



# ADAC - MCS Rundstreckenrennen - Stuttgarter Rössle

MC Stuttgart e.V. im ADAC

## Histo Cup Austria - Freies Training

14 - 16 June 2013

### Runden und Sektoren Zeiten

Hockenheimring GP - 4574 mtr.

|          |                      |          |          |          |                 |        |                 |                   |                   |
|----------|----------------------|----------|----------|----------|-----------------|--------|-----------------|-------------------|-------------------|
| <b>1</b> | <b>Thomas Kaiser</b> |          |          |          | Mini Cooper1000 |        |                 |                   |                   |
| 1        | Out                  | 1:18.716 | 45.705   | 2:37.620 | 5               | 32.566 | <i>1:11.076</i> | 46.909            | <b>2:30.551</b>   |
| 2        | 34.004               | 1:13.018 | 47.521   | 2:34.543 | 6               | 36.747 | 1:11.383        | In                | 3:06.814 <b>p</b> |
| 3        | 32.694               | 1:18.360 | 1:01.672 | 2:52.726 | 7               | Out    | 1:13.055        | <del>44.509</del> | 5:39.911          |
| 4        | 34.420               | 1:11.121 | 48.562   | 2:34.103 | 8               |        |                 |                   |                   |

|          |                        |                 |        |                   |              |                   |          |                   |                   |
|----------|------------------------|-----------------|--------|-------------------|--------------|-------------------|----------|-------------------|-------------------|
| <b>2</b> | <b>Gerhard Witzany</b> |                 |        |                   | Ford Mustang |                   |          |                   |                   |
| 1        | Out                    | 1:09.242        | 45.442 | 2:29.235          | 5            | Out               | 1:04.944 | 48.888            | 6:45.061          |
| 2        | 31.392                 | 1:02.808        | 46.207 | 2:20.407          | 6            | <del>29.767</del> | 1:01.715 | 45.906            | 2:17.388          |
| 3        | 30.789                 | 1:03.424        | 43.525 | 2:17.738          | 7            | 30.044            | 1:02.219 | <del>43.359</del> | <b>2:15.622</b>   |
| 4        | 31.302                 | <i>1:01.695</i> | In     | 2:21.293 <b>P</b> | 8            | 31.790            | 1:13.351 | In                | 2:56.908 <b>p</b> |

|          |                        |          |        |          |             |                   |                 |                   |                 |
|----------|------------------------|----------|--------|----------|-------------|-------------------|-----------------|-------------------|-----------------|
| <b>7</b> | <b>Berhard Deutsch</b> |          |        |          | Puch 650 TR |                   |                 |                   |                 |
| 1        | 35.329                 | 1:10.236 | 47.939 | 2:33.504 | 3           | 34.740            | 1:11.632        | 48.328            | 2:34.700        |
| 2        | 34.584                 | 1:13.647 | 49.317 | 2:37.548 | 4           | <del>33.872</del> | <i>1:09.300</i> | <del>47.693</del> | <b>2:30.865</b> |

|          |                       |          |                   |                 |             |        |                 |          |                   |
|----------|-----------------------|----------|-------------------|-----------------|-------------|--------|-----------------|----------|-------------------|
| <b>8</b> | <b>Thomas Deutsch</b> |          |                   |                 | Puch 650 TR |        |                 |          |                   |
| 1        | Out                   | 1:19.008 | 50.358            | 2:43.861        | 5           | 35.270 | <i>1:13.653</i> | 5:45.195 | 7:34.118          |
| 2        | 35.800                | 1:14.257 | 50.988            | 2:41.045        | 6           | 40.402 | 1:14.735        | 50.474   | 2:45.611          |
| 3        | 36.012                | 1:14.429 | 52.041            | 2:42.482        | 7           | 35.890 | 1:16.037        | In       | 2:54.135 <b>p</b> |
| 4        | <del>35.207</del>     | 1:14.700 | <del>49.416</del> | <b>2:39.323</b> | 8           |        |                 |          |                   |

|           |                       |          |        |          |                           |        |                 |                   |                   |
|-----------|-----------------------|----------|--------|----------|---------------------------|--------|-----------------|-------------------|-------------------|
| <b>10</b> | <b>Thomas Kreiner</b> |          |        |          | Alfa Romeo Alfasud Sprint |        |                 |                   |                   |
| 1         | Out                   | 1:10.193 | 46.662 | 2:33.970 | 6                         | 32.721 | 1:07.202        | 44.036            | 2:23.959          |
| 2         | 33.037                | 1:04.831 | 45.626 | 2:23.494 | 7                         | 30.401 | 1:05.696        | 44.469            | 2:20.566          |
| 3         | 31.606                | 1:09.563 | 43.875 | 2:25.044 | 8                         | 31.129 | <i>1:03.515</i> | <del>42.889</del> | <b>2:17.533</b>   |
| 4         | <del>30.377</del>     | 1:03.841 | 44.339 | 2:18.557 | 9                         | 32.088 | 1:03.732        | 43.448            | 2:19.268          |
| 5         | 30.419                | 1:04.562 | 44.392 | 2:19.373 | 10                        | 32.552 | 1:10.108        | In                | 2:45.428 <b>p</b> |

