



**Cup und TW Trophy - Zeittraining 1**  
Runden und Sector Zeiten -

**19 - 22 April 2012**  
**Hockenheim-GP - 4574 mtr.**

<b>1</b>	<b>Rene Freisberg</b>				<b>Seat Leon</b>			
1	Out		40.668	2:11.050	7		37.156	<b>1:55.463</b>
2			<del>37.140</del>	1:56.017	8		39.258	1:57.487
3			40.929	2:04.105	9	In	In	2:08.859 <b>P</b>
4			39.699	1:58.737	10	Out	38.939	3:20.715
5		In	In	2:06.268 <b>P</b>	11		38.049	1:58.505
6	Out		39.707	3:20.236	12	In	In	2:02.382 <b>P</b>
<b>2</b>	<b>Christian Beumer</b>				<b>BMW 325i</b>			
1	Out		57.874	2:53.737	5		41.646	2:12.167
2		In	In	2:16.111 <b>P</b>	6		40.025	<b>2:09.882</b>
3	Out		41.282	3:12.081	7	In	In	2:38.375 <b>P</b>
4			<del>39.914</del>	2:10.764	8			
<b>5</b>	<b>Christoph Eicker</b>				<b>Opel Astra</b>			
1	Out		47.139	2:29.913	6		43.143	2:16.263
2			43.380	2:18.430	7	In	In	2:32.951 <b>P</b>
3			<del>43.014</del>	<b>2:15.823</b>	8	Out	43.353	3:40.312
4			43.118	2:16.074	9	In	In	2:22.180 <b>P</b>
5			46.191	2:24.105	10			
<b>6</b>	<b>Michael Haager</b>				<b>Honda Civic Type R</b>			
1	Out		44.194	2:27.882	6		40.029	2:05.306
2			40.073	2:09.173	7		<del>38.351</del>	<b>2:01.975</b>
3			38.507	2:02.970	8	In	In	2:33.138 <b>P</b>
4			39.383	2:03.173	9	Out	In	4:33.969 <b>P</b>
5			38.626	2:02.880	10	Out	In	2:55.178 <b>P</b>
<b>7</b>	<b>Daniel Haager</b>				<b>Opel Astra</b>			
1	Out		51.067	2:36.952	7		46.230	2:32.335
2			49.274	2:39.905	8		<del>45.020</del>	2:30.676
3			47.403	2:33.502	9		45.190	2:30.669
4			47.113	2:27.329	10		45.346	<b>2:26.417</b>
5			46.616	2:27.592	11		50.059	2:33.074
6			48.046	2:31.506	12		48.802	2:31.354
<b>10</b>	<b>Bernd Schmitz</b>				<b>Opel Calibra</b>			
1	Out		46.772	2:31.898	4		In	2:18.722 <b>P</b>
2			<del>41.193</del>	2:19.341	5	Out	43.133	8:25.771
3			43.380	<b>2:14.830</b>	6	In	In	2:31.969 <b>P</b>
<b>12</b>	<b>Paul Hochweg</b>				<b>VW Golf I</b>			
1	Out		44.059	2:29.264	8		40.567	2:06.133
2			42.064	2:11.721	9		41.145	2:07.513
3			41.398	2:09.015	10		40.031	2:06.128
4			40.689	2:07.466	11		40.422	2:06.198
5			40.742	2:07.958	12		<del>37.652</del>	<b>2:04.878</b>
6			40.786	2:05.883	13		40.113	2:05.421
7			40.205	2:05.495	14		40.992	2:06.662
<b>14</b>	<b>Daniel Pendica</b>				<b>Opel Calibra</b>			
1	Out		50.859	2:44.212	7		47.405	2:29.742
2			49.607	3:01.230	8		45.350	2:28.783
3			45.956	2:32.115	9		44.799	2:26.751
4			46.824	2:28.741	10		<del>44.451</del>	<b>2:24.966</b>
5			44.909	2:28.043	11		48.251	2:28.948
6			46.815	2:30.998	12		45.936	2:28.881



