



Preis der Stadt Stuttgart  
MCS Stuttgart e.V.



Dunlop FHR Langstrecken Cup - Zeittraining 1  
Runden und Sector Zeiten -

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

<b>1</b>	<b>Sanchez-Sanchez</b>				<b>Porsche 911 ST</b>				
1	Out	1:19.403	55.334	2:54.474	8	29.231	1:01.264	44.503	2:14.998
2	36.415	1:12.197	48.940	2:37.552	9	29.969	1:01.615	42.081	2:13.665
3	34.180	1:07.829	48.135	2:30.144	10	<del>28.487</del>	1:00.641	<del>41.206</del>	2:10.334
4	32.390	1:06.365	47.995	2:26.750	11	29.508	1:00.223	42.759	2:12.490
5	32.316	1:06.315	49.127	2:27.758	12	29.467	<del>58.817</del>	41.209	<b>2:09.493</b>
6	31.325	1:06.346	46.402	2:24.073	13	29.086	59.202	42.043	2:10.331
7	30.289	1:02.919	45.485	2:18.693	14				
<b>10</b>	<b>Kolter-Conrad-Koenzen</b>				<b>Porsche 912</b>				
1	Out	1:36.114	1:08.448	3:23.509	6	Out	1:14.377	52.508	4:02.400
2	43.503	1:27.078	1:00.929	3:11.510	7	34.621	1:10.414	47.477	2:32.512
3	42.014	1:25.569	1:00.712	3:08.295	8	32.485	1:09.342	46.339	2:28.166
4	41.091	1:23.467	1:02.749	3:07.307	9	32.033	<del>1:08.296</del>	45.765	<b>2:26.094</b>
5	40.180	1:24.874	In	3:09.855	10	<del>31.988</del>	1:09.521	<del>45.419</del>	2:26.923
<b>22</b>	<b>Lawrenz-Lawrenz-Bomm</b>				<b>MG B</b>				
1	Out	1:28.739	1:04.338	3:13.706	6	37.723	1:16.239	53.913	2:47.875
2	41.925	1:21.789	1:01.007	3:04.721	7	37.040	1:14.447	52.157	2:43.644
3	39.213	1:20.402	53.726	2:53.341	8	34.529	1:12.683	51.657	2:38.869
4	36.779	1:14.078	In	2:46.480	9	35.376	<del>1:10.765</del>	<del>49.221</del>	<b>2:35.362</b>
5	Out	1:19.275	58.296	4:29.220	10	<del>34.332</del>	1:11.140	50.086	2:35.508
<b>24</b>	<b>Bernhard Bühler</b>				<b>Triumph TR4</b>				
1	Out	1:23.069	57.002	2:54.976	7	35.586	1:12.173	50.417	2:38.176
2	39.386	1:18.992	56.074	2:54.452	8	33.521	1:10.178	47.276	2:30.975
3	38.459	1:18.182	53.613	2:50.254	9	33.103	1:08.447	45.817	2:27.367
4	37.520	1:16.613	54.593	2:48.726	10	32.723	1:07.916	45.254	2:25.893
5	36.460	1:13.711	51.310	2:41.481	11	<del>31.888</del>	<del>1:06.293</del>	<del>44.617</del>	<b>2:22.798</b>
6	34.218	1:13.730	51.313	2:39.261	12				
<b>25</b>	<b>Hamilton-Kuhn</b>				<b>Triumph TR4</b>				
1	Out	1:27.267	58.847	3:07.609	7	34.819	1:13.482	50.666	2:38.967
2	40.704	1:22.786	58.308	3:01.798	8	33.839	1:08.819	47.709	2:30.367
3	43.038	1:20.369	56.513	2:59.920	9	32.692	1:08.382	46.513	2:27.587
4	38.682	1:18.084	55.723	2:52.489	10	31.836	<del>1:06.469</del>	46.592	<b>2:24.897</b>
5	38.096	1:17.966	57.290	2:53.352	11	<del>31.255</del>	1:08.432	<del>46.073</del>	2:25.760
6	37.447	1:16.059	1:04.184	2:57.690	12				
<b>34</b>	<b>Harth-Siebers</b>				<b>Porsche 911</b>				
1	Out	1:30.088	1:05.998	3:17.877	7	33.905	1:12.062	51.564	2:37.531
2	42.462	1:20.212	55.812	2:58.486	8	33.364	1:10.285	48.322	2:31.971
3	36.967	1:15.400	55.728	2:48.095	9	32.560	1:09.400	46.683	2:28.643