|           |                        |               |        |                 |                  |                   |          |                   |                   |
|-----------|------------------------|---------------|--------|-----------------|------------------|-------------------|----------|-------------------|-------------------|
| <b>14</b> | <b>Stefan Fuhrmann</b> |               |        |                 | BMW 320 Gruppe 2 |                   |          |                   |                   |
| 1         | Out                    | 1:14.166      | 51.920 | 2:36.295        | 6                | <del>27.778</del> | 57.810   | 41.131            | 2:06.719          |
| 2         | 32.971                 | 1:00.892      | 45.187 | 2:19.050        | 7                | 28.435            | 59.067   | 48.001            | 2:15.503          |
| 3         | 31.219                 | 59.831        | 41.285 | 2:12.335        | 8                | 31.973            | 1:00.167 | <del>39.689</del> | 2:11.829          |
| 4         | 29.622                 | 59.587        | 40.251 | 2:09.460        | 9                | 27.940            | 58.333   | 40.214            | 2:06.487          |
| 5         | 28.178                 | <i>57.800</i> | 39.891 | <b>2:05.869</b> | 10               | 28.080            | 1:02.967 | In                | 2:29.951 <b>p</b> |

|           |                          |          |        |          |                     |                   |                 |                   |                   |
|-----------|--------------------------|----------|--------|----------|---------------------|-------------------|-----------------|-------------------|-------------------|
| <b>19</b> | <b>Christian Schober</b> |          |        |          | Renault Alpine A110 |                   |                 |                   |                   |
| 1         | Out                      | 1:25.559 | 55.622 | 2:58.797 | 5                   | <del>31.507</del> | <i>1:04.104</i> | 48.220            | 2:23.831          |
| 2         | 33.898                   | 1:07.198 | 46.862 | 2:27.958 | 6                   | 32.313            | 1:04.919        | <del>45.254</del> | <b>2:22.486</b>   |
| 3         | 32.398                   | 1:05.805 | 46.809 | 2:25.012 | 7                   | 31.840            | 1:06.047        | In                | 2:31.484 <b>p</b> |
| 4         | 33.590                   | 1:06.837 | 46.180 | 2:26.607 | 8                   |                   |                 |                   |                   |

|           |                      |          |        |          |                |        |                 |                   |                   |
|-----------|----------------------|----------|--------|----------|----------------|--------|-----------------|-------------------|-------------------|
| <b>21</b> | <b>Jürgen Ludwig</b> |          |        |          | Alfa Romeo GTA |        |                 |                   |                   |
| 1         | Out                  | 1:18.921 | 52.140 | 2:47.708 | 4              | 31.996 | 1:07.834        | <del>43.013</del> | <b>2:22.843</b>   |
| 2         | 38.161               | 1:15.405 | 45.644 | 2:39.210 | 5              | 31.965 | <i>1:02.910</i> | 1:04.418          | 2:39.293          |
| 3         | <del>31.464</del>    | 1:04.942 | 46.760 | 2:23.166 | 6              | 37.721 | 1:04.296        | In                | 2:34.336 <b>p</b> |

|           |                |          |        |          |                  |                   |                   |                   |                   |
|-----------|----------------|----------|--------|----------|------------------|-------------------|-------------------|-------------------|-------------------|
| <b>24</b> | <b>Max Hug</b> |          |        |          | Chevrolet Camaro |                   |                   |                   |                   |
| 1         | 54.482         | 1:19.327 | 50.348 | 3:04.157 | 4                | <del>29.788</del> | <del>59.951</del> | <del>43.212</del> | <b>2:12.951</b>   |
| 2         | 36.086         | 1:08.010 | 46.512 | 2:30.608 | 5                | 33.360            | 1:12.856          | In                | 2:37.592 <b>p</b> |
| 3         | 33.783         | 1:07.129 | 46.856 | 2:27.768 | 6                |                   |                   |                   |                   |

|           |                          |          |        |          |                    |                   |                 |                   |                 |
|-----------|--------------------------|----------|--------|----------|--------------------|-------------------|-----------------|-------------------|-----------------|
| <b>26</b> | <b>Christoph Eckhart</b> |          |        |          | Ford Escort RS2000 |                   |                 |                   |                 |
| 1         | Out                      | 1:21.601 | 52.676 | 2:51.000 | 6                  | 32.181            | 1:03.416        | 46.503            | 2:22.100        |
| 2         | 36.224                   | 1:21.137 | 50.179 | 2:47.540 | 7                  | 31.410            | 1:03.015        | 47.559            | 2:21.984        |
| 3         | 34.493                   | 1:03.881 | 45.202 | 2:23.576 | 8                  | 31.842            | 1:03.492        | 47.372            | 2:22.706        |
| 4         | 32.354                   | 1:04.700 | 46.422 | 2:23.476 | 9                  | <del>30.666</del> | <i>1:02.854</i> | <del>45.017</del> | <b>2:18.537</b> |



# ADAC - MCS Rundstreckenrennen - Stuttgarter Rössle

MC Stuttgart e.V. im ADAC

## Histo Cup Austria - Freies Training

14 - 16 June 2013

### Runden und Sektoren Zeiten

Hockenheimring GP - 4574 mtr.

