



Int ADAC-MCS Rundstreckenrennen Preis der Stadt Stuttgart  
MCS Stuttgart e.V.



Tourenwagen und GT - Testfahrten 2  
Laps and Sector times -

26 - 28 April 2013  
Hockenheimring GP - 4574 mtr.

<b>1</b>	<b>Riebetz-Röllinghoff</b>				<b>BMW M3</b>				
1	Out	1:28.565	49.326	2:51.942	4	30.042	1:06.550	In	2:29.210 P
2	32.082	1:08.775	47.563	2:28.420	5	Out	1:04.876	<b>41.861</b>	5:45.767
3	33.260	1:09.640	44.972	<b>2:27.872</b>	6	<b>28.074</b>	<b>58.247</b>	In	2:11.067 P
<b>5</b>	<b>Simon Kraus</b>				<b>Honda EG 6 Civic</b>				
1	Out	1:14.754	43.871	2:29.793	6	Out	1:02.774	55.195	4:12.517
2	28.492	1:03.278	41.340	2:13.110	7	28.059	1:01.809	57.789	2:27.657
3	27.997	1:02.021	43.133	2:13.151	8	27.901	<b>1:01.161</b>	42.502	2:11.564
4	<b>27.505</b>	1:02.201	<b>41.178</b>	<b>2:10.884</b>	9	32.072	1:19.800	In	2:45.896 P
5	27.545	1:01.202	In	2:15.541 P	10				
<b>10</b>	<b>Patrick Lendle</b>				<b>Citroen Saxo</b>				
1	Out	1:19.481	49.842	2:46.623	6	<b>31.250</b>	1:13.511	In	2:47.536 P
2	33.628	1:09.137	5:13.642	6:56.407	7	Out	1:08.823	45.983	5:22.524
3	37.402	1:12.717	47.896	2:38.015	8	32.405	1:06.982	50.418	2:29.805
4	53.720	1:17.998	47.999	2:59.717	9	33.462	1:08.776	<b>45.670</b>	2:27.908
5	31.713	<b>1:06.976</b>	46.083	<b>2:24.772</b>	10				
<b>52</b>	<b>Christian Klötsch</b>				<b>Ford Escort RS 2000</b>				
1	Out	1:25.714	49.589	2:51.144	7	30.363	<b>1:07.840</b>	45.746	2:23.949
2	34.511	1:21.324	48.705	2:44.540	8	30.531	1:07.859	<b>44.100</b>	<b>2:22.490</b>
3	32.489	1:15.229	49.231	2:36.949	9	30.165	1:08.705	45.186	2:24.056
4	32.786	1:15.194	47.245	2:35.225	10	<b>29.888</b>	1:08.481	45.360	2:23.729
5	33.261	1:16.655	46.005	2:35.921	11	30.650	1:13.313	48.625	2:32.588
6	31.109	1:09.048	46.572	2:26.729	12	32.166	1:14.297	46.051	2:32.514
<b>54</b>	<b>Dornier-Herrmann</b>				<b>Ford GT 40</b>				
1	Out	1:18.555	47.432	2:37.236	8	28.996	1:00.063	42.567	2:11.626
2	30.180	1:03.470	43.028	2:16.678	9	<b>28.438</b>	<b>58.905</b>	41.871	<b>2:09.214</b>
3	29.577	1:02.751	46.149	2:18.477	10	31.595	1:00.131	<b>40.786</b>	2:12.512
4	28.968	1:00.005	43.380	2:12.353	11	28.699	59.687	42.354	2:10.740
5	28.885	1:00.380	42.476	2:11.741	12	30.198	1:01.784	44.125	2:16.107
6	28.970	1:00.472	41.962	2:11.404	13	28.667	59.740	42.148	2:10.555
7	28.634	59.784	41.802	2:10.220	14				
<b>70</b>	<b>Thomas Christian Buchbinder</b>				<b>Marcos 1800 GT</b>				
1	Out	1:32.595	51.712	2:59.308	4	32.255	1:06.093	<b>45.575</b>	<b>2:23.923</b>
2	36.738	1:09.672	46.500	2:32.910	5	<b>31.167</b>	<b>1:05.285</b>	In	2:28.279 P
3	31.957	1:05.949	48.149	2:26.055	6				
<b>75</b>	<b>Harald Tänzler</b>				<b>Melkus RS 2000 GTR</b>				
1	Out	1:11.640	42.109	2:25.919	6	26.254	<b>56.748</b>	39.355	<b>2:02.357</b>
2	27.517	1:06.949	In	2:27.573 P	7	<b>25.897</b>	57.478	42.925	2:06.300
3	Out	1:01.929	42.977	8:38.183	8	26.454	58.369	In	2:08.344 P
4	27.965	58.583	40.726	2:07.274	9	Out	57.433	41.013	4:43.293
5	27.281	58.890	<b>38.864</b>	2:05.035	10	29.634	1:52.807	In	3:12.941 P
<b>86</b>	<b>Michel Zemp</b>				<b>Seat Leon Supercopa</b>				
1	Out	1:24.714	41.402	2:40.834	8	24.965	54.528	<b>35.839</b>	1:55.332
2	27.183	54.826	39.424	2:01.433	9	24.189	<b>52.324</b>	36.186	<b>1:52.699</b>
3	24.629	52.752	37.761	1:55.142	10	24.871	53.658	35.939	1:54.468
4	24.325	52.330	36.836	1:53.491	11	24.216	53.830	38.350	1:56.396
5	26.672	56.426	In	2:05.655 P	12	24.288	56.636	45.261	2:06.185
6	Out	54.151	36.299	4:59.638	13	24.600	55.589	In	2:13.383 P
7	<b>24.018</b>	52.745	39.854	1:56.617	14				
<b>89</b>	<b>Jörg Schori</b>				<b>Seat Leon Supercopa XMK 2</b>				
1	Out	1:35.070	48.764	2:57.185	8	25.482	56.869	In	2:04.296 P



