



Preis der Stadt Stuttgart
MCS Stuttgart e.V.



Dunlop FHR Langstrecken Cup - Zeittraining 2
Runden und Sector Zeiten -

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

1	Sanchez-Sanchez				Porsche 911 ST				
1	Out	1:27.341	59.053	3:03.668	4	37.899	1:14.822	53.057	2:45.778
2	44.395	1:18.872	55.063	2:58.330	5	36.839	1:11.660	In	2:44.284 p
3	38.814	1:15.406	55.307	2:49.527	6				
10	Kolter-Conrad-Koenzen				Porsche 912				
1	Out	1:30.431	58.315	3:08.856	4	40.568	1:21.965	55.680	2:58.213
2	44.813	1:26.161	58.433	3:09.407	5	40.153	1:19.687	56.073	2:55.913
3	42.819	1:22.464	56.714	3:01.997	6				
22	Lawrenz-Lawrenz-Bomm				MG B				
1	Out	1:28.949	1:05.256	3:13.008	3	46.185	1:26.290	1:03.253	3:15.728
2	46.476	1:27.847	1:00.974	3:15.297	4	46.786	1:28.796	In	3:25.209 p
24	Bernhard Bühler				Triumph TR4				
1	Out	1:30.967	57.304	3:18.676	3	41.682	1:20.488	57.770	2:59.940
2	41.595	1:20.216	56.112	2:57.923	4	41.553	1:22.488	56.921	3:00.962
25	Hamilton-Kuhn				Triumph TR4				
1	Out	1:26.124	1:01.077	3:03.572	4	42.404	1:18.957	55.788	2:57.149
2	43.757	1:24.636	58.380	3:06.773	5	42.234	1:35.638	56.485	3:14.357
3	43.303	1:21.806	57.679	3:02.788	6				
34	Harth-Siebers				Porsche 911				
1	Out	1:27.898	1:22.796	3:28.834	3	41.478	1:20.011	57.080	2:58.579
2	41.106	1:22.494	58.738	3:02.338	4	40.949	1:20.157	57.471	2:58.577
36	Armin Schmitt				Porsche 911				
1	Out	1:25.893	1:01.885	3:07.551	4	40.310	1:15.906	54.092	2:50.308
2	43.153	1:22.138	57.617	3:02.908	5	37.985	1:15.063	55.296	2:48.344
3	39.391	1:17.089	55.842	2:52.322	6				
41	Rotenberger-Koenzen				VW-Porsche 914-4				
1	Out	1:32.302	1:00.774	3:12.849	4	42.400	1:23.760	56.835	3:02.995
2	44.492	1:26.114	1:00.399	3:11.005	5	40.788	1:23.719	59.022	3:03.524
3	43.066	1:25.717	59.015	3:07.798	6				
50	Alexander Kolb				Austin Haley 3000 MK 1				
1	Out	1:26.705	59.220	3:07.307	4	40.225	1:15.332	53.093	2:48.650
2	42.780	1:18.851	54.277	2:55.908	5	38.719	1:14.328	52.777	2:45.824
3	41.336	1:16.604	55.076	2:53.016	6				
53	Nolte-Stippler				Ford GT 40				
1	Out	1:16.255	53.064	2:47.260	4	35.013	1:05.723	46.640	2:27.376
2	36.724	1:11.311	48.774	2:36.809	5	34.255	1:04.902	46.917	2:26.074
3	35.166	1:07.482	47.333	2:29.981	6	35.541	1:06.657	48.385	2:30.583
70	Vetter-Ostet				Alfa Romeo Giulia TI Super				
1	Out	1:24.460	59.423	3:00.450	3	41.374	1:18.771	In	2:58.453 p
2	42.611	1:19.712	57.825	3:00.148	4	Out	1:24.482	58.496	5:43.762
81	Zech-Osberghaus-Morgenstern				BMW 1800 TI				
1	Out	1:38.592	1:01.538	3:22.621	3	45.705	1:28.774	1:00.395	3:14.874
2	43.846	1:30.646	1:00.344	3:14.836	4	42.952	1:25.011	57.992	3:05.955
82	Richter-Richter				BMW 1800TI				
1	Out	1:27.982	1:01.799	3:12.158	3	47.030	1:29.782	In	3:24.469 p
2	46.157	1:29.607	1:02.220	3:17.984	4				

Schnellste Runde : 2:26.074 in Runde 5 durch nr. 53 : Nolte-Stippler (Ford GT 40)