|   |        |          |        |          |    |  |  |  |
|---|--------|----------|--------|----------|----|--|--|--|
| 5 | 33.941 | 1:05.226 | 45.899 | 2:25.066 | 10 |  |  |  |
|---|--------|----------|--------|----------|----|--|--|--|

|           |                    |          |        |          |                                |        |                 |               |                 |
|-----------|--------------------|----------|--------|----------|--------------------------------|--------|-----------------|---------------|-----------------|
| <b>28</b> | <b>Helmut Gähr</b> |          |        |          | <b>Ford Escort RS2000 Mk I</b> |        |                 |               |                 |
| 1         | Out                | 1:21.845 | 51.411 | 2:49.763 | 4                              | 35.798 | <b>1:10.768</b> | <b>47.316</b> | <b>2:33.882</b> |
| 2         | 37.554             | 1:20.974 | 50.502 | 2:49.030 | 5                              | 34.822 | 1:11.116        | 48.536        | 2:34.474        |
| 3         | <b>34.770</b>      | 1:13.502 | 49.405 | 2:37.677 | 6                              | 35.045 | 1:12.602        | 57.726        | 2:45.373        |

|           |                     |                 |               |          |                 |               |          |        |                 |
|-----------|---------------------|-----------------|---------------|----------|-----------------|---------------|----------|--------|-----------------|
| <b>33</b> | <b>Elmar Eifert</b> |                 |               |          | <b>BMW 2002</b> |               |          |        |                 |
| 1         | Out                 | 1:18.781        | 52.148        | 2:47.112 | 6               | 36.984        | 1:10.847 | 45.307 | 2:33.138        |
| 2         | 37.664              | 1:06.914        | 45.719        | 2:30.297 | 7               | 30.882        | 1:04.516 | 47.366 | 2:22.764        |
| 3         | 30.888              | 1:02.719        | 50.564        | 2:24.171 | 8               | 33.028        | 1:04.403 | 49.984 | 2:27.415        |
| 4         | 33.857              | 1:08.894        | <b>43.490</b> | 2:26.241 | 9               | <b>30.244</b> | 1:02.788 | 44.918 | <b>2:17.950</b> |
| 5         | 31.902              | <b>1:02.307</b> | 43.840        | 2:18.049 | 10              |               |          |        |                 |

|           |                       |          |        |          |                   |        |                 |               |                 |
|-----------|-----------------------|----------|--------|----------|-------------------|--------|-----------------|---------------|-----------------|
| <b>34</b> | <b>Christoph Karl</b> |          |        |          | <b>Puch 650TR</b> |        |                 |               |                 |
| 1         | Out                   | 1:24.662 | 54.095 | 2:56.763 | 5                 | 38.612 | 1:20.328        | 51.352        | 2:50.292        |
| 2         | 39.872                | 1:20.168 | 52.927 | 2:52.967 | 6                 | 37.567 | <b>1:16.911</b> | 51.881        | 2:46.359        |
| 3         | 38.235                | 1:19.964 | 49.961 | 2:48.160 | 7                 | 37.122 | 1:17.547        | 50.602        | <b>2:45.271</b> |
| 4         | <b>36.620</b>         | 1:18.939 | 51.487 | 2:47.046 | 8                 | 37.213 | 1:21.496        | <b>48.787</b> | 2:47.496        |

|           |                             |          |        |          |                    |               |               |               |                   |
|-----------|-----------------------------|----------|--------|----------|--------------------|---------------|---------------|---------------|-------------------|
| <b>36</b> | <b>Alfred Weissengruber</b> |          |        |          | <b>BMW 635 CSI</b> |               |               |               |                   |
| 1         | Out                         | 1:22.438 | 47.696 | 2:41.067 | 4                  | 29.787        | <b>57.145</b> | <b>39.719</b> | 2:06.651          |
| 2         | 28.477                      | 1:02.355 | 43.082 | 2:13.914 | 5                  | <b>27.960</b> | 57.996        | 40.687        | <b>2:06.643</b>   |
| 3         | 28.893                      | 1:00.242 | 46.698 | 2:15.833 | 6                  | 30.694        | 1:07.468      | In            | 2:26.841 <b>p</b> |

|           |                       |          |        |          |                                  |        |                 |               |                   |
|-----------|-----------------------|----------|--------|----------|----------------------------------|--------|-----------------|---------------|-------------------|
| <b>43</b> | <b>Manfred Huemer</b> |          |        |          | <b>Alfa Romeo Alfasud Sprint</b> |        |                 |               |                   |
| 1         | Out                   | 1:19.110 | 52.163 | 2:49.253 | 5                                | 31.189 | <b>1:01.798</b> | <b>42.043</b> | <b>2:15.030</b>   |
| 2         | 37.143                | 1:05.335 | 43.103 | 2:25.581 | 6                                | 29.983 | 1:02.801        | 42.265        | 2:15.049          |
| 3         | 30.756                | 1:04.258 | 48.077 | 2:23.091 | 7                                | 35.577 | 1:08.956        | In            | 2:45.276 <b>p</b> |
| 4         | <b>29.654</b>         | 1:02.686 | 42.755 | 2:15.095 | 8                                |        |                 |               |                   |

|           |                        |          |               |          |                         |        |               |        |                   |
|-----------|------------------------|----------|---------------|----------|-------------------------|--------|---------------|--------|-------------------|
| <b>45</b> | <b>Michael Baumann</b> |          |               |          | <b>Ford Mustang 428</b> |        |               |        |                   |
| 1         | Out                    | 1:18.511 | 49.250        | 2:41.597 | 6                       | 33.408 | 1:05.116      | 45.156 | 2:23.680          |
| 2         | 34.280                 | 1:08.874 | 44.107        | 2:27.261 | 7                       | 30.010 | <b>58.732</b> | 45.555 | <b>2:14.297</b>   |
| 3         | 33.139                 | 1:07.020 | <b>43.716</b> | 2:23.275 | 8                       | 29.462 | 1:02.028      | 44.716 | 2:16.206          |
| 4         | 29.160                 | 1:02.744 | 45.454        | 2:17.358 | 9                       | 29.183 | 1:01.813      | In     | 2:20.439 <b>p</b> |
| 5         | <b>28.823</b>          | 1:00.761 | 46.936        | 2:16.520 | 10                      |        |               |        |                   |