4	36.576	1:18.185	55.664	2:50.425	10	32.800	<del>1:07.289</del>	45.939	<b>2:26.008</b>
5	35.726	1:15.916	53.066	2:44.708	11	<del>32.044</del>	1:08.127	<del>45.988</del>	2:26.109
6	35.138	1:13.520	52.054	2:40.712	12				
<b>36</b>	<b>Armin Schmitt</b>				<b>Porsche 911</b>				
1	Out	1:28.788	1:08.860	3:15.016	7	34.101	1:08.694	51.553	2:34.348
2	40.387	1:17.792	58.664	2:56.843	8	33.457	1:06.997	50.440	2:30.894
3	38.837	1:13.981	53.408	2:46.226	9	32.336	1:07.921	48.192	2:28.449
4	37.257	1:13.283	51.814	2:42.354	10	32.115	1:06.512	45.633	2:24.260
5	34.627	1:11.322	51.904	2:37.853	11	31.339	<del>1:05.831</del>	45.450	2:20.620
6	34.825	1:11.236	51.802	2:37.863	12	<del>31.177</del>	1:04.190	<del>44.908</del>	<b>2:20.270</b>
<b>40</b>	<b>Lambert-Ward</b>				<b>MG B</b>				
1	Out	1:29.083	1:03.651	3:13.874	7	33.545	1:08.750	50.618	2:32.913
2	39.458	1:16.561	52.992	2:49.011	8	32.190	1:06.726	46.536	2:25.452
3	37.048	1:12.478	51.840	2:41.366	9	31.808	1:04.613	43.785	2:20.206



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4	35.124	1:10.560	50.755	2:36.439	10	31.171	1:04.621	43.439	2:19.231
5	34.821	1:13.464	In	2:45.519	11	<del>30.453</del>	<del>1:04.105</del>	<del>43.373</del>	<del>2:17.932</del>
6	Out	1:13.135	50.077	3:48.986	12				
<b>41</b>	<b>Rotenberger-Koenzen</b>				<b>VW-Porsche 914-4</b>				
1	Out	1:24.517	1:15.350	3:18.950	3	44.521	<del>1:22.889</del>	<del>55.816</del>	<del>3:03.226</del>
2	<del>40.913</del>	1:25.675	56.971	3:03.559	4	41.511	1:51.438	In	3:54.443
<b>50</b>	<b>Alexander Kolb</b>				<b>Austin Haley 3000 MK 1</b>				
1	Out	1:33.346	1:03.807	3:19.847	7	34.070	1:10.314	52.630	2:37.014
2	43.539	1:27.421	58.602	3:09.562	8	33.122	1:07.580	46.866	2:27.568
3	36.102	1:23.344	53.416	2:52.862	9	32.613	1:05.329	45.435	2:23.377
4	34.979	1:13.934	53.392	2:42.305	10	<del>31.045</del>	1:04.666	<del>45.066</del>	<del>2:20.778</del>
5	35.196	1:11.626	53.871	2:40.693	11	31.847	<del>1:04.024</del>	45.714	2:21.585
6	34.188	1:10.192	50.171	2:34.551	12				
<b>51</b>	<b>Eberhard A. Baunach</b>				<b>Chevrolet Corvette Stingray C2</b>				
1	Out	1:29.487	1:01.034	3:13.881	7	30.959	1:06.903	49.263	2:27.125
2	39.595	1:19.177	56.828	2:55.600	8	30.349	1:03.921	45.910	2:20.180
3	37.307	1:13.999	53.221	2:44.527	9	29.570	1:02.156	<del>44.410</del>	<del>2:16.136</del>
4	34.816	1:12.022	52.339	2:39.177	10	<del>28.724</del>	<del>1:00.713</del>	In	2:21.865
5	34.212	1:12.372	52.293	2:38.877	11	Out	1:01.429	44.759	4:21.483
6	33.592	1:10.920	51.602	2:36.114	12				
<b>52</b>	<b>Vorköper-Sauter</b>				<b>Jaguar E-Type Law Drag</b>				
1	Out	1:30.845	57.135	3:11.126	6	40.591	1:20.832	1:01.136	3:02.559
2	38.689	1:18.171	57.835	2:54.695	7	39.873	1:23.016	54.267	2:57.156
3	37.862	1:13.474	<del>52.557</del>	<del>2:43.903</del>	8	38.151	1:16.935	52.855	2:47.941