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<b>15</b>	<b>Linden-Koep</b>					<b>Renault Clio RS III</b>			
1	Out		53.341	2:44.285	8	Out	41.126	3:31.640	
2			43.263	2:20.769	9		40.599	2:11.379	
3			40.969	2:12.857	10		40.069	2:08.789	
4			41.506	2:11.826	11		40.456	2:08.729	
5			41.807	2:14.592	12		39.966	2:09.131	
6			40.249	2:11.315	13		<del>39.579</del>	<b>2:07.850</b>	
7	In	In		2:17.306 P	14				
<b>22</b>	<b>Heinz-Willi Nutz</b>					<b>Porsche 944 S2</b>			
1	Out		43.903	2:26.141	8		41.075	2:08.181	
2			41.838	2:12.934	9		40.902	2:09.333	
3			42.051	2:10.731	10		40.814	2:08.058	
4			41.599	2:09.728	11		40.715	2:11.175	
5			40.637	2:08.526	12		<del>40.480</del>	<b>2:06.938</b>	
6			40.912	2:09.308	13	In	In	2:14.185 P	
7			40.746	2:08.466	14				
<b>25</b>	<b>Dr. Jochen Keils</b>					<b>Porsche 964 RSR</b>			
1	Out		40.760	2:17.927	8		37.762	<b>1:57.506</b>	
2			38.602	1:59.292	9		38.528	1:58.191	
3			38.954	2:01.629	10		38.763	2:05.543	
4			39.039	1:59.545	11		38.764	2:02.091	
5		In	In	2:05.541 P	12		37.994	2:00.826	
6	Out		39.064	4:09.147	13		40.538	2:01.979	
7			<del>37.623</del>	1:58.085	14		38.139	1:57.764	
<b>26</b>	<b>Heiko Hammel</b>					<b>Porsche 911 964 Cup</b>			
1	Out		39.823	2:14.671	8		36.882	1:57.116	
2			38.454	2:00.175	9		38.934	1:59.920	
3			37.476	2:00.451	10		41.040	2:19.515	
4			40.014	2:00.311	11		<del>36.176</del>	<b>1:54.703</b>	
5			44.243	2:10.431	12		36.306	1:55.504	
6		In	In	2:06.606 P	13	In	In	2:16.611 P	
7	Out		42.653	4:33.696	14				
<b>27</b>	<b>Andreas Sczepansky</b>					<b>Porsche 911 964 Cup</b>			
1				<b>2:01.828</b>	2				
<b>29</b>	<b>Matthias Dreher</b>					<b>Toyota Yaris</b>			
1	Out		53.421	2:51.560	8		45.435	2:25.681	
2			45.974	2:32.054	9		43.723	2:24.520	
3			43.966	2:24.271	10		<del>42.557</del>	<b>2:19.318</b>	
4			43.447	2:21.605	11		42.754	2:20.571	
5			44.498	2:22.498	12		48.789	2:25.266	
6			43.512	2:21.718	13		43.273	2:22.616	
7			42.755	2:20.434	14				
<b>31</b>	<b>Julien Schlenther</b>					<b>Renault Clio III</b>			
1	Out		51.699	2:40.174	7		38.562	2:05.261	
2			42.734	2:18.712	8		38.541	2:03.824	
3		In	In	2:11.963 P	9		38.212	2:03.983	
4	Out		42.996	5:54.144	10		<del>37.913</del>	2:03.373	
5			39.053	2:07.199	11		38.547	2:03.357	
6			38.330	2:03.694	12		38.214	<b>2:03.015</b>	
<b>32</b>	<b>Timo Siekmann</b>					<b>Ford Fiesta ST</b>			
1	Out		44.130	2:33.556	8	Out	41.047	3:46.897	
2			41.676	2:19.492	9		40.665	2:13.304	