|           |                      |                 |               |                 |                           |        |          |        |                   |
|-----------|----------------------|-----------------|---------------|-----------------|---------------------------|--------|----------|--------|-------------------|
| <b>46</b> | <b>Robert Dubler</b> |                 |               |                 | <b>Chevrolet Corvette</b> |        |          |        |                   |
| 1         | Out                  | 1:13.044        | 46.715        | 2:33.392        | 5                         | 35.235 | 1:08.344 | In     | 2:38.203 <b>p</b> |
| 2         | 32.918               | 1:05.254        | 43.220        | 2:21.392        | 6                         | Out    | 1:06.250 | 43.391 | 4:12.383          |
| 3         | <b>29.776</b>        | 1:00.850        | <b>43.035</b> | <b>2:13.661</b> | 7                         | 36.250 | 1:16.696 | In     | 3:03.038 <b>p</b> |
| 4         | 30.168               | <b>1:00.708</b> | 43.327        | 2:14.203        | 8                         |        |          |        |                   |

|           |                        |          |        |          |                           |               |               |               |                   |
|-----------|------------------------|----------|--------|----------|---------------------------|---------------|---------------|---------------|-------------------|
| <b>47</b> | <b>Amanda Hennessy</b> |          |        |          | <b>Chevrolet Corvette</b> |               |               |               |                   |
| 1         | 56.283                 | 1:04.541 | 48.942 | 2:49.766 | 5                         | 32.365        | 1:00.730      | In            | 2:26.578 <b>p</b> |
| 2         | 33.805                 | 1:00.802 | 42.865 | 2:17.472 | 6                         | Out           | 59.528        | 43.693        | 3:41.766          |
| 3         | 29.140                 | 57.562   | 43.554 | 2:10.256 | 7                         | <b>28.900</b> | <b>57.099</b> | <b>41.931</b> | <b>2:07.930</b>   |
| 4         | 29.765                 | 57.626   | 43.669 | 2:11.060 | 8                         |               |               |               |                   |

|           |                       |          |        |          |                       |               |                 |               |                 |
|-----------|-----------------------|----------|--------|----------|-----------------------|---------------|-----------------|---------------|-----------------|
| <b>49</b> | <b>Michael Baltes</b> |          |        |          | <b>Alfa Romeo GTV</b> |               |                 |               |                 |
| 1         | Out                   | 1:23.114 | 49.693 | 2:46.323 | 6                     | 32.385        | 1:04.010        | 44.346        | 2:20.741        |
| 2         | 36.108                | 1:11.087 | 49.356 | 2:36.551 | 7                     | 31.448        | 1:03.635        | 45.129        | 2:20.212        |
| 3         | 33.656                | 1:10.448 | 47.850 | 2:31.954 | 8                     | 31.379        | 1:03.357        | 43.959        | 2:18.695        |
| 4         | 33.838                | 1:06.200 | 47.202 | 2:27.240 | 9                     | <b>31.191</b> | <b>1:02.955</b> | <b>43.864</b> | <b>2:18.010</b> |
| 5         | 31.425                | 1:06.201 | 52.440 | 2:30.066 | 10                    |               |                 |               |                 |



# ADAC - MCS Rundstreckenrennen - Stuttgarter Rössle

MC Stuttgart e.V. im ADAC

## Histo Cup Austria - Freies Training

14 - 16 June 2013

### Runden und Sektoren Zeiten

Hockenheimring GP - 4574 mtr.

|           |                     |                 |                 |          |                   |  |  |  |
|-----------|---------------------|-----------------|-----------------|----------|-------------------|--|--|--|
| <b>50</b> | <b>David Becvar</b> |                 |                 |          | <b>Jaguar XJS</b> |  |  |  |
| 1         | Out                 | <i>1:17.182</i> | <i>4:10.161</i> | 6:00.262 | 2                 |  |  |  |

|           |                       |          |               |                 |                   |               |                 |        |          |
|-----------|-----------------------|----------|---------------|-----------------|-------------------|---------------|-----------------|--------|----------|
| <b>51</b> | <b>Jaroslav Rejka</b> |          |               |                 | <b>Jaguar XJS</b> |               |                 |        |          |
| 1         | Out                   | 1:18.345 | 1:00.439      | 2:51.992        | 6                 | 32.875        | 1:06.000        | 45.968 | 2:24.843 |
| 2         | 36.311                | 1:09.992 | 50.520        | 2:36.823        | 7                 | <i>32.000</i> | <i>1:03.915</i> | 48.526 | 2:24.441 |
| 3         | 33.991                | 1:08.297 | 49.983        | 2:32.271        | 8                 | 34.689        | 1:04.140        | 47.046 | 2:25.875 |
| 4         | 33.700                | 1:04.835 | <i>45.459</i> | <b>2:23.994</b> | 9                 | 34.299        | 1:21.273        | In     | 2:58.777 |
| 5         | 32.165                | 1:06.511 | 49.848        | 2:28.524        | 10                |               |                 |        | <b>P</b> |