4	<del>34.804</del>	<del>1:11.934</del>	In	2:41.559	9	39.583	1:19.852	56.561	2:55.996
5	Out	1:24.882	57.922	5:22.107	10	38.064	1:18.302	53.175	2:49.541
<b>53</b>	<b>Nolte-Stippler</b>				<b>Ford GT 40</b>				
1	Out	1:19.604	54.022	2:49.799	6	35.808	1:15.313	In	2:51.313
2	35.788	1:16.172	52.852	2:44.812	7	Out	1:13.290	49.034	7:17.447
3	35.432	1:13.566	51.450	2:40.448	8	32.533	<del>1:05.708</del>	47.835	2:26.076
4	34.724	1:11.377	50.146	2:36.247	9	<del>31.889</del>	1:06.595	47.569	2:26.033
5	33.666	1:11.337	54.853	2:39.856	10	32.126	1:06.674	<del>47.122</del>	<del>2:25.922</del>
<b>70</b>	<b>Vetter-Ostet</b>				<b>Alfa Romeo Giulia TI Super</b>				
1	Out	1:28.164	1:03.824	3:13.628	6	37.534	1:14.364	In	2:53.100
2	41.463	1:26.389	1:00.277	3:08.129	7	Out	1:08.905	49.180	4:11.735
3	39.547	1:22.397	57.554	2:59.498	8	33.314	1:07.059	47.993	2:28.366
4	38.491	1:16.983	56.716	2:52.190	9	34.264	1:06.459	46.157	2:26.880
5	36.426	1:14.940	54.281	2:45.647	10	<del>32.079</del>	<del>1:05.813</del>	<del>45.444</del>	<del>2:23.366</del>
<b>81</b>	<b>Zech-Osberghaus-Morgenstern</b>				<b>BMW 1800 TI</b>				
1				3:15.557	6				2:52.453
2				3:04.610	7				2:47.922
3				3:01.234	8				2:47.088
4				2:59.276	9				<del>2:45.172</del>
5				2:54.469	10				
<b>82</b>	<b>Richter-Richter</b>				<b>BMW 1800TI</b>				
1	Out	1:17.047	54.506	2:54.427	7	31.349	1:07.730	50.038	2:29.117
2	36.104	1:13.868	1:00.410	2:50.382	8	31.135	1:07.021	49.402	2:27.558
3	36.084	1:12.516	In	2:45.229	9	31.542	<del>1:04.822</del>	44.835	2:21.259
4	Out	1:11.018	50.171	2:58.046	10	<del>30.675</del>	1:09.446	44.240	2:24.361
5	32.100	1:15.769	57.604	2:45.473	11	30.712	1:05.814	<del>44.122</del>	<del>2:20.648</del>
6	33.162	1:08.707	47.894	2:29.763	12	37.458	1:21.093	In	3:02.669



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<b>83</b>	<b>Kunz-Hermes</b>				<b>Volvo P122 S</b>				
1	Out	1:27.748	1:03.160	3:11.354	7	33109	1:11.106	48.601	2:32.816
2	39.204	1:19.145	55.785	2:54.134	8	33876	1:09.655	49.795	2:33.326
3	37.150	1:15.316	54.519	2:46.985	9	32.339	1:07.470	47.407	2:27.216
4	36.002	1:14.631	53.006	2:43.639	10	31.622	1:06.921	47.401	2:25.944
5	34.391	1:13.610	51.740	2:39.741	11	33.544	1:07.120	46.069	2:26.733
6	34.730	1:12.610	50.054	2:37.394	12	<b>31.616</b>	<b>1:05.945</b>	<b>45.018</b>	<b>2:22.579</b>
<b>90</b>	<b>Linster-Prim-Linster</b>				<b>Ford Mustang MK 1</b>				
1	Out	1:16.612	59.148	2:55.348	6	38.477	1:22.074	57.278	2:57.829
2	35.922	1:14.040	In	2:44.985 P	7	39.923	1:17.751	In	2:59.954 P
3	Out	1:33.160	1:02.249	7:12.496	8	Out	1:04.536	44.055	3:20.263
4	39.287	1:19.678	59.906	2:58.871	9	<b>31.008</b>	<b>1:02.405</b>	<b>42.837</b>	<b>2:16.245</b>
5	39.104	1:22.291	57.409	2:58.804	10				
<b>92</b>	<b>Reinhold Gröpper</b>				<b>Ford Mustang 289 GT</b>				
