



# ADAC - MCS Rundstreckenrennen - Stuttgarter Rössle

MC Stuttgart e.V. im ADAC

## Young Timer + BMW Challenge - Zeittraining

14 - 16 June 2013

### Runden und Sektoren Zeiten

Hockenheimring GP - 4574 mtr.

103 Stefan Goede					BMW 325i				
1	Out	1:16.170	46.259	2:34.744	6	28.670	1:02.076	44.628	2:15.374
2	30.566	1:01.306	41.434	2:13.306	7	29.134	1:00.320	41.029	2:10.483
3	29.347	1:04.370	41.914	2:15.631	8	<del>28.508</del>	<del>1:00.098</del>	41.598	<b>2:10.199</b>
4	29.119	1:00.967	<del>40.760</del>	2:10.846	9	29.078	1:01.493	43.353	2:13.924
5	28.945	1:00.430	41.274	2:10.649	10				

106 Michael Grontzki					BMW 325i				
1	Out	1:02.501	42.554	2:14.140	6	<del>29.427</del>	1:00.154	49.409	2:18.990
2	30.300	<del>59.490</del>	41.255	<b>2:11.045</b>	7	30.969	1:00.370	In	2:15.712 <b>P</b>
3	29.925	1:01.812	41.545	2:13.282	8	Out	1:01.365	40.910	3:35.559
4	30.203	59.958	41.519	2:11.680	9	29.933	59.574	42.364	2:11.871
5	29.632	1:00.960	<del>40.744</del>	2:11.336	10				

111 Heribert Haimerl					BMW 325i				
1	Out	1:05.784	42.173	2:16.551	6	31.767	59.836	40.274	2:11.877
2	28.482	58.827	40.670	2:07.979	7	28.164	1:00.135	40.291	2:08.590
3	30.006	1:00.622	40.726	2:11.354	8	<del>27.998</del>	59.059	40.368	2:07.425
4	28.509	58.934	<del>39.539</del>	<b>2:06.982</b>	9	29.042	1:16.533	40.758	2:26.333
5	28.194	<del>58.575</del>	40.341	2:07.110	10				

113 Mathias Heineman					BMW 325i				
1	Out	1:09.553	41.904	2:21.578	6	28.025	59.742	<del>39.852</del>	<b>2:07.619</b>
2	32.965	1:04.466	42.919	2:20.350	7	29.374	<del>58.938</del>	44.813	2:13.125
3	34.445	1:03.191	In	2:20.136 <b>P</b>	8	31.271	1:01.031	40.437	2:12.739
4	Out	1:00.829	43.951	3:02.751	9	43.520	1:07.483	In	2:42.664 <b>P</b>
5	<del>28.010</del>	59.877	41.860	2:09.747	10				

114 Gerald Gaitzenauer					BMW 325i				
1	Out	1:12.139	41.479	2:23.795	6	28.816	1:01.729	40.509	2:11.054
2	30.192	1:04.726	43.720	2:18.638	7	29.522	<del>59.739</del>	41.007	2:10.268
3	29.695	1:00.959	In	2:13.970 <b>P</b>	8	<del>28.405</del>	1:02.247	40.145	2:10.797
4	Out	1:00.521	<del>40.111</del>	3:12.092	9	29.152	1:00.256	41.281	2:10.689
5	29.865	59.889	40.211	<b>2:09.965</b>	10				

116 Hartwig Lichtenegger					BMW 325i				
1	Out	1:02.300	41.087	2:11.201	6	28.855	59.689	40.883	2:09.427
2	28.940	59.919	42.661	2:11.520	7	28.570	1:04.701	40.455	2:13.726
3	29.357	1:01.551	43.319	2:14.227	8	<del>28.310</del>	<del>59.658</del>	<del>40.224</del>	<b>2:08.192</b>
4	28.640	1:00.496	41.249	2:10.385	9	40.908	1:32.629	In	3:27.162 <b>P</b>
5	28.928	59.956	42.005	2:10.889	10				