|           |                          |          |        |          |                      |               |                 |               |                 |
|-----------|--------------------------|----------|--------|----------|----------------------|---------------|-----------------|---------------|-----------------|
| <b>55</b> | <b>Christian Bernard</b> |          |        |          | <b>BMW 700 Sport</b> |               |                 |               |                 |
| 1         | Out                      | 1:23.728 | 53.110 | 2:51.340 | 5                    | 37.503        | <i>1:18.360</i> | 53.178        | 2:49.041        |
| 2         | 37.912                   | 1:26.393 | 53.164 | 2:57.469 | 6                    | 38.477        |                 | 52.310        | 2:49.615        |
| 3         | 38.198                   | 1:18.985 | 51.136 | 2:48.319 | 7                    | 37.451        | 1:19.454        | 52.126        | 2:49.031        |
| 4         | 37.297                   | 1:18.373 | 53.067 | 2:48.737 | 8                    | <i>36.973</i> | 1:19.488        | <i>50.807</i> | <b>2:47.268</b> |

|           |                       |          |        |          |                      |               |               |               |                 |
|-----------|-----------------------|----------|--------|----------|----------------------|---------------|---------------|---------------|-----------------|
| <b>59</b> | <b>Dieter Dörmann</b> |          |        |          | <b>Ford Escort A</b> |               |               |               |                 |
| 1         | Out                   | 1:10.940 | 51.513 | 2:33.989 | 5                    | 28.512        | 58.396        | <i>40.713</i> | 2:07.621        |
| 2         | 32.397                | 1:04.921 | 42.811 | 2:20.129 | 6                    | <i>27.995</i> | <i>57.625</i> | 41.040        | <b>2:06.660</b> |
| 3         | 29.919                | 59.688   | 45.327 | 2:14.934 | 7                    | 37.165        | 1:13.550      | In            | 2:45.215        |
| 4         | 28.948                | 57.814   | 42.714 | 2:09.476 | 8                    |               |               |               | <b>P</b>        |

|           |                              |          |               |          |                        |        |               |        |                 |
|-----------|------------------------------|----------|---------------|----------|------------------------|--------|---------------|--------|-----------------|
| <b>64</b> | <b>Andreas Wechselberger</b> |          |               |          | <b>Alfa Romeo GTAm</b> |        |               |        |                 |
| 1         | Out                          | 1:05.443 | 43.590        | 2:22.336 | 5                      | 28.891 | 59.862        | 47.277 | 2:16.030        |
| 2         | 33.315                       | 59.981   | <i>40.673</i> | 2:13.969 | 6                      | 29.227 | 59.750        | 41.547 | 2:10.524        |
| 3         | 30.238                       | 59.607   | 41.450        | 2:11.295 | 7                      | 29.468 | <i>58.761</i> | 41.062 | <b>2:09.291</b> |
| 4         | <i>28.880</i>                | 59.452   | 41.453        | 2:09.755 | 8                      | 29.130 | 59.654        | 40.916 | 2:09.700        |

|           |                            |          |               |          |                         |               |               |        |                 |
|-----------|----------------------------|----------|---------------|----------|-------------------------|---------------|---------------|--------|-----------------|
| <b>65</b> | <b>Christian Schneider</b> |          |               |          | <b>Alfa Romeo GTV 6</b> |               |               |        |                 |
| 1         | Out                        | 1:16.735 | 50.653        | 2:39.607 | 6                       | 28.015        | 58.058        | 40.576 | 2:06.649        |
| 2         | 33.521                     | 1:06.367 | 42.412        | 2:22.300 | 7                       | 27.851        | 57.502        | 42.154 | 2:07.507        |
| 3         | 29.618                     | 1:00.935 | 42.060        | 2:12.613 | 8                       | 27.800        | <i>56.378</i> | 40.661 | <b>2:04.839</b> |
| 4         | 30.110                     | 57.599   | 39.532        | 2:07.241 | 9                       | 28.754        | 57.385        | 39.188 | 2:05.327        |
| 5         | 28.146                     | 58.128   | <i>39.155</i> | 2:05.429 | 10                      | <i>27.527</i> | 57.772        | 40.734 | 2:06.033        |

|           |                      |          |        |          |                           |               |                 |               |                 |
|-----------|----------------------|----------|--------|----------|---------------------------|---------------|-----------------|---------------|-----------------|
| <b>67</b> | <b>Thomas Lehner</b> |          |        |          | <b>Alfa Romeo Alfasud</b> |               |                 |               |                 |
| 1         | Out                  | 1:16.936 | 52.403 | 2:44.741 | 4                         | 33.445        | 1:06.536        | 43.677        | 2:23.658        |
| 2         | 34.435               | 1:06.700 | 43.641 | 2:24.776 | 5                         | <i>30.304</i> | <i>1:03.152</i> | <i>43.143</i> | <b>2:16.599</b> |
| 3         | 31.160               | 1:03.762 | 55.131 | 2:30.053 | 6                         | 43.856        | 1:21.051        | In            | 3:07.497        |

|           |                  |          |               |                 |                                  |               |                 |        |          |
|-----------|------------------|----------|---------------|-----------------|----------------------------------|---------------|-----------------|--------|----------|
| <b>72</b> | <b>Hans Fink</b> |          |               |                 | <b>Alfa Romeo Alfasud Sprint</b> |               |                 |        |          |
| 1         | Out              | 1:09.749 | 47.377        | 2:25.890        | 4                                | 33.169        | <i>1:07.329</i> | 52.322 | 2:32.820 |
| 2         | 36.838           | 1:08.334 | <i>45.434</i> | <b>2:30.606</b> | 5                                | <i>32.542</i> | 1:08.576        | In     | 2:44.950 |
| 3         | 32.932           | 1:07.933 | 49.929        | 2:30.794        | 6                                |               |                 |        | <b>P</b> |