1	Out	1:14.756	54.639	2:47.633	6	31.833	1:05.279	46.636	2:23.748
2	36.316	1:11.862	52.243	2:40.421	7	31.480	1:03.890	44.040	2:19.410
3	35.740	1:11.057	52.337	2:39.134	8	<b>29.831</b>	<b>1:03.113</b>	<b>43.525</b>	<b>2:16.469</b>
4	35.216	1:11.307	In	2:44.250 P	9	35.403	1:10.347	In	2:40.830 P
5	Out	1:08.160	49.778	8:31.426	10				
<b>93</b>	<b>Knöpfel-Städler</b>				<b>Ford Mustang MK II</b>				
1	Out	1:33.354	1:01.166	3:18.901	6	40.575	1:17.239	53.692	2:51.506
2	39.842	1:20.701	1:01.371	3:01.914	7	36.541	1:12.786	49.936	2:39.263
3	40.095	1:18.619	56.534	2:55.248	8	38.002	1:24.578	48.868	2:51.448
4	38.456	1:18.201	In	2:58.941 P	9	<b>33.844</b>	<b>1:09.302</b>	<b>43.181</b>	<b>2:31.327</b>
5	Out	1:19.609	54.266	4:42.198	10	37.112	1:15.108	50.534	2:42.754
<b>101</b>	<b>Ottosson-Franz</b>				<b>MGB GT</b>				
1	Out	1:33.059	58.692	3:15.513	7	35.275	1:15.772	52.865	2:43.912
2	39.482	1:20.699	56.689	2:56.870	8	36.104	1:13.655	49.599	2:39.358
3	38.869	1:20.589	52.624	2:52.082	9	<b>33.246</b>	1:11.396	48.590	2:33.232
4	37.188	1:16.666	52.144	2:45.998	10	33.315	<b>1:10.404</b>	47.822	<b>2:31.541</b>
5	35.437	1:14.568	52.646	2:42.651	11	34.004	1:11.908	<b>47.444</b>	2:33.356
6	35.779	1:14.453	51.786	2:42.018	12				
<b>103</b>	<b>Michael Wittke</b>				<b>Porsche 914/6 GT</b>				
1	Out	1:31.087	1:03.244	3:14.190	6	32.380	1:06.383	46.346	2:25.109
2	42.400	1:13.871	53.310	2:49.581	7	31.161	1:05.373	In	2:38.525 P
3	36.459	1:11.692	51.222	2:39.373	8	Out	1:09.715	In	5:18.792 P
4	33.250	1:10.519	50.191	2:33.960	9	Out	1:03.898	43.552	3:21.559
5	32.097	1:08.286	47.632	2:28.015	10	<b>30.402</b>	<b>1:00.854</b>	<b>41.665</b>	<b>2:12.921</b>
<b>104</b>	<b>Kainzinger-Hirsch</b>				<b>Porsche 914/6 GT</b>				
1	Out	1:17.928	51.944	2:45.113	7	<b>29.900</b>	1:03.433	45.634	<b>2:18.967</b>
2	34.826	1:11.141	49.874	2:35.841	8	31.563	<b>1:02.618</b>	In	2:22.967 P
3	32.644	1:08.161	53.014	2:33.819	9	Out	1:12.904	49.602	4:34.730
4	32.725	1:06.681	49.077	2:28.483	10	33.646	1:08.345	45.973	2:27.964
5	33.070	1:07.243	48.076	2:28.389	11	31.556	1:05.425	45.368	2:22.349
6	30.725	1:06.784	47.129	2:24.638	12	31.788	1:06.005	<b>44.313</b>	2:22.106
<b>105</b>	<b>Bauhaus-Prager</b>				<b>Porsche 911 T</b>				
1	Out	1:30.559	1:06.641	3:17.886	7	Out	1:08.564	49.581	4:16.998
2	41.918	1:18.754	53.654	2:54.326	8	32.516	1:05.652	44.739	2:22.907
3	37.272	1:14.909	53.576	2:45.757	9	30.765	1:04.650	44.261	2:19.676
4	36.271	1:14.207	53.053	2:43.531	10	<b>30.155</b>	1:03.497	<b>42.934</b>	<b>2:16.587</b>
5	34.552	1:12.280	52.469	2:39.301	11	30.598	<b>1:02.766</b>	44.986	2:18.350
6	35.916	1:11.779	In	2:42.262 P	12				



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<b>108</b>	<b>Damiani-Benusiglio-Nervi</b>				<b>Porsche 911</b>				
1	Out	1:22.098	59.298	2:58.862	7	33.975	1:07.203	48.352	2:29.530