117 Mike Wehrli					BMW 325i				
1	Out	1:06.644	43.550	2:19.234	6	28.652	1:03.779	48.633	2:21.064
2	28.517	59.863	40.152	2:08.532	7	31.953	1:04.995	43.997	2:20.945
3	28.432	1:01.295	40.766	2:10.493	8	<del>28.199</del>	<del>58.869</del>	<del>39.716</del>	<b>2:06.784</b>
4	29.051	59.347	41.607	2:10.005	9	28.726	1:03.142	40.366	2:12.234
5	29.064	1:01.503	40.811	2:11.378	10				

119 Dietmar Lackinger					BMW 325i				
1	Out	1:04.680	40.249	2:13.039	6	27.516	<del>57.968</del>	39.152	<b>2:04.636</b>
2	27.836	58.983	39.627	2:06.446	7	27.535	58.710	39.037	2:05.282
3	28.521	58.589	39.543	2:06.653	8	<del>27.470</del>	58.535	<del>38.951</del>	2:04.956
4	27.579	58.650	39.187	2:05.416	9	28.475	1:04.089	40.365	2:12.929
5	28.332	58.775	39.013	2:06.120	10	31.151	59.157	In	2:22.427 <b>P</b>



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Hockenheimring GP - 4574 mtr.

129 Marco Hürbin					BMW 325i				
1	Out	1:09.068	41.528	2:21.396	6	28.264	58.260	39.594	2:06.118
2	28.063	59.913	41.571	2:09.547	7	28.251	58.219	40.766	2:07.236
3	31.048	1:01.024	41.466	2:13.538	8	27.693	58.820	39.261	2:05.774
4	28.421	58.292	40.335	2:07.048	9	29.430	<b>57.897</b>	<b>39.137</b>	2:06.464
5	28.105	58.099	40.283	2:06.487	10	<b>27.586</b>	57.925	39.255	<b>2:04.766</b>

142 Michael Winkler					BMW 325i				
1	Out	1:10.479	46.032	2:26.933	6	28.244	58.989	40.781	2:08.014
2	28.879	1:01.468	40.013	2:10.360	7	28.277	59.675	39.320	2:07.272
3	28.828	58.463	40.047	2:07.338	8	28.890	<b>58.127</b>	<b>39.007</b>	<b>2:06.024</b>
4	29.641	1:00.978	41.203	2:11.822	9	<b>27.931</b>	58.745	42.334	2:09.010
5	28.060	58.151	40.100	2:06.311	10				

143 Karl Heinz Ruhrberg					BMW 325i				
1	Out	1:08.983	42.110	2:23.590	6	28.447	59.850	41.132	2:09.429
2	28.433	1:00.057	42.422	2:10.912	7	28.702	1:05.252	41.277	2:15.231
3	28.369	1:00.206	40.787	2:09.362	8	28.215	1:01.296	41.447	2:10.958
4	<b>28.181</b>	1:00.498	<b>40.044</b>	2:08.723	9	31.583	1:04.310	40.410	2:16.303
5	28.198	<b>59.406</b>	40.178	<b>2:07.782</b>	10				

144 Jürgen Spiegel					BMW 325i				
1	Out	1:03.632	43.093	2:13.912	6	28.866	59.941	<b>40.775</b>	2:09.582
2	30.283	59.990	42.451	2:12.724	7	28.838	1:00.724	42.256	2:11.818
3	31.691	1:00.514	42.053	2:14.258	8	<b>28.552</b>	1:00.097	41.918	2:10.567
4	30.625	1:00.985	41.211	2:12.821	9	28.802	<b>59.442</b>	41.118	<b>2:09.362</b>
5	29.175	1:01.066	41.053	2:11.294	10				