|           |                             |          |        |          |                      |               |                 |               |                 |
|-----------|-----------------------------|----------|--------|----------|----------------------|---------------|-----------------|---------------|-----------------|
| <b>74</b> | <b>Johann Reschitzegger</b> |          |        |          | <b>Audi 80 Coupe</b> |               |                 |               |                 |
| 1         | Out                         | 1:17.509 | 51.284 | 2:42.531 | 5                    | 29.325        | 1:00.390        | <i>41.265</i> | <b>2:10.980</b> |
| 2         | 36.626                      | 1:06.726 | 42.941 | 2:26.293 | 6                    | 29.213        | 1:02.446        | 42.071        | 2:13.730        |
| 3         | 29.970                      | 1:01.226 | 46.877 | 2:18.073 | 7                    | <i>28.591</i> | <i>1:01.076</i> | 43.161        | 2:11.828        |
| 4         | 32.536                      | 1:00.777 | 41.410 | 2:14.723 | 8                    | 33.818        | 1:32.623        | In            | 3:05.915        |

|           |                            |               |               |          |                       |               |          |        |                 |
|-----------|----------------------------|---------------|---------------|----------|-----------------------|---------------|----------|--------|-----------------|
| <b>76</b> | <b>Christian Neunemann</b> |               |               |          | <b>Porsche 911 RS</b> |               |          |        |                 |
| 1         | Out                        | 1:18.481      | 51.025        | 2:45.694 | 6                     | 27.764        | 57.482   | 40.402 | 2:05.648        |
| 2         | 34.791                     | 1:00.580      | 43.884        | 2:19.255 | 7                     | 28.679        | 1:01.959 | 44.136 | 2:14.774        |
| 3         | 28.099                     | 59.550        | 40.081        | 2:07.730 | 8                     | 27.524        | 56.142   | 41.412 | 2:05.078        |
| 4         | 29.548                     | <i>55.394</i> | <i>39.204</i> | 2:04.136 | 9                     | 28.553        | 55.667   | 39.716 | <b>2:03.936</b> |
| 5         | 34.524                     | 59.262        | 40.377        | 2:14.163 | 10                    | <i>27.372</i> | 56.308   | 42.083 | 2:05.763        |



# ADAC - MCS Rundstreckenrennen - Stuttgarter Rössle

MC Stuttgart e.V. im ADAC

## Histo Cup Austria - Freies Training

14 - 16 June 2013

### Runden und Sektoren Zeiten

Hockenheimring GP - 4574 mtr.

|           |                        |          |        |          |                         |               |               |               |                   |
|-----------|------------------------|----------|--------|----------|-------------------------|---------------|---------------|---------------|-------------------|
| <b>77</b> | <b>Michael Steffny</b> |          |        |          | <b>BMW 320 Gruppe 5</b> |               |               |               |                   |
| 1         | Out                    | 1:12.385 | 46.421 | 2:32.323 | 5                       | 33.851        | 1:10.089      | In            | 2:40.438 <b>P</b> |
| 2         | 29.372                 | 1:02.884 | 42.691 | 2:14.947 | 6                       | Out           | 59.129        | 40.498        | 3:39.186          |
| 3         | 29.275                 | 57.309   | 44.409 | 2:10.993 | 7                       | <b>27.702</b> | <b>56.156</b> | <b>40.386</b> | <b>2:04.244</b>   |
| 4         | 28.523                 | 58.552   | 43.718 | 2:10.793 | 8                       | 41.617        | 1:22.084      | In            | 3:03.799 <b>P</b> |

|           |                             |               |        |                   |                         |               |          |               |                 |
|-----------|-----------------------------|---------------|--------|-------------------|-------------------------|---------------|----------|---------------|-----------------|
| <b>78</b> | <b>Albert Gallersdörfer</b> |               |        |                   | <b>Opel Kadett GT/E</b> |               |          |               |                 |
| 1         | Out                         | 1:19.308      | 50.044 | 2:41.112          | 6                       | Out           | 1:00.839 | 44.494        | 3:05.399        |
| 2         | 35.906                      | 1:02.833      | 44.445 | 2:23.184          | 7                       | <b>28.692</b> | 58.466   | 42.350        | 2:09.508        |
| 3         | 33.310                      | 59.599        | 42.198 | 2:15.107          | 8                       | 29.037        | 59.373   | 42.685        | 2:11.095        |
| 4         | 29.046                      | 1:02.903      | 43.089 | 2:15.038          | 9                       | 29.403        | 59.388   | <b>39.533</b> | <b>2:08.324</b> |
| 5         | 29.765                      | <b>58.460</b> | In     | 2:13.776 <b>P</b> | 10                      |               |          |               |                 |

|           |                     |                 |    |                   |                        |  |  |  |  |
|-----------|---------------------|-----------------|----|-------------------|------------------------|--|--|--|--|
| <b>81</b> | <b>Udo Rienhoff</b> |                 |    |                   | <b>AC Shelby Cobra</b> |  |  |  |  |
| 1         | Out                 | <b>1:18.741</b> | In | 2:53.482 <b>P</b> | 2                      |  |  |  |  |