2	37.394	1:16.930	58.094	2:52.418	8	32.319	1:07.920	46.208	2:26.447
3	36.219	1:11.684	53.169	2:41.072	9	31.492	1:03.504	43.742	2:18.738
4	34.621	1:09.772	50.927	2:35.320	10	31.102	1:03.651	42.721	2:17.474
5	35.471	1:12.534	In	2:47.315	11	<del>29.588</del>	<b>1:01.424</b>	<b>41.715</b>	<b>2:12.697</b>
6	Out	1:12.113	48.867	4:43.206	12				
<b>116</b>	<b>Rolf Richter</b>				<b>Porsche 911 ST</b>				
1	Out	1:37.027	1:04.198	3:21.781	6	35.489	1:09.989	52.522	2:38.000
2	42.384	1:26.977	59.611	3:08.972	7	35.350	1:13.492	53.499	2:42.341
3	41.448	1:23.947	In	3:04.640	8	32.433	1:07.767	48.000	<b>2:28.200</b>
4	Out	1:19.794	57.599	4:41.452	9	<del>31.388</del>	1:02.982	In	2:22.400
5	37.736	1:14.796	52.653	2:45.185	10	Out	<b>1:02.981</b>	<del>42.902</del>	3:13.503
<b>118</b>	<b>Hack-Sadlowski</b>				<b>Porsche 911 ST</b>				
1	Out	1:15.605	50.259	2:40.925	8	29.913	1:03.137	48.973	2:22.023
2	33.445	1:09.030	50.497	2:32.972	9	29.766	1:04.267	43.139	2:17.172
3	34.726	1:06.826	47.858	2:29.410	10	<del>28.856</del>	1:01.524	43.155	2:13.535
4	32.458	1:06.218	47.053	2:25.729	11	29.601	1:01.779	<b>41.190</b>	2:12.570
5	31.486	1:07.738	48.897	2:28.121	12	29.894	<del>59.547</del>	41.786	<b>2:11.227</b>
6	31.521	1:06.218	46.328	2:24.067	13	29.175	1:02.531	In	2:20.677
7	30.571	1:05.442	46.560	2:22.573	14				
<b>120</b>	<b>Goder-Schlüter</b>				<b>Porsche 911</b>				
1	Out	1:21.771	56.996	2:56.336	7	Out	1:12.627	50.949	3:40.520
2	37.494	1:14.647	52.407	2:44.548	8	31.592	1:04.415	44.117	2:20.124
3	35.504	1:13.181	52.206	2:40.891	9	31.488	1:03.794	44.142	2:19.424
4	36.706	1:14.979	52.335	2:44.020	10	31.716	1:03.995	43.423	2:19.134
5	34.933	1:12.355	51.890	2:39.178	11	31.636	1:02.141	<del>42.739</del>	2:16.516
6	34.917	1:15.755	In	2:49.656	12	<del>30.731</del>	<b>1:01.991</b>	42.928	<b>2:15.650</b>
<b>125</b>	<b>Jodexnis-Schelp</b>				<b>Porsche 911 S/R</b>				
1	Out	1:21.014	53.857	2:51.386	7	31.019	1:02.503	45.095	2:18.617
2	34.776	1:21.780	51.333	2:47.889	8	29.171	1:02.385	42.045	2:13.601
3	34.283	1:11.175	49.855	2:35.313	9	28.288	59.917	40.851	2:09.056
4	33.372	1:08.823	49.799	2:31.994	10	27.904	59.917	40.938	2:08.759
5	32.081	1:07.209	In	2:41.959	11	28.279	1:01.004	42.511	2:11.794
6	Out	1:04.907	46.764	4:15.331	12	<del>27.804</del>	<del>58.997</del>	<del>40.402</del>	<b>2:07.203</b>
<b>127</b>	<b>Rehkopf-"Stefan Müller"</b>				<b>Porsche 911 ST</b>				
1	Out	1:22.794	53.508	2:58.160	8	31.149	1:01.588	44.537	2:17.274
2	38.039	1:12.487	48.870	2:39.396	9	29.077	1:00.956	43.316	2:13.349
3	32.982	1:07.875	47.614	2:28.471	10	30.476	59.875	41.623	2:11.974
4	33.370	1:05.673	48.833	2:27.876	11	29.016	59.796	<b>41.214</b>	2:10.026
5	31.776	1:06.093	49.007	2:26.876	12	28.734	1:00.024	42.475	2:11.233
6	31.301	1:08.400	51.790	2:31.491	13	<del>28.339</del>	<del>59.239</del>	41.670	<b>2:09.248</b>