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83	Kunz-Hermes				Volvo P122 S				
1	Out	1:26.655	58.342	3:03.092	4	39.528	1:18.501	55.459	2:53.488
2	41.597	1:21.169	58.735	3:01.501	5	38.952	1:20.339	54.922	2:54.283
3	40.644	1:19.415	55.679	2:55.738	6				
90	Linster-Prim-Linster				Ford Mustang MK 1				
1	Out	1:25.895	59.155	3:00.289	3	41.770	1:23.166	In	3:08.758 P
2	40.318	1:22.448	1:12.065	3:14.831	4	Out	1:27.177	1:03.758	4:45.556
92	Reinhold Gröpper				Ford Mustang 289 GT				
1	Out	1:21.423	57.751	2:56.412	3	38.563	1:15.607	In	2:53.169 P
2	41.906	1:18.892	55.178	2:55.976	4				
93	Knöpfel-Städler				Ford Mustang MK II				
1	Out	1:33.169	1:01.220	3:15.491	3	42.000	1:25.134	In	3:15.623 P
2	44.766	1:35.270	58.520	3:18.556	4	Out	1:24.956	1:03.255	5:48.541
101	Ottosson-Franz				MGB GT				
1	Out	1:32.636	1:09.252	3:24.485	4	39.880	1:18.263	57.854	2:55.997
2	42.212	1:24.312	59.609	3:06.133	5	38.922	1:17.104	54.846	2:50.932
3	41.399	1:23.778	1:00.252	3:05.429	6				
104	Kainzinger-Hirsch				Porsche 914/6 GT				
1	Out	1:26.434	58.742	3:06.918	4	39.865	1:17.004	50.408	2:47.272
2	43.477	1:21.223	55.000	2:59.700	5	37.288	1:14.465	52.002	2:43.755
3	42.063	1:19.439	52.947	2:54.449	6				
105	Bauhaus-Prager				Porsche 911 T				
1	Out	1:22.457	57.652	3:00.018	4	37.116	1:13.555	51.107	2:41.778
2	39.564	1:15.696	51.845	2:47.105	5	35.918	1:10.383	51.511	2:37.812
3	36.476	1:11.956	51.155	2:39.587	6				
116	Rolf Richter				Porsche 911 ST				
1	Out	1:31.443	1:01.285	3:11.785	4	39.469	1:19.893	54.812	2:54.174
2	43.840	1:23.204	1:00.915	3:07.959	5	39.561	1:18.771	53.355	2:51.717
3	42.441	1:22.187	56.796	3:01.424	6				
118	Hack-Sadlowski				Porsche 911 ST				
1	Out	1:21.548	53.538	2:53.276	4	36.158	1:11.825	49.708	2:37.691
2	41.092	1:15.229	50.455	2:46.776	5	35.061	1:10.461	49.355	2:34.917
3	37.744	1:10.452	49.986	2:38.182	6				
120	Goder-Schlüter				Porsche 911				
1	Out	1:30.690	1:03.102	3:13.321	3	42.938	1:23.424	1:00.592	3:06.944
2	42.899	1:23.132	1:01.593	3:07.624	4	39.088	1:19.016	In	3:06.022 P
125	Jodexnis-Schelp				Porsche 911 S/R				
1	Out	1:27.405	58.529	3:05.223	3	38.512	1:15.131	55.237	2:48.880
2	38.993	1:19.018	53.877	2:51.888	4	37.082	1:16.054	In	2:51.608 P
126	Afschin Fatemi				Porsche 911 S				
1	Out	1:35.624	1:07.626	3:22.842	4	39.299	1:19.398	57.577	2:56.274
2	38.780	1:20.629	57.996	2:57.405	5	38.674	1:15.825	57.388	2:51.882
3	40.410	1:19.757	59.027	2:59.194	6				
127	"Stefan Müller"				Porsche 911 ST				
1	Out	1:21.176	58.558	2:55.805	4	36.093	1:11.008	50.629	2:37.730
2	41.964	1:15.510	52.430	2:49.904	5	36.282	1:11.360	50.430	2:38.072

Schnellste Runde : 2:26.074 in Runde 5 durch nr. 53 : Nolte-Stippler (Ford GT 40)