145 Gerald Hofer					BMW 325i				
1	Out	1:11.162	45.246	2:26.251	6	31.893	1:02.442	46.529	2:20.864
2	30.830	1:02.818	42.570	2:16.218	7	30.074	1:02.738	42.373	2:15.185
3	30.541	1:02.442	44.665	2:17.648	8	<b>29.816</b>	1:01.905	<b>41.980</b>	<b>2:13.701</b>
4	31.933	1:02.372	43.467	2:17.772	9	30.046	1:04.409	44.828	2:19.283
5	31.182	<b>1:01.806</b>	43.597	2:16.585	10				

146 Ronald Pertl					BMW 325i				
1	Out	1:07.641	42.119	2:19.919	6	28.981	1:02.094	41.273	2:12.348
2	29.672	1:01.018	41.278	2:11.968	7	28.710	1:01.042	41.124	<b>2:10.876</b>
3	31.766	<b>1:00.590</b>	41.689	2:14.045	8	32.781	1:04.432	41.334	2:18.547
4	29.427	1:03.996	41.124	2:14.547	9	<b>28.650</b>	1:01.677	<b>41.095</b>	2:11.422
5	28.663	1:01.219	56.204	2:26.086	10				

147 Wolfgang Zechner					BMW 325i				
1	Out	1:07.588	42.222	2:21.308	6	29.327	<b>58.885</b>	<b>39.585</b>	2:07.797
2	28.840	59.266	42.437	2:10.543	7	28.498	1:03.891	40.240	2:12.629
3	30.895	59.356	41.750	2:12.001	8	28.697	1:00.729	39.626	2:09.052
4	28.589	59.324	40.183	2:08.096	9	29.216	59.603	41.420	2:10.239
5	28.599	58.951	40.189	2:07.739	10	<b>28.264</b>	59.183	40.120	<b>2:07.567</b>

155 Oliver Parg					BMW 325i				
1	Out	1:05.628	41.722	2:14.871	6	30.176	<b>59.749</b>	40.920	2:10.845
2	29.029	59.978	41.197	2:10.204	7	28.763	59.942	40.230	<b>2:08.935</b>
3	<b>28.708</b>	1:00.587	40.714	2:10.009	8	28.944	59.945	41.305	2:10.194
4	28.882	1:00.723	<b>40.217</b>	2:09.822	9	29.282	1:00.670	43.066	2:13.018
5	30.072	1:00.471	40.321	2:10.864	10				



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<b>157</b>	<b>Tim Majer</b>				BMW 325i				
1	Out	1:13.036	41.953	2:27.500	5	<i>29.243</i>	<i>1:01.063</i>	41.305	<b>2:11.611</b>
2	31.587	1:04.009	42.379	2:17.975	6	29.287	1:31.316	<i>40.864</i>	2:41.467
3	31.120	1:01.436	42.538	2:15.094	7	29.256	1:02.510	41.127	2:12.893
4	29.359	1:02.933	41.831	2:14.123	8	29.310	1:01.353	44.483	2:15.146

<b>158</b>	<b>Ehrenfried Huhnke</b>				BMW 325i				
1	Out	1:12.943	41.451	2:25.047	6	29.769	1:02.229	41.332	2:13.330
2	31.498	1:00.911	42.720	2:15.129	7	28.885	1:02.476	42.056	2:13.417
3	<i>28.534</i>	1:02.292	<i>41.276</i>	<b>2:12.102</b>	8	31.372	1:03.048	42.844	2:17.264
4	29.977	<i>1:02.809</i>	41.813	2:12.599	9	29.306	1:01.667	41.543	2:12.516
5	29.060	1:03.226	41.938	2:14.224	10				

<b>167</b>	<b>Manfred Zaunbauer</b>				BMW 325i				
1	Out	1:05.533	40.927	2:15.396	6	29.737	<i>59.372</i>	<i>39.702</i>	2:08.811
2	29.947	1:07.738	42.603	2:20.288	7	<i>28.434</i>	1:00.063	39.880	<b>2:08.377</b>
3	32.619	1:02.240	41.234	2:16.093	8	30.092	59.737	40.510	2:10.339
4	30.900	1:00.609	In	2:14.398 P	9	1:01.423	1:03.173	In	2:55.077 P
5	Out	1:00.116	40.451	3:11.433	10				