7	30.648	1:05.112	46.091	2:21.851	14				
<b>140</b>	<b>Bellersheim-Bellersheim-Bellersheim</b>				<b>Ford Escort 1300 GT</b>				
1	Out	1:30.442	1:03.982	3:16.185	3	37.878	<b>1:19.315</b>	<del>52.387</del>	<b>2:49.580</b>
2	39.278	1:20.285	53.400	2:52.963	4				
<b>161</b>	<b>Hohlsiepe-Hohlsiepe</b>				<b>Alfa Romeo Giulia Super 1600</b>				
1	Out			4:07.580	6	<del>38.722</del>			3:01.734
2				3:27.593	7	38.768			2:51.301
3				3:07.828	8				2:49.850
4			<b>1:00.078</b>	3:02.557	9				<b>2:49.170</b>
5			1:01.450	3:00.110	10				



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<b>162</b>	<b>Henseleit-Stromberg</b>				<b>Ford Escort MK 1 Twin Cam</b>				
1	Out	1:20.462	54.694	2:50.843	6	32.435	7:18.888	46.844	8:38.167
2	36.090	1:15.730	52.882	2:44.702	7	32.626	1:05.982	45.168	2:23.776
3	35.202	1:12.287	52.069	2:39.558	8	31.312	1:03.618	42.681	2:17.611
4	33.951	1:12.299	50.007	2:36.257	9	<del>31.880</del>	1:06.198	44.587	2:20.675
5	32.884	1:11.895	51.295	2:36.074	10	30.142	<del>1:03.582</del>	<del>42.402</del>	<b>2:16.126</b>
<b>163</b>	<b>Kabuth-De Groot</b>				<b>Alfa Romeo Giulia Sprint GTA</b>				
1	Out	1:26.259	57.465	3:04.297	7	Out	1:21.340	53.259	5:06.368
2	36.735	1:14.718	53.265	2:44.718	8	34.324	1:11.482	47.478	2:33.284
3	35.847	1:13.798	52.121	2:41.766	9	32.312	1:07.345	44.797	2:24.454
4	34.757	1:12.815	52.172	2:39.744	10	31.777	1:06.189	44.506	2:22.472
5	33.184	1:11.813	52.407	2:37.404	11	<del>31.466</del>	<del>1:04.149</del>	<del>43.885</del>	<b>2:19.440</b>
6	33.151	1:12.289	In	2:45.876 P	12				
<b>165</b>	<b>Nothnagel-Wilms</b>				<b>Alfa Romeo Giulia T.I. Super</b>				
1	Out	1:22.517	59.169	3:05.044	6	Out	1:12.754	51.441	7:15.019
2	37.341	1:15.733	54.656	2:47.730	7	33.677	1:08.725	46.902	2:29.304
3	37.055	1:14.470	53.059	2:44.584	8	32.765	1:11.390	46.575	2:30.730
4	36.887	1:14.081	52.587	2:43.555	9	<del>32.216</del>	<del>1:06.489</del>	45.281	<b>2:23.936</b>
5	36.344	1:19.836	In	2:52.866 P	10	33.276	1:06.649	<del>44.300</del>	2:24.285
<b>167</b>	<b>Praller-Rittweger</b>				<b>Alfa Romeo GTA</b>				
1	Out	1:29.583	1:00.808	3:13.851	3	37.057	<del>1:15.634</del>	<del>51.773</del>	<b>2:44.464</b>
2	41.304	1:20.041	56.921	2:58.266	4				
<b>169</b>	<b>Roschmann-Roschmann</b>				<b>Alfa Romeo Sprint GTA</b>				
1	Out	1:20.831	52.168	2:49.709	5	30.309	1:03.603	42.772	2:16.684
2	33.667	1:08.307	1:08.531	2:45.505	6	30.660	<del>1:02.323</del>	43.225	2:16.208
3	31.506	1:05.979	47.203	2:24.688	7	30.637	1:02.535	<del>41.872</del>	<b>2:15.044</b>
4	<del>31.188</del>	1:05.701	43.702	2:19.601	8				
<b>170</b>	<b>Niestrath-Schlüter</b>				<b>Alfa Romeo GT-AM</b>				
1	Out	1:17.908	51.937	2:43.296	6	35.968	1:10.246	In	6:09.960 P
2	34.865	1:11.617	48.790	2:35.272	7	Out	1:10.644	49.794	3:09.502
3	<del>34.231</del>	1:08.576	48.110	2:30.917	8	34.376	<del>1:06.352</del>	47.715	2:28.443
