jens Hösel</b>				<b>BMW 325i</b>				
1	Out	1:22.220	42.139	2:38.238	8	27.938	59.623	38.956	2:06.517
2	31.417	1:01.183	41.267	2:13.867	9	<del>27.752</del>	58.936	39.137	<b>2:05.825</b>
3	28.259	1:00.945	40.061	2:09.265	10	28.407	1:00.969	<del>38.839</del>	2:08.215
4	27.934	1:00.683	39.542	2:08.159	11	27.895	59.730	38.927	2:06.552
5	27.787	59.750	40.251	2:07.788	12	28.011	1:00.299	40.249	2:08.559
6	28.745	59.413	39.693	2:07.851	13	27.773	<del>58.921</del>	In	2:10.542 <b>P</b>
7	28.208	59.007	39.318	2:06.533	14				
<b>307</b>	<b>Klaus Geilhausen</b>				<b>BMW 325i</b>				
1	Out	1:17.566	47.418	2:41.297	5	30.665	1:02.909	42.400	2:15.974
2	32.809	1:05.729	42.956	2:21.494	6	30.268	1:03.789	42.929	2:16.986
3	31.610	1:04.324	43.037	2:18.971	7	30.318	<del>1:02.531</del>	<del>42.292</del>	<b>2:15.141</b>
4	30.604	1:05.845	42.753	2:19.202	8	<del>29.912</del>	1:03.272	In	2:24.331 <b>P</b>
<b>309</b>	<b>Rempfer-Truckenmüller</b>				<b>BMW 325i</b>				
1	Out	1:19.348	45.983	2:39.885	8	30.110	1:03.181	41.799	2:15.090
2	37.195	1:08.239	43.541	2:28.975	9	30.536	1:01.706	41.608	2:13.850
3	30.791	1:03.815	46.147	2:20.753	10	28.750	1:01.126	40.784	2:10.660
4	30.108	1:03.297	42.089	2:15.494	11	<del>28.504</del>	<del>1:00.647</del>	<del>40.508</del>	<b>2:09.654</b>
5	30.277	1:07.601	44.439	2:22.317	12	28.809	1:03.496	40.790	2:13.095
6	32.729	1:04.496	43.026	2:20.251	13	28.683	1:06.791	44.764	2:20.238
7	29.936	1:02.957	44.528	2:17.421	14				

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<b>315</b>	<b>Michel Adler</b>				<b>BMW 318is</b>				
1	Out	1:19.215	52.393	2:48.148	7	34.605	1:10.576	45.432	2:30.613
2	35.484	1:13.321	48.407	2:37.212	8	32.552	1:10.856	45.610	2:29.018
3	35.348	1:12.154	47.885	2:35.387	9	34.064	1:14.096	46.576	2:34.736
4	35.847	1:13.196	46.756	2:35.799	10	33.109	1:12.638	46.493	2:32.240
5	32.855	1:10.781	46.352	2:29.988	11	<del>32.286</del>	<del>1:09.448</del>	<del>45.110</del>	<del>2:26.844</del>
6	33.185	1:12.025	46.564	2:31.774	12				
<b>316</b>	<b>Sabrina Frank</b>				<b>BMW 318is</b>				
1	Out	1:11.354	47.780	2:30.778	7	30.993	1:06.697	In	2:23.677 P
2	32.788	1:07.542	46.719	2:27.049	8	Out	<del>1:05.773</del>	44.932	4:45.970
3	32.371	1:06.862	45.938	2:25.171	9	31.646	1:05.923	44.662	2:22.231
4	31.993	1:08.013	45.191	2:25.197	10	31.637	1:05.837	<del>43.776</del>	<del>2:21.250</del>
5	32.246	1:07.596	45.879	2:25.721	11	<del>30.911</del>	1:06.345	45.860	2:23.116
6	31.544	1:08.375	44.037	2:23.956	12	32.465	1:06.063	In	2:30.154 P
<b>318</b>	<b>Janis-Uwe Steiner</b>				<b>BMW 318is</b>				
1	Out	1:14.900	45.110	2:34.679	8	30.146	1:04.578	40.788	2:15.512
2	30.343	1:05.552	41.529	2:17.424	9	31.007	1:04.383	42.134	2:17.524
3	29.635	1:04.375	43.025	2:17.035	10	30.570	<del>1:03.680</del>	41.056	2:15.306
4	30.864	1:04.776	42.568	2:18.208	11	29.981	1:03.793	41.617	2:15.391
5	<del>29.167</del>	1:05.342	In	2:16.599 P	12	29.958	1:04.495	<del>40.772</del>	<del>2:15.225</del>
6	Out	1:05.564	41.620	3:29.488	13	29.340	1:04.857	41.488	2:15.685
7	29.799	1:03.976	42.287	2:16.062	14				
<b>325</b>	<b>Thomas Roepke</b>				<b>BMW 325i</b>				
1	1:00.031	1:19.164	47.294	3:06.489	3	<del>29.015</del>	<del>59.769</del>	<del>40.581</del>	<del>2:09.365</del>
2	31.613	1:01.792	41.423	2:14.828	4	30.519	1:00.419	In	2:18.856 P
<b>326</b>	<b>Vincent Kolb</b>				<b>BMW 325i</b>				
1	Out	1:21.659	43.392	2:38.325	8	29.006	1:03.340	41.306	2:13.652
2	30.602	1:03.026	42.060	2:15.688	9	30.395	1:05.766	43.439	2:19.600
3	30.378	1:03.161	41.169	2:14.708	10	<del>28.946</del>	1:02.240	41.197	2:12.283
4	29.719	1:04.624	In	2:22.611 P	11	29.076	<del>1:01.981</del>	41.049	<del>2:12.106</del>
5	Out	1:03.986	41.355	3:15.484	12	29.314	1:02.052	40.867	2:12.233
6	28.855	1:03.982	41.352	2:14.189	13	30.691	1:09.267	In	2:32.603 P
7	28.988	1:02.872	<del>40.801</del>	2:12.661	14				
<b>331</b>	<b>Urs Hauri</b>				<b>BMW M3</b>				
1	Out	1:12.030	48.319	2:33.295	7	28.770	59.043	41.421	2:09.234
2	33.760	1:01.015	42.030	2:16.805	8	33.382	1:10.139	44.033	2:27.604
3	29.236	1:00.118	41.240	2:10.594	9	29.750	59.416	40.657	2:09.823
4	29.183	58.939	41.850	2:09.972	10	<del>28.654</del>	<del>58.564</del>	<del>40.014</del>	<del>2:07.232</del>
5	30.964	59.683	44.911	2:15.558	11	33.095	1:07.384	In	2:26.295 P
6	30.774	1:04.046	43.767	2:18.587	12				
<b>340</b>	<b>Hildenbrand-Homolka</b>				<b>BMW M3</b>				
1	Out	1:11.321	46.407	2:32.839	8	27.696	57.092	<del>39.253</del>	<del>2:04.041</del>
2	30.468	59.608	40.769	2:10.845	9	30.585	57.490	40.277	2:08.352
3	28.676	59.497	40.222	2:08.395	10	<del>27.582</del>	57.367	39.526	2:04.475
4	28.232	57.795	In	2:09.241 P	11	29.619	57.091	39.455	2:06.165
5	Out	57.770	40.300	3:46.689	12	29.373	<del>56.286</del>	39.845	2:05.504
6	30.335	56.747	40.003	2:07.085	13	36.214	1:53.958	In	3:37.266 P
7	28.187	56.893	39.858	2:04.938	14				