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3			40.955	2:14.665	10		40.807	2:14.664
4			40.788	2:13.396	11		40.656	<b>2:11.513</b>
5			40.560	2:13.434	12		41.753	2:12.883
6			41.000	2:14.189	13		<del>40.499</del>	2:11.795
7		In	In	2:17.150 P	14			
<b>33</b>	<b>Walter Trachsel</b>				<b>Ford Fiesta</b>			
1	Out		42.932	2:19.667	8		41.311	2:11.574
2			42.221	2:17.729	9		40.419	2:12.848
3			41.043	2:11.916	10		<del>40.253</del>	2:21.413
4			40.704	2:12.063	11		40.821	2:11.748
5		In	In	2:16.398 P	12		41.744	2:11.870
6	Out		40.754	2:58.560	13		41.979	<b>2:10.050</b>
7			40.651	2:15.810	14			
<b>34</b>	<b>Vivien Volk</b>				<b>Ford Fiesta</b>			
1	Out		58.695	3:05.951	8		41.429	<b>2:10.630</b>
2			49.214	2:37.136	9		41.491	2:12.730
3			45.375	2:23.914	10		43.568	2:17.500
4			42.741	2:15.930	11		42.562	2:13.462
5			42.320	2:14.626	12		42.505	2:11.809
6			42.333	2:12.668	13	In	In	3:34.398 P
7			<del>41.330</del>	2:11.256	14			
<b>39</b>	<b>Marcel Ernst</b>				<b>VW Golf</b>			
1	Out		45.426	2:28.209	7		<del>39.000</del>	<b>2:05.646</b>
2			40.175	2:09.954	8		41.385	2:08.004
3			39.835	2:07.102	9		39.630	2:07.186
4		In	In	2:08.942 P	10		40.434	2:11.306
5	Out		40.391	3:34.639	11	In	In	2:22.258 P
6			39.091	2:06.394	12			
<b>41</b>	<b>Sarah Ganser</b>				<b>Peugeot 206 RC</b>			
1				2:32.745	6			2:16.499
2			45.571	<b>2:09.791</b>	7	In	In	2:19.611 P
3				4:43.973	8			3:30.838
4			<del>42.311</del>	3:23.354	9			2:18.296
5				2:14.218	10			2:14.094
<b>42</b>	<b>Manfred Lewe</b>				<b>Ford Focus</b>			
1	Out		49.100	2:57.738	8		37.932	2:02.387
2			41.414	2:11.944	9		38.610	2:00.969
3			40.148	2:06.283	10	In	In	2:11.359 P
4			38.368	2:00.941	11	Out	38.222	3:56.762
5			38.613	2:02.395	12		<del>37.821</del>	2:00.635
6			38.384	<b>1:59.817</b>	13		43.855	2:05.970
7			38.526	2:01.424	14		38.997	2:01.832
<b>44</b>	<b>Hubert Jahn</b>				<b>Renault Clio III</b>			
1	Out		47.381	2:49.352	5		39.690	2:07.940
2			43.168	2:16.600	6		40.153	2:07.998
3			40.423	2:10.967	7		<del>39.591</del>	<b>2:07.125</b>
4			40.673	2:11.016	8	In	In	2:36.027 P
<b>45</b>	<b>Stephan Ernst</b>				<b>Renault Clio III</b>			
1	Out		51.006	2:53.383	6		40.620	2:10.730
2			47.330	2:33.310	7		40.971	2:11.143
3			44.724	2:21.739	8		<del>40.081</del>	2:10.662
4			42.363	2:15.581	9		40.278	<b>2:09.390</b>
5			42.314	2:13.919	10	In	In	2:35.678 P