4	34.575	1:10.181	In	2:35.279 P	9	35.215	1:07.157	<del>45.789</del>	<b>2:28.131</b>
5	Out	1:15.734	54.153	6:20.467	10				
<b>171</b>	<b>Lothar Wilms</b>				<b>Alfa Romeo GT-AM</b>				
1	Out	1:18.240	53.934	2:46.184	7	33.326	1:06.940	In	2:33.804 P
2	38.200	1:14.864	54.208	2:47.272	8	Out	1:09.107	45.481	5:07.186
3	35.769	1:14.585	51.549	2:41.903	9	31.965	1:05.916	44.580	2:22.461
4	33.921	1:09.406	49.287	2:32.614	10	30.002	1:02.992	43.583	2:16.577
5	32.297	1:09.351	50.853	2:32.501	11	<del>29.729</del>	<del>1:02.340</del>	<del>42.283</del>	<b>2:14.312</b>
6	32.290	1:08.306	54.858	2:35.454	12				
<b>175</b>	<b>Ilgner-Ruck</b>				<b>BMW 2002</b>				
1	Out	1:27.940	1:04.192	3:13.587	7	31.398	1:08.528	48.488	2:28.414
2	40.831	1:23.140	58.242	3:02.213	8	32.910	1:08.057	44.544	2:25.511
3	39.019	1:15.884	53.163	2:48.066	9	<del>30.311</del>	1:04.289	46.819	2:21.419
4	34.589	1:12.376	54.039	2:41.004	10	31.739	1:04.581	<del>42.737</del>	2:19.057
5	33.026	1:10.168	51.120	2:34.314	11	30.503	<del>1:02.660</del>	44.952	<b>2:18.115</b>
6	31.962	1:09.724	52.168	2:33.854	12	32.922	1:10.370	43.719	2:27.011
<b>176</b>	<b>von Hauswloff-Wramell</b>				<b>BMW 2002</b>				
1	Out	1:27.658	In	3:27.995 P	7	Out	1:07.703	47.477	3:40.768
2	Out	1:17.082	55.826	3:27.801	8	31.253	1:04.109	44.587	2:19.949
3	37.262	1:16.262	52.998	2:46.522	9	29.685	1:02.278	42.721	2:14.684





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4	34.948	1:15.740	56.217	2:46.905	10	29.810	<del>1:02.137</del>	<del>41.984</del>	2:13.911
5	35.831	1:10.888	52.885	2:39.604	11	<del>29.240</del>	1:04.949	43.416	2:17.605
6	32.702	1:08.103	In	2:33.578 P	12				
<b>178</b>	<b>Friedrich Kath</b>				<b>BMW 2002</b>				
1	Out	1:31.427	1:02.278	3:15.499	7	37.253	1:11.024	50.769	2:39.046
2	43.405	1:26.952	59.599	3:09.956	8	34.524	1:10.181	49.103	2:33.808
3	40.177	1:21.869	57.013	2:59.059	9	<del>34.284</del>	1:12.849	<del>47.688</del>	2:34.826
4	37.903	1:18.647	54.692	2:51.242	10	34.826	<del>1:08.888</del>	48.079	<b>2:32.803</b>
5	37.212	1:19.518	55.193	2:51.923	11	35.673	1:12.119	49.385	2:37.177
6	37.711	1:14.562	55.479	2:47.752	12				
<b>179</b>	<b>Ingo Kampmann</b>				<b>BMW 2002</b>				
1	Out	1:19.171	53.127	2:48.206	7	33.445	1:09.926	50.019	2:33.390
2	36.810	1:14.730	53.954	2:45.494	8	32.988	1:08.599	49.080	2:30.667
3	36.677	1:13.667	52.225	2:42.569	9	32.676	1:09.000	45.490	2:27.166
4	34.480	1:10.745	49.945	2:35.170	10	<del>32.460</del>	1:10.242	44.747	2:27.449
5	32.948	1:11.545	52.044	2:36.537	11	32.860	1:08.708	44.770	2:26.338
6	33.055	1:10.824	51.843	2:35.722	12	32.605	<del>1:05.145</del>	<del>43.331</del>	<b>2:21.081</b>
<b>180</b>	<b>Patzer-Pangert</b>				<b>BMW 2002 TI</b>				
1	Out	1:18.847	56.824	2:56.899	6	<del>33.029</del>	1:12.008	50.839	2:35.876