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2	33.826	58.842	39.260	2:11.928	9	Out	56.804	38.026	4:47.314
3	25.851	55.994	39.180	2:01.025	10	25.275	55.252	37.959	1:58.486
4	25.752	55.237	38.738	1:59.727	11	25.478	54.251	38.135	1:57.864
5	<del>24.995</del>	54.609	38.639	1:58.243	12	25.678	<del>54.204</del>	37.478	1:57.360
6	25.495	55.108	37.322	1:57.925	13	25.440	54.463	<del>36.908</del>	<b>1:56.811</b>
7	26.428	54.296	37.451	1:58.175	14				
<b>99</b>	<b>Jens Smollich</b>				<b>BMW 1 / E 87 V8</b>				
1	Out	1:08.234	44.570	2:23.698	6	Out	58.763	<del>40.250</del>	5:32.149
2	29.028	59.940	41.335	2:10.303	7	27.366	58.373	41.007	<b>2:06.746</b>
3	<del>27.257</del>	58.893	41.501	2:07.651	8	27.566	<del>57.896</del>	46.525	2:11.987
4	28.087	59.087	41.834	2:09.008	9	34.232	1:18.444	In	2:46.681 P
5	35.911	1:06.317	In	2:41.828 P	10				
<b>132</b>	<b>Denis-Munhowen</b>				<b>Simca Rallye 2</b>				
1	Out	1:28.478	49.643	2:53.989	6	Out	1:06.445	42.097	7:23.659
2	35.929	1:16.338	48.772	2:41.039	7	31.069	1:05.784	42.206	2:19.059
3	32.503	1:09.818	45.798	2:28.119	8	29.589	1:05.920	42.498	2:18.007
4	30.096	1:06.363	42.958	2:19.417	9	<del>28.798</del>	<del>1:04.439</del>	41.660	<b>2:14.897</b>
5	28.923	1:09.437	In	2:24.130 P	10	29.738	1:04.961	<del>41.655</del>	2:16.354
<b>180</b>	<b>Patzer-Pangert</b>				<b>BMW 2002 Ti</b>				
1	Out	1:15.887	44.713	2:32.787	7	Out	1:07.191	41.657	3:54.347
2	30.900	1:11.506	47.730	2:30.136	8	29.646	1:07.297	42.870	2:19.813
3	30.791	1:08.624	44.331	2:23.746	9	30.153	1:05.795	41.361	2:17.309
4	29.785	1:06.842	41.822	2:18.449	10	31.708	1:06.267	41.754	2:19.729
5	29.486	1:07.079	41.527	2:18.092	11	<del>29.178</del>	<del>1:05.235</del>	<del>41.264</del>	<b>2:15.677</b>
6	29.783	1:06.470	In	2:21.694 P	12	36.827	1:28.625	In	3:04.263 P
<b>251</b>	<b>Hans-Peter Richrath</b>				<b>Porsche 907</b>				
1	Out	1:18.144	47.670	2:40.468	6	28.288	59.656	42.063	2:10.007
2	31.856	1:07.350	45.024	2:24.230	7	<del>27.825</del>	<del>58.494</del>	<del>41.543</del>	<b>2:07.862</b>
3	29.581	1:03.843	In	2:19.812 P	8	28.104	59.047	41.583	2:08.734