|           |                   |          |               |                 |                         |        |               |        |                   |
|-----------|-------------------|----------|---------------|-----------------|-------------------------|--------|---------------|--------|-------------------|
| <b>88</b> | <b>Klaus Möst</b> |          |               |                 | <b>BMW 320 Gruppe 5</b> |        |               |        |                   |
| 1         | Out               | 1:04.036 | 42.779        | 2:18.923        | 4                       | 27.425 | 58.069        | 50.624 | 2:16.118          |
| 2         | 31.719            | 56.553   | <b>38.933</b> | 2:07.205        | 5                       | 29.347 | <b>56.507</b> | In     | 2:22.772 <b>P</b> |
| 3         | <b>27.209</b>     | 57.520   | 39.233        | <b>2:03.962</b> | 6                       |        |               |        |                   |

|           |                    |          |        |                   |                      |               |               |               |                   |
|-----------|--------------------|----------|--------|-------------------|----------------------|---------------|---------------|---------------|-------------------|
| <b>89</b> | <b>Thomas Wöhr</b> |          |        |                   | <b>VW Käfer 1303</b> |               |               |               |                   |
| 1         | Out                | 1:14.394 | 49.805 | 2:36.230          | 5                    | 36.016        | 1:00.636      | In            | 2:25.087 <b>P</b> |
| 2         | 35.194             | 1:06.856 | 43.616 | 2:25.666          | 6                    | Out           | 59.572        | 42.942        | 3:28.952          |
| 3         | 28.994             | 1:01.342 | In     | 2:24.162 <b>P</b> | 7                    | <b>28.326</b> | <b>58.853</b> | <b>41.721</b> | <b>2:08.900</b>   |
| 4         | Out                | 1:02.991 | 42.769 | 5:08.954          | 8                    | 34.954        | 1:14.865      | In            | 2:49.581 <b>P</b> |

|           |                     |          |        |          |                  |               |               |               |                 |
|-----------|---------------------|----------|--------|----------|------------------|---------------|---------------|---------------|-----------------|
| <b>90</b> | <b>Walter Spatt</b> |          |        |          | <b>VW Golf I</b> |               |               |               |                 |
| 1         | 56.523              | 1:24.322 | 51.547 | 3:12.392 | 5                | 30.151        | <b>59.045</b> | 45.335        | 2:14.531        |
| 2         | 33.966              | 1:05.133 | 44.289 | 2:23.388 | 6                | 29.075        | 59.369        | 42.642        | 2:11.086        |
| 3         | 31.676              | 1:02.502 | 41.683 | 2:15.861 | 7                | 28.524        | 59.741        | 40.930        | 2:09.195        |
| 4         | 29.543              | 1:05.149 | 44.242 | 2:18.934 | 8                | <b>28.112</b> | 59.162        | <b>40.317</b> | <b>2:07.591</b> |

|           |                         |          |        |                   |                             |               |               |               |                   |
|-----------|-------------------------|----------|--------|-------------------|-----------------------------|---------------|---------------|---------------|-------------------|
| <b>91</b> | <b>Robert Edenhofer</b> |          |        |                   | <b>BMW 2002 tii touring</b> |               |               |               |                   |
| 1         | Out                     | 1:18.626 | 51.232 | 2:46.430          | 6                           | 30.989        | 57.721        | 40.757        | 2:09.467          |
| 2         | 33.787                  | 58.347   | 42.892 | 2:15.026          | 7                           | 29.250        | 56.845        | 43.149        | 2:09.244          |
| 3         | 28.828                  | 57.554   | In     | 2:11.340 <b>P</b> | 8                           | 28.788        | 56.937        | <b>39.318</b> | 2:05.043          |
| 4         | Out                     | 58.229   | 39.886 | 3:15.423          | 9                           | <b>28.364</b> | <b>55.766</b> | 39.848        | <b>2:03.978</b>   |
| 5         | 30.209                  | 56.482   | 43.679 | 2:10.370          | 10                          | 36.451        | 1:18.455      | In            | 2:56.149 <b>P</b> |

|           |                      |          |               |          |                   |               |               |        |                   |
|-----------|----------------------|----------|---------------|----------|-------------------|---------------|---------------|--------|-------------------|
| <b>92</b> | <b>Manfred Irger</b> |          |               |          | <b>Ford GT 40</b> |               |               |        |                   |
| 1         | Out                  | 1:17.303 | 51.133        | 2:43.525 | 6                 | <b>28.726</b> | 58.070        | 41.980 | <b>2:08.776</b>   |
| 2         | 34.716               | 1:07.744 | 43.271        | 2:25.731 | 7                 | 29.944        | 1:03.424      | In     | 2:23.553 <b>P</b> |
| 3         | 29.390               | 1:01.397 | 52.399        | 2:23.186 | 8                 | Out           | <b>57.206</b> | 40.807 | 3:34.087          |
| 4         | 30.110               | 58.284   | 41.907        | 2:10.301 | 9                 | 28.971        | 58.081        | 42.440 | 2:09.492          |
| 5         | 29.237               | 58.916   | <b>40.716</b> | 2:08.869 | 10                |               |               |        |                   |

|           |                             |          |        |          |                 |               |                 |               |                   |
|-----------|-----------------------------|----------|--------|----------|-----------------|---------------|-----------------|---------------|-------------------|
| <b>97</b> | <b>Stefan Pfletschinger</b> |          |        |          | <b>VW Käfer</b> |               |                 |               |                   |
| 1         | Out                         | 1:16.329 | 48.544 | 2:39.022 | 3               | 32.251        | 1:02.170        | <b>41.461</b> | <b>2:15.882</b>   |
| 2         | 32.038                      | 1:01.488 | 43.463 | 2:16.989 | 4               | <b>29.337</b> | <b>1:00.099</b> | In            | 2:17.764 <b>P</b> |