2	36.711	1:14.068	51.871	2:42.650	7	33.321	1:10.095	<del>47.428</del>	<b>2:30.844</b>
3	34.587	1:10.803	49.479	2:34.869	8	33.575	<del>1:08.832</del>	49.279	2:31.686
4	35.361	1:10.483	48.957	2:34.801	9	34.627	1:12.260	In	2:38.286 P
5	34.047	1:08.991	59.824	2:42.862	10				
<b>181</b>	<b>Georgi-Henne</b>				<b>BMW 2002</b>				
1	Out	1:28.694	1:02.076	3:13.564	7	31.746	1:05.686	48.326	2:25.758
2	39.885	1:17.111	58.300	2:55.296	8	<del>31.523</del>	1:07.129	In	2:30.603 P
3	36.761	1:11.871	55.300	2:43.932	9	Out	1:12.824	44.825	4:03.306
4	34.076	1:11.235	49.656	2:34.967	10	34.981	1:06.215	47.294	2:28.490
5	32.280	1:10.233	49.402	2:31.915	11	33.241	<del>1:04.652</del>	<del>42.984</del>	<b>2:20.827</b>
6	32.585	1:07.544	47.480	2:27.609	12				
<b>183</b>	<b>Genbrock-Borkowsky</b>				<b>Ford Escort RS 1600</b>				
1	Out	1:24.342	55.342	2:59.513	7	29.351	1:01.127	43.986	2:14.464
2	37.103	1:11.679	52.507	2:41.289	8	<del>27.979</del>	58.956	42.373	2:09.308
3	36.060	1:10.932	49.283	2:36.275	9	29.324	1:13.569	49.559	2:32.452
4	33.235	1:08.072	48.677	2:29.984	10	28.153	58.639	<del>39.336</del>	2:06.128
5	31.476	1:08.157	In	2:34.157 P	11	28.345	<del>57.863</del>	39.417	<b>2:05.625</b>
6	Out	1:06.916	44.904	5:10.231	12				
<b>240</b>	<b>Kremer-Kremer-Kremer</b>				<b>Lotus Europa S2</b>				
1	Out	1:32.374	1:05.589	3:22.865	5	37.506	1:18.181	In	4:10.758 P
2	40.732	1:27.048	1:02.731	3:10.511	6	Out	1:42.998	In	5:54.177 P
3	43.478	1:20.332	55.520	2:59.330	7	Out	<del>1:11.191</del>	57.639	6:37.235
4	<del>35.782</del>	1:18.838	1:02.936	2:58.556	8	44.673	1:14.686	<del>50.407</del>	<b>2:49.766</b>
<b>241</b>	<b>Felix Haas</b>				<b>Lotus 23B TSRC 10</b>				
1	Out	1:25.217	58.645	3:05.970	7	32.409	1:06.770	49.049	2:28.228
2	40.647	1:19.741	57.354	2:57.742	8	32.473	1:04.991	46.722	2:24.186
3	38.704	1:16.870	51.783	2:47.357	9	31.413	1:01.940	43.856	2:17.209
4	35.633	1:09.479	50.966	2:36.078	10	29.643	1:04.170	41.127	2:14.940
5	33.009	1:08.023	49.370	2:30.402	11	29.237	<del>59.222</del>	<del>40.804</del>	<b>2:09.263</b>
6	32.639	1:05.726	48.021	2:26.386	12	<del>28.488</del>	1:01.182	41.863	2:11.538
<b>251</b>	<b>Hans Peter Richrath</b>				<b>Porsche 907</b>				
1	Out	1:14.036	52.057	2:39.770	7	30.475	1:04.900	48.996	2:24.371
2	36.275	1:10.835	50.918	2:38.028	8	29.456	1:00.139	42.798	2:12.393

Schnellste Runde : 2:02.374 in Runde 12 durch nr. 251 : Hans Peter Richrath (Porsche 907)

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<b>3</b>	35.780	1:08.928	50.855	2:35.563	<b>9</b>	30.184	1:00.962	43.832	2:14.978
<b>4</b>	33.263	1:09.037	50.291	2:32.591	<b>10</b>	28.031	56.372	39.972	2:04.375
<b>5</b>	33.741	1:11.130	In	2:42.737 P	<b>11</b>	27.870	57.948	42.205	2:08.023
<b>6</b>	Out	1:07.979	49.736	4:58.546	<b>12</b>	<del>27.660</del>	<del>55.530</del>	<del>39.184</del>	<del>2:02.374</del>