4	Out	1:02.345	43.062	3:39.714	9	28.228	1:00.803	In	2:20.791 P
5	28.201	1:00.690	42.727	2:11.618	10				
<b>319</b>	<b>Andreas Sczepansky</b>				<b>Porsche 911 SC</b>				
1	Out	1:17.648	50.141	2:40.912	7	26.491	1:01.661	In	2:12.781 P
2	33.691	1:10.399	48.881	2:32.971	8	Out	57.387	39.739	4:04.375
3	29.823	1:02.064	41.990	2:13.877	9	25.507	55.976	<del>38.442</del>	1:59.925
4	28.731	59.338	40.133	2:08.202	10	26.490	56.096	38.480	2:01.066
5	26.213	56.653	39.349	2:02.215	11	<del>25.427</del>	55.277	43.396	2:04.100
6	25.817	<del>55.246</del>	38.613	<b>1:59.676</b>	12	26.234	57.716	39.850	2:03.800
<b>443</b>	<b>Jens Böhler</b>				<b>BMW M3</b>				
1	Out	1:21.101	48.748	2:42.679	7	Out	1:05.312	44.308	3:23.760
2	33.057	1:12.272	48.769	2:34.098	8	29.633	1:03.633	41.707	2:14.973
3	32.417	1:08.123	46.354	2:26.894	9	27.753	1:01.621	40.694	2:10.068
4	29.996	1:15.541	46.645	2:32.182	10	<del>27.309</del>	1:00.843	<del>40.192</del>	<b>2:08.344</b>
5	31.559	1:07.569	46.257	2:25.385	11	27.459	<del>1:02.692</del>	In	2:16.142 P
6	31.727	1:06.609	In	2:25.730 P	12	Out	1:02.435	40.713	3:16.688
<b>501</b>	<b>Roof-Roof</b>				<b>Porsche 911 RSR 3.0</b>				
1	Out	1:35.106	45.510	2:57.851	7	28.181	58.539	41.581	2:08.301
2	34.485	1:06.848	42.025	2:23.358	8	28.819	59.197	42.915	2:10.931
3	27.970	1:00.987	In	2:16.951 P	9	28.552	58.123	43.670	2:10.345
4	Out	59.918	<del>39.706</del>	4:17.860	10	30.128	1:02.400	In	2:17.499 P
5	<del>26.852</del>	58.269	39.841	<b>2:04.962</b>	11	Out	59.652	In	5:08.385 P
6	28.168	<del>57.027</del>	41.293	2:06.488	12				



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504 Dr. Edgar Althoff					Porsche Carrera RSR				
1	Out	1:17.740	42.365	2:31.096	8	25.797	<del>53.787</del>	36.889	1:56.473
2	27.210	1:01.108	37.903	2:06.221	9	25.030	55.419	36.227	1:56.676
3	25.158	57.473	In	2:09.415 P	10	25.204	54.332	40.496	2:00.032
4	Out	55.824	37.003	3:46.485	11	25.807	56.959	36.494	1:59.260
5	25.555	54.855	37.961	1:58.371	12	25.545	57.290	In	2:07.218 P
6	25.004	55.539	36.220	1:56.763	13	Out	55.003	36.981	3:06.424
7	<del>24.850</del>	54.051	<del>36.135</del>	<b>1:55.036</b>	14				