



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



Tourenwagen und GT - Testfahrten 8
Laps and Sector times -

26 - 28 April 2013
Hockenheimring GP - 4574 mtr.

11	Carsten Müller				Peugeot 106				
1	Out	1:21.897	48.018	2:41.645	7	29.406	1:04.344	43.120	2:16.870
2	32.210	1:08.339	45.310	2:25.859	8	29.748	1:04.352	58.752	2:32.852
3	32.096	1:06.815	43.974	2:22.885	9	30.829	1:04.361	42.973	2:18.163
4	30.881	1:06.070	44.908	2:21.859	10	30.023	1:03.149	42.993	2:16.165
5	30.471	1:04.787	42.908	2:18.166	11	29.353	1:04.138	In	2:27.879 P
6	29.734	1:05.086	43.324	2:18.144	12				
12	Mate Ehres-Oliver Bliss				964 RSR 3,8				
1	29.868	1:01.578	41.814	2:13.260	8	Out	57.165	38.851	3:10.555
2	27.300	57.740	41.129	2:06.169	9	25.725	55.840	38.132	1:59.697
3	26.975	57.881	39.491	2:04.347	10	25.627	56.458	38.467	2:00.552
4	28.250	57.913	40.013	2:06.176	11	26.324	56.027	38.430	2:00.781
5	27.022	55.922	39.031	2:01.975	12	25.863	55.279	39.366	2:00.508
6	26.039	55.401	39.033	2:00.473	13	25.901	54.827	37.998	1:58.726
7	26.111	56.382	In	2:04.376 P	14	26.082	55.048	38.287	1:59.417
54	Dornier-Herrmann				Ford GT 40				
1	46.213	1:01.541	42.237	2:29.991	8	27.680	58.657	40.168	2:06.505
2	28.957	1:00.862	41.871	2:11.690	9	28.275	59.330	41.178	2:08.783
3	28.841	59.571	43.185	2:11.597	10	28.011	57.695	40.306	2:06.012
4	28.287	59.009	40.855	2:08.151	11	27.635	57.952	39.985	2:05.572
5	28.456	58.245	In	2:13.283 P	12	27.942	59.045	42.120	2:09.107
6	Out	58.413	41.534	3:54.564	13	29.038	57.194	40.031	2:06.263
7	27.973	58.457	40.373	2:06.803	14				
58	Andreas Klocke				Porsche 964 RS				
1	29.004	1:02.172	46.664	2:17.840	8	31.228	1:02.420	42.688	2:16.336
2	30.050	1:03.315	44.290	2:17.655	9	27.989	1:00.380	40.405	2:08.774
3	28.093	1:00.347	43.429	2:11.869	10	26.982	58.533	41.577	2:07.092
4	29.010	59.265	41.608	2:09.883	11	27.796	59.937	41.860	2:09.593
5	28.489	58.833	41.809	2:09.131	12	26.908	59.750	41.669	2:08.322
6	28.993	1:02.305	44.001	2:15.299	13	27.497	1:00.068	41.038	2:08.603
7	28.696	1:00.070	42.651	2:11.417	14	27.082	57.955	In	2:24.571 P
78	Tomas Pfister				996 GT3				
1	Out	1:03.848	44.610	2:21.102	9	25.330	55.654	38.197	1:59.181
2	27.005	57.303	39.826	2:04.134	10	27.976	56.761	39.493	2:04.230
3	26.145	54.460	39.600	2:00.205	11	25.271	54.657	37.704	1:57.632
4	25.770	55.281	38.385	1:59.436	12	26.050	54.325	37.918	1:58.293
5	25.472	55.274	38.884	1:59.630	13	25.199	55.120	37.822	1:58.141
6	25.474	55.288	37.841	1:58.603	14	25.456	55.589	38.118	1:59.163
7	25.642	58.521	38.446	2:02.609	15	25.937	55.389	37.717	1:59.043
8	26.062	55.914	37.777	1:59.753	16				
85	Willy Reichelt				996 GT3 Cup				
1	Out	1:03.507	42.892	2:17.172	8	26.006	55.484	38.724	2:00.214
2	27.713	57.142	40.809	2:05.664	9	26.118	55.765	39.387	2:01.270
3	27.555	57.506	40.334	2:05.395	10	26.163	56.970	40.891	2:04.024
4	26.924	56.501	In	2:05.161 P	11	26.373	55.739	39.035	2:01.147
5	Out	57.974	39.281	3:45.831	12	25.937	56.007	38.662	2:00.606
6	26.471	57.639	39.681	2:03.791	13	25.862	55.653	39.001	2:00.516
7	26.115	56.569	39.367	2:02.051	14				
116	Bender-Lohmann				BMW 2002				
1	29.322	1:04.498	44.608	2:18.428	3	28.709	1:04.607	In	2:25.251 P
2	28.648	1:01.266	42.380	2:12.294	4				