|            |                     |          |               |          |                                 |        |          |          |                   |
|------------|---------------------|----------|---------------|----------|---------------------------------|--------|----------|----------|-------------------|
| <b>100</b> | <b>Peter Pöschl</b> |          |               |          | <b>Ford Escort MkII RS 2000</b> |        |          |          |                   |
| 1          | Out                 | 1:21.730 | 52.016        | 2:50.700 | 6                               | 32.677 | 1:04.880 | 44.346   | 2:21.903          |
| 2          | 36.733              | 1:15.596 | 51.939        | 2:44.268 | 7                               | 31.754 | 1:02.677 | 1:33.878 | 3:08.309          |
| 3          | <b>31.486</b>       | 1:04.773 | 47.402        | 2:23.661 | 8                               | 35.261 | 1:06.442 | 44.228   | 2:25.931          |
| 4          | 33.884              | 1:07.265 | <b>44.006</b> | 2:25.154 | 9                               | 34.491 | 1:13.399 | In       | 2:47.661 <b>P</b> |



# ADAC - MCS Rundstreckenrennen - Stuttgarter Rössle

MC Stuttgart e.V. im ADAC

## Histo Cup Austria - Freies Training

14 - 16 June 2013

### Runden und Sektoren Zeiten

Hockenheimring GP - 4574 mtr.

|   |        |                 |        |                 |    |  |  |  |  |
|---|--------|-----------------|--------|-----------------|----|--|--|--|--|
| 5 | 31.704 | <i>1:02.624</i> | 46.555 | <b>2:20.883</b> | 10 |  |  |  |  |
|---|--------|-----------------|--------|-----------------|----|--|--|--|--|

|            |                         |          |                   |                 |             |                   |                 |        |                   |
|------------|-------------------------|----------|-------------------|-----------------|-------------|-------------------|-----------------|--------|-------------------|
| <b>102</b> | <b>Herbert Schlauch</b> |          |                   |                 | BMW 320 E21 |                   |                 |        |                   |
| 1          | Out                     | 1:27.175 | 59.793            | 3:03.439        | 4           | 33.475            | 1:08.825        | In     | 2:37.861 <b>P</b> |
| 2          | 34.447                  | 1:10.110 | 46.845            | 2:31.402        | 5           | Out               | <b>1:05.379</b> | 49.508 | 2:56.857          |
| 3          | 34.380                  | 1:06.787 | <del>46.484</del> | <b>2:27.651</b> | 6           | <del>32.375</del> | 1:07.373        | In     | 2:36.357 <b>P</b> |

|            |                        |                 |                   |                 |                           |        |          |        |                   |
|------------|------------------------|-----------------|-------------------|-----------------|---------------------------|--------|----------|--------|-------------------|
| <b>107</b> | <b>Michael Widmann</b> |                 |                   |                 | Alfa Romeo Alfasud Sprint |        |          |        |                   |
| 1          | Out                    | 1:10.050        | 44.861            | 2:31.539        | 4                         | 35.786 | 1:07.111 | 43.864 | 2:26.761          |
| 2          | <del>30.596</del>      | <b>1:02.458</b> | 45.286            | <b>2:18.340</b> | 5                         | 32.195 | 1:03.680 | In     | 2:30.534 <b>P</b> |
| 3          | 32.378                 | 1:04.299        | <del>43.687</del> | 2:20.364        | 6                         |        |          |        |                   |

|            |                    |          |        |          |             |                   |               |                   |                   |
|------------|--------------------|----------|--------|----------|-------------|-------------------|---------------|-------------------|-------------------|
| <b>130</b> | <b>Hans Wagner</b> |          |        |          | BMW M1 Gr.5 |                   |               |                   |                   |
| 1          | Out                | 1:01.315 | 42.282 | 2:15.575 | 4           | 25.084            | <b>51.433</b> | 40.617            | 1:57.134          |
| 2          | 27.686             | 52.454   | 39.101 | 1:59.241 | 5           | 25.575            | 51.529        | <del>36.354</del> | <b>1:53.458</b>   |
| 3          | 26.479             | 53.385   | 38.385 | 1:58.249 | 6           | <del>24.500</del> | 53.630        | In                | 2:00.952 <b>P</b> |

|            |                          |          |                   |                 |               |        |                 |    |                   |
|------------|--------------------------|----------|-------------------|-----------------|---------------|--------|-----------------|----|-------------------|
| <b>140</b> | <b>Matthias Schenzle</b> |          |                   |                 | Plymouth Cuda |        |                 |    |                   |
| 1          | Out                      | 1:25.112 | <del>52.866</del> | 2:56.697        | 3             | 38.095 | <b>1:13.747</b> | In | 2:50.323 <b>P</b> |
| 2          | <del>37.326</del>        | 1:15.758 | 55.264            | <b>2:48.348</b> | 4             |        |                 |    |                   |

|            |                     |          |                   |                 |                    |                   |                 |    |                   |
|------------|---------------------|----------|-------------------|-----------------|--------------------|-------------------|-----------------|----|-------------------|
| <b>176</b> | <b>Gerhard Jörg</b> |          |                   |                 | Chevrolet Corvette |                   |                 |    |                   |
| 1          | Out                 | 1:17.321 | 51.211            | 2:43.977        | 3                  | <del>28.532</del> | <b>1:01.066</b> | In | 2:29.910 <b>P</b> |
| 2          | 34.698              | 1:05.574 | <del>42.457</del> | <b>2:22.729</b> | 4                  |                   |                 |    |                   |