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<b>49</b>	<b>Fabian Göbel</b>				<b>Seat Leon</b>			
1	Out		43.992	2:30.509	7		<del>38.364</del>	<b>2:03.240</b>
2			39.995	2:07.946	8		39.075	2:04.741
3			40.585	2:07.103	9		40.731	2:05.409
4			39.800	2:05.839	10	In	In	2:08.330 P
5			39.850	2:05.601	11	Out	39.688	3:04.310
6			38.992	2:04.322	12	In	In	2:05.542 P
<b>50</b>	<b>Christian Ladurner</b>				<b>Seat Leon Supercopa</b>			
1	Out		44.052	2:50.039	7		38.266	<b>2:00.229</b>
2			39.585	2:07.394	8		37.905	2:00.717
3			40.173	2:21.328	9		38.925	2:01.043
4			39.874	2:03.464	10		37.826	2:01.866
5			<del>37.792</del>	2:00.840	11		40.053	2:05.904
6			39.496	2:04.014	12		37.887	2:00.561
<b>55</b>	<b>Günter Göbel</b>				<b>Porsche 996</b>			
1	Out		45.692	2:45.345	8		38.413	1:58.294
2			41.313	2:11.804	9	In	In	2:07.365 P
3			40.324	2:05.517	10	Out	<del>37.722</del>	3:02.509
4			39.470	2:01.741	11		37.782	<b>1:57.739</b>
5			39.664	2:02.018	12		38.291	1:59.333
6			38.969	1:59.928	13		38.485	1:58.935
7			38.605	2:01.063	14		38.080	1:58.496
<b>56</b>	<b>Jürgen Schilling</b>				<b>BMW M3</b>			
1	Out	In	In	2:38.165 P	5		<del>39.501</del>	2:04.572
2	Out		42.556	3:36.221	6		39.582	<b>2:04.552</b>
3			40.852	2:10.526	7	In	In	2:09.042 P
4			40.105	2:07.997	8			
<b>59</b>	<b>Sven Schneider</b>				<b>Audi TT</b>			
1	Out		44.930	2:28.661	7		39.714	2:05.281
2			41.724	2:11.594	8		41.120	2:05.551
3			40.436	2:08.166	9	In	In	2:10.768 P
4		In	In	2:10.401 P	10	Out	<del>38.757</del>	3:18.827 P
5	Out		40.183	4:56.365	11		39.625	2:04.339
6			38.922	2:05.018	12		39.996	<b>2:03.737</b>
<b>61</b>	<b>Sascha Faath</b>				<b>BMW M3</b>			
1	Out		41.100	2:22.370	8		<del>37.773</del>	<b>1:59.329</b>
2			39.335	2:04.152	9		38.326	2:04.051
3			38.125	2:02.332	10		38.294	2:01.631
4			37.850	2:02.092	11		39.092	2:00.571
5			38.699	2:00.233	12		40.315	2:01.426
6		In	In	2:09.114 P	13	In	In	2:15.864 P
7	Out		44.886	4:15.990	14			
<b>62</b>	<b>Utrecht-Utrecht</b>				<b>BMW M3</b>			
1	Out		49.637	3:02.776	8		44.061	2:15.991
2			43.828	2:25.482	9		43.772	2:21.897
3			44.564	2:19.055	10		42.272	2:19.469
4			42.472	2:17.239	11		43.071	2:16.036
5			43.612	2:16.591	12		41.723	<b>2:12.431</b>
6			42.939	2:15.329	13	In	In	2:38.418 P
7			<del>41.276</del>	2:13.752	14			
<b>66</b>	<b>Matthias Comes</b>				<b>BMW 325i</b>			
1	Out		44.605	2:24.082	8		42.153	2:25.194



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2		41.434	2:16.163	9		41.800	2:14.728
3		41.671	2:14.087	10		41.848	2:14.690
4		41.359	<b>2:13.376</b>	11		<del>41.352</del>	2:14.166
5		41.949	2:13.470	12		43.514	2:15.561
6		41.772	2:14.394	13		42.567	2:13.482
7		41.862	2:13.560	14			
<b>71</b>	<b>Burkart Scheffler</b>			BMW 325i			
1	Out	47.315	2:43.409	5		<del>41.712</del>	2:19.045
2		44.311	2:29.937	6		42.348	<b>2:16.509</b>
3		46.400	2:32.372	7		42.193	2:18.111
4		43.136	2:23.473	8			
<b>73</b>	<b>Pechtheyden-Jansink</b>			BMW 325i			
1	Out	54.428	3:03.462	8		42.611	2:13.885
2		44.263	2:26.385	9		42.037	2:13.632
3		42.469	2:15.526	10		43.408	2:17.355
4		44.462	2:17.029	11		42.437	2:15.639
5		41.600	2:13.362	12		43.447	<b>2:13.351</b>
6		<del>41.455</del>	2:13.561	13		42.844	2:14.858
7		41.786	2:13.616	14			
<b>74</b>	<b>Markus Möller</b>			BMW 325i			
1	Out	54.817	3:10.268	8		42.413	2:14.446
2		47.458	2:39.026	9		42.278	2:16.153
3		45.461	2:18.922	10		42.198	2:16.273
4		42.863	2:15.440	11		41.543	2:11.087
5		42.249	2:13.462	12		43.874	2:15.174
6		42.434	2:13.448	13		<del>40.812</del>	<b>2:10.400</b>
7		41.317	2:11.188	14			
<b>75</b>	<b>Uwe Claus</b>			BMW 325i			
1	Out	48.946	2:39.224	8		41.024	2:10.938
2		41.804	2:15.237	9		41.621	2:11.128
3		42.148	2:14.472	10		44.674	2:21.640
4		42.319	2:23.727	11		41.974	2:14.800
5		<del>40.792</del>	2:12.292	12		40.843	<b>2:10.459</b>
6		40.940	2:12.015	13		41.123	2:11.335
7		41.605	2:12.778	14			