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135	Klaus Peter				VW Scirocco				
1	Out	1:40.602	1:00.696	3:23.848	6	34.804	1:15.747	48.619	2:39.170
2	41.524	1:25.303	51.790	2:58.617	7	33.011	1:12.883	47.267	2:33.161
3	33.995	1:12.942	49.079	2:36.016	8	32.626	1:12.979	46.403	2:32.008
4	34.620	1:21.744	In	2:51.458 P	9	33.988	1:13.161	48.731	2:35.880
5	Out	1:17.327	49.135	5:56.685	10	33.704	1:16.540	In	2:42.608 P
142	Frühlingsdorf-Leiendecker				Ford Escort RS 2000				
1	27.475	1:00.308	39.442	2:07.225	5	32.844	1:07.844	44.768	2:25.456
2	27.384	53.987	39.799	2:06.170	6	28.318	1:00.066	40.938	2:09.322
3	26.796	59.225	In	2:09.055 P	7	27.487	59.531	40.554	2:07.572
4	Out	1:17.469	49.388	9:42.972	8	30.128	In	In	2:20.205 P
148	Dieter Dörmann				Ford BDA				
1	Out	1:04.942	45.765	2:21.458	5	29.350	59.802	41.772	2:10.924
2	37.862	1:00.844	41.972	2:20.678	6	29.187	59.729	40.872	2:09.788
3	30.163	1:00.833	42.389	2:13.385	7	28.453	53.489	41.252	2:08.199
4	29.227	59.490	41.641	2:10.358	8	34.192	1:17.382	In	2:50.513 P
149	Helmut Dr. Stein				FORD RS 1600				
1	Out	1:06.380	40.667	2:17.636	5	27.243	57.821	In	2:15.094 P
2	28.024	58.071	39.515	2:05.610	6	Out	58.281	39.762	2:59.546
3	26.778	57.479	39.312	2:03.569	7	26.676	57.591	39.305	2:03.572
4	27.245	57.069	33.928	2:03.251	8	26.966	58.529	In	2:16.328 P
173	Schneider-Clement				Alfa Romeo 1750 GT-Am				
1	32.963	1:10.548	45.675	2:29.186	7	31.780	1:04.967	43.689	2:20.436
2	32.453	1:07.177	45.951	2:25.581	8	29.972	1:06.373	43.501	2:19.846
3	31.178	1:07.174	46.372	2:24.724	9	29.640	1:05.035	43.330	2:18.005
4	30.990	1:07.789	44.195	2:22.974	10	30.341	1:04.582	43.458	2:18.381
5	31.321	1:06.874	In	2:27.145 P	11	29.829	1:04.738	43.057	2:17.624
6	Out	1:13.383	46.762	4:37.212	12	29.880	1:04.420	43.075	2:17.375
175	Schmitz-Schmitz				Audi 50				
1	29.313			2:13.075	7	28.680			2:14.065
2	27.848			2:10.806	8	28.694			2:13.360
3	28.475			2:14.068	9	27.976			2:11.152
4	27.972			2:13.418	10	28.184			2:12.576
5	29.392	In	In	2:17.510 P	11	31.047	1:12.132	In	2:44.270 P
6	Out			5:21.952	12				
180	Patzer-Pangert				BMW 2002 Ti				
1	Out	1:09.663	44.175	2:26.582	7	29.173	1:04.181	In	2:23.224 P
2	30.415	1:05.232	42.576	2:18.223	8	Out	1:04.896	42.091	3:25.727
3	29.345	1:05.651	43.249	2:18.245	9	29.495	1:04.644	In	2:21.002 P
4	29.201	1:03.976	41.628	2:14.805	10	Out	1:04.706	41.777	3:26.949
5	29.376	1:04.158	41.847	2:15.381	11	29.356	1:04.116	42.268	2:15.740
6	29.338	1:03.466	41.813	2:14.617	12	29.461	1:04.061	41.778	2:15.300
344	Dietmar Schröder				Porsche 911				
1	28.213	1:00.926	40.389	2:09.528	8	26.875	56.449	38.958	2:02.282
2	27.878	1:00.679	In	2:14.412 P	9	27.905	1:02.078	45.479	2:15.462
3	Out	58.083	39.342	2:56.002	10	27.872	1:01.847	42.014	2:11.733
4	26.746	58.454	38.915	2:04.115	11	28.772	59.112	41.036	2:08.920
5	27.183	58.053	38.507	2:03.743	12	27.437	57.883	37.815	2:03.135
6	26.174	56.346	38.302	2:00.822	13	25.984	56.139	39.056	2:01.179
7	27.402	56.324	38.807	2:02.533	14	26.126	56.290	37.924	2:00.340