<b>179</b>	<b>Jan Kasperlik</b>				BMW 325i				
1	Out	1:04.012	40.461	2:12.510	6	28.646	59.072	39.571	2:07.289
2	28.078	59.690	40.095	2:07.863	7	27.878	58.675	<i>39.234</i>	2:05.787
3	28.507	1:00.250	39.901	2:08.658	8	27.991	58.373	39.272	<b>2:05.636</b>
4	28.089	58.511	39.741	2:06.341	9	<i>27.768</i>	<i>58.269</i>	39.893	2:05.930
5	27.911	58.689	39.609	2:06.209	10	30.488	59.516	41.555	2:11.559

<b>180</b>	<b>Marco Stezelow</b>				BMW 325i				
1	Out	1:05.375	41.237	2:17.329	6	Out	1:00.362	<i>40.206</i>	3:14.879
2	29.987	1:02.351	42.031	2:14.369	7	<i>28.779</i>	1:00.070	40.280	2:09.129
3	31.070	59.581	41.053	2:11.704	8	29.918	59.323	40.744	2:09.985
4	28.938	59.175	41.014	<b>2:09.127</b>	9	29.238	1:00.386	41.125	2:10.749
5	29.468	<i>59.168</i>	In	2:12.077 P	10				

<b>181</b>	<b>Michael Rienhoff</b>				BMW 325i				
1	Out	1:10.392	46.107	2:25.252	5	29.407	1:01.713	40.456	2:11.576
2	30.294	1:00.988	<i>40.124</i>	2:11.406	6	29.425	1:05.189	40.266	2:14.880
3	29.076	<i>1:02.361</i>	41.354	2:10.791	7	28.963	1:02.104	40.836	2:11.903
4	28.876	1:00.789	40.471	<b>2:10.136</b>	8	<i>28.614</i>	1:17.329	41.095	2:27.038

<b>185</b>	<b>György Makai</b>				BMW E 30				
1	Out	1:14.583	43.739	2:28.947	6	<i>27.732</i>	59.261	39.506	2:06.499
2	28.437	59.111	39.892	2:07.440	7	27.991	58.690	<i>39.439</i>	<b>2:06.120</b>
3	28.239	59.375	39.827	2:07.441	8	28.180	1:01.467	41.302	2:10.949
4	28.276	58.711	39.671	2:06.658	9	31.750	<i>58.684</i>	44.366	2:14.800
5	29.872	1:23.081	39.984	2:32.937	10				

<b>201</b>	<b>Brennhöfer-Müller</b>				Volvo 240T				
1	Out	1:11.350	47.569	2:29.618	6	29.755	1:02.552	41.692	2:13.999
2	31.232	1:04.358	43.426	2:19.016	7	29.829	1:02.743	<i>41.236</i>	<b>2:13.808</b>
3	30.825	1:04.034	43.635	2:18.494	8	<i>29.445</i>	1:02.601	42.274	2:14.320
4	32.125	1:02.736	42.092	2:16.953	9	30.453	<i>1:01.963</i>	42.639	2:15.055
5	30.297	1:04.745	42.139	2:17.181	10				

<b>203</b>	<b>Gerald Fischer</b>				BMW M3 E 30-6				
1	Out	56.061	<i>37.526</i>	1:59.929	4	26.384	53.725	37.658	1:57.767
2	<i>26.169</i>	52.968	37.868	1:57.005	5	31.226	1:05.257	In	2:25.163 P
3	26.229	<i>52.245</i>	37.892	<b>1:56.366</b>	6				



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<b>212</b>	<b>Michael Fischer</b>				<b>BMW 355 STT E30</b>				
1	Out	1:16.475	44.512	2:30.432	5	27.783	55.849	40.225	2:03.857
2	28.074	57.810	39.960	2:05.844	6	29.046	57.371	<del>38.638</del>	2:05.055
3	28.186	55.331	42.720	2:06.237	7	<del>27.405</del>	57.538	In	2:24.967
4	28.151	<del>55.183</del>	39.177	<b>2:02.511</b>	8				<b>P</b>