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3	39.915	1:17.846	52.136	2:49.897	6				
140	Bellersheim-Bellersheim-Bellersheim				Ford Escort 1300 GT				
1	Out	1:34.119	1:21.696	3:34.170	3	44.935	1:21.929	1:03.034	3:12.898
2	46.383	1:26.632	1:01.026	3:14.041	4	44.107	1:27.298	In	3:24.217 p
161	Hohlsiepe-Hohlsiepe				Alfa Romeo Giulia Super 1600				
1	Out			3:20.921	3				3:13.312
2				3:14.635	4				3:10.563
162	Henseleit-Stromberg				Ford Escort MK 1 Twin Cam				
1	Out	1:21.986	57.303	2:57.921	4	39.448	1:12.774	52.006	2:44.228
2	39.499	1:15.683	55.219	2:50.401	5	38.423	1:12.996	51.079	2:42.498
3	38.012	1:11.641	52.683	2:42.336	6				
163	Kabuth-De Groot				Alfa Romeo Giulia Sprint GTA				
1	Out	1:25.823	58.688	3:03.245	4	38.386	1:16.067	53.572	2:48.025
2	40.053	1:18.845	53.605	2:52.503	5	38.337	1:14.848	52.465	2:45.650
3	39.019	1:19.008	54.223	2:52.250	6				
165	Nothnagel-Wilms				Alfa Romeo Giulia T.I.Super				
1	Out	1:26.973	1:02.978	3:08.446	4	40.932	1:24.909	51.549	3:03.390
2	45.035	1:25.689	1:00.493	3:11.217	5	40.507	1:20.312	57.889	2:58.708
3	41.852	1:22.869	58.807	3:03.528	6				
167	Praller-Rittweger				Alfa Romeo GTA				
1	Out	1:23.005	55.583	2:59.253	3	37.790	1:12.469	50.882	2:41.141
2	40.132	1:16.746	50.771	2:47.649	4	37.070	1:12.992	In	2:47.320 p
169	Roschmann-Roschmann				Alfa Romeo Sprint GTA				
1	Out	1:41.309	1:01.187	3:21.773	3	41.355	1:21.705	59.111	3:05.202
2	43.193	1:26.173	57.968	3:07.334	4				
170	Niestrath-Schlüter				Alfa Romeo GT-AM				
1	Out	1:10.851	49.164	2:30.694	4	36.311	1:10.777	50.827	2:37.915
2	35.662	1:11.566	47.999	2:35.227	5	37.605	1:12.464	49.865	2:39.934
3	35.576	1:09.615	48.716	2:33.907	6	36.241	1:10.293	In	2:40.954 p
171	Lothar Wilms				Alfa Romeo GT-AM				
1	Out	1:13.055	52.058	2:36.467	4	36.517	1:12.573	51.257	2:40.347
2	36.456	1:11.779	51.591	2:39.826	5	35.949	1:13.380	52.507	2:41.836
3	36.288	1:12.332	52.165	2:40.785	6				
175	Ilgner-Ruck				BMW 2002				
1	Out	1:27.246	58.761	3:05.968	4	39.932	1:19.685	54.631	2:54.248
2	43.098	1:22.945	56.458	3:02.501	5	39.285	1:17.819	54.015	2:51.149
3	43.190	1:20.578	58.667	3:02.435	6				
176	von Hauswloff-Wramell				BMW 2002				
1	Out	1:23.600	58.349	3:00.845	4	37.747	1:13.689	51.705	2:43.141
2	40.962	1:18.117	52.790	2:51.869	5	37.701	1:14.078	52.079	2:43.858
3	38.994	1:15.745	51.052	2:45.791	6				
178	Friedrich Kath				BMW 2002				
1	Out	1:29.605	59.711	3:10.687	3	43.593	1:26.831	55.182	3:06.606
2	45.131	1:27.621	56.436	3:09.188	4	45.444	1:21.100	56.806	3:06.350
180	Patzer-Pangert				BMW 2002 TI				
1	Out	1:22.946	57.874	2:58.736	3	40.263	1:15.955	In	2:53.077 p



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2	40.266	1:18.367	57.301	2:55.934	4	Out	1:14.273	53.282	6:47.773
181	Georgi-Henne				BMW 2002				
1	Out	1:31.334	58.567	3:11.957	3	39.900	1:20.496	53.572	2:53.968
2	43.043	1:20.329	55.773	2:59.145	4	40.252	1:19.160	In	2:56.669 p
183	Genbrock-Borkowsky				Ford Escort RS 1600				
1	Out	1:16.885	56.697	2:46.987	4	39.762	1:16.085	55.832	2:51.679
2	38.417	1:29.648	55.319	3:03.384	5	38.119	1:14.745	57.252	2:50.116
3	38.728	1:16.871	54.880	2:50.459	6				
240	Kremer-Kremer-Kremer				Lotus Europa S2				
1	Out	1:32.957	1:03.355	3:17.392	3	40.092	1:22.089	59.159	3:01.340
2	40.483	1:28.893	58.868	3:08.234	4	40.340	1:21.946	56.019	2:57.305
241	Felix Haas				Lotus 23B TSRC 10				
1	Out	1:18.621	58.600	2:52.627	4	41.767	1:13.768	53.227	2:48.762
2	39.890	1:19.383	56.916	2:56.189	5	38.428	1:13.490	54.911	2:46.829
3	40.964	1:18.437	53.655	2:53.056	6				
251	Hans Peter Richrath				Porsche 907				
1	Out	1:18.619	55.515	2:51.502	4	35.421	1:09.892	50.628	2:35.941
2	38.051	1:14.114	53.289	2:45.454	5	35.666	1:10.264	49.533	2:35.468
3	37.393	1:12.902	51.593	2:41.888	6				