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412	Rarbach-Thönnnes				Suzuki Swift GTI				
1	Out	1:29.380	49.094	2:55.009	7	29.192	1:04.710	42.464	2:16.366
2	32.977	1:13.409	In	2:42.529 P	8	30.246	1:08.313	In	2:29.884 P
3	Out	1:07.212	44.175	3:14.097	9	Out	1:04.435	42.608	3:57.619
4	29.998	1:05.320	43.609	2:18.927	10	28.722	1:05.795	42.311	2:16.828
5	29.742	1:04.711	42.606	2:17.059	11	29.168	1:04.757	41.961	2:15.886
6	29.224	1:04.393	43.339	2:16.956	12	28.768	1:05.255	In	2:40.272 P
427	Degner-Schmitz				Honda CRX				
1	Out	1:33.635	51.806	3:03.512	6	32.109	1:08.617	46.685	2:27.411
2	33.868	1:07.166	44.496	2:25.530	7	32.204	1:07.606	46.464	2:26.274
3	30.917	1:05.796	In	2:23.717 P	8	33.175	1:07.100	46.296	2:26.571
4	Out	1:13.237	49.693	7:26.734	9	31.851	1:07.514	In	2:30.830 P
5	34.121	1:08.824	46.685	2:29.630	10				
428	De Clemente-Grössl				Alfa Romeo Giulietta				
1	Out	1:13.827	44.605	2:29.751	6	28.018	1:03.294	41.264	2:12.576
2	29.304	1:04.539	42.125	2:15.968	7	28.368	1:03.416	41.821	2:13.605
3	29.444	1:03.659	41.894	2:14.997	8	28.895	1:03.458	In	2:17.719 P
4	28.700	1:03.330	41.532	2:13.562	9	Out	1:04.063	42.607	2:32.719
5	28.448	1:02.919	41.763	2:13.130	10	29.586	1:08.670	In	2:30.426 P
443	Jens Böhler				BMW M3				
1	Out	1:11.055	41.422	2:22.252	6	26.936	58.306	39.160	2:04.402
2	28.048	1:01.528	In	2:25.591 P	7	27.092	59.668	41.414	2:08.174
3	Out	1:04.454	40.110	9:53.203	8	27.282	58.362	39.159	2:04.803
4	27.319	1:03.362	39.557	2:10.238	9	26.778	58.470	39.549	2:04.797
5	26.645	58.512	38.867	2:04.024	10	26.549	57.875	39.036	2:03.460
468	Kallenberg-Vidmar				Porsche 944 turbo				
1	29.655	1:02.348	42.620	2:14.623	7	29.452	1:03.474	43.619	2:16.545
2	28.703	1:02.044	42.385	2:13.132	8	30.517	1:04.108	43.667	2:18.292
3	28.201	1:01.849	42.222	2:12.272	9	30.463	1:01.397	43.016	2:14.876
4	28.614	1:01.403	42.871	2:12.888	10	29.486	1:01.695	43.354	2:14.535
5	28.498	1:00.887	In	2:16.484 P	11	29.373	1:02.206	42.870	2:14.449
6	Out	1:05.290	44.464	6:17.467	12	29.495	1:02.387	42.376	2:14.258
531	Alex Buchholz				Auto Union DKW F 12				
1	36.238			2:43.310	2				