<b>215</b>	<b>Norbert Greger</b>				<b>BMW M3 E36</b>				
1	Out	1:07.052	43.631	2:20.701	6	28.742	59.783	40.776	2:09.301
2	30.193	1:01.329	41.834	2:13.356	7	28.418	59.738	42.530	2:10.686
3	29.471	59.296	40.551	2:09.318	8	28.400	59.456	<del>40.473</del>	2:08.329
4	<del>28.383</del>	<del>58.303</del>	40.596	<b>2:07.282</b>	9	28.733	59.042	41.311	2:09.086
5	28.584	58.303	40.699	2:07.586	10	32.241	1:01.576	42.483	2:16.300

<b>216</b>	<b>Werner Zegini</b>				<b>Ford Focus ST 170</b>				
1	Out	1:05.991	42.420	2:18.613	5	28.446	58.537	39.535	2:06.518
2	28.919	1:03.318	43.131	2:15.368	6	27.853	<del>57.716</del>	<del>39.233</del>	<b>2:04.802</b>
3	28.845	59.220	39.770	2:07.835	7	<del>27.679</del>	57.898	39.272	2:04.849
4	28.213	58.774	39.782	2:06.769	8	28.743	58.818	In	2:17.842

<b>222</b>	<b>Franz Grassl</b>				<b>BMW 320iS</b>				
1	Out	1:02.804	40.905	2:14.886	6	27.718	59.791	40.954	2:08.463
2	28.809	1:02.292	41.999	2:13.100	7	28.289	59.371	40.874	2:08.534
3	29.534	58.821	40.036	2:08.391	8	<del>27.574</del>	<del>58.175</del>	<del>39.693</del>	<b>2:05.442</b>
4	28.448	58.506	40.065	2:07.019	9	27.968	58.195	39.835	2:05.998
5	28.481	59.686	40.038	2:08.205	10	27.835	58.211	41.466	2:07.512

<b>226</b>	<b>Harald Damaschke</b>				<b>BMW 325i</b>				
1	Out	1:12.897	47.329	2:29.644	6	<del>27.331</del>	<del>57.389</del>	41.893	2:06.613
2	29.091	57.892	40.003	2:06.986	7	27.875	58.103	41.566	2:07.544
3	27.869	57.907	40.230	2:06.006	8	28.316	58.017	<del>38.907</del>	<b>2:05.240</b>
4	28.020	58.891	39.417	2:06.328	9	27.782	58.048	40.126	2:05.956
5	28.667	57.694	39.324	2:05.685	10				

<b>227</b>	<b>Reinhard Reitberger</b>				<b>Ford Escort Cosworth</b>				
1	57.148	1:09.564	44.116	2:50.828	5	27.631	56.359	In	2:14.229
2	28.598	55.899	39.777	2:04.274	6	Out	1:04.815	38.987	4:49.644
3	26.997	55.613	<del>37.760</del>	2:00.370	7	<del>26.380</del>	1:00.684	40.337	2:07.401
4	27.303	<del>54.109</del>	37.806	<b>1:59.218</b>	8	31.968	57.575	In	2:19.441

<b>231</b>	<b>Roland Luger</b>				<b>Opel Omega DTM</b>				
1	Out	1:13.757	45.531	2:28.632	6	25.291	51.551	38.045	1:54.887
2	27.365	59.547	45.234	2:12.146	7	31.049	1:04.899	37.885	2:13.833
3	25.863	51.548	36.044	1:53.455	8	25.975	53.400	36.320	1:55.695
4	34.598	56.893	38.376	2:09.867	9	<del>25.287</del>	<del>51.218</del>	<del>35.342</del>	<b>1:51.847</b>
5	26.210	51.784	37.603	1:55.597	10	30.825	1:05.483	42.277	2:18.585

<b>237</b>	<b>Hans Huber</b>				<b>Audi A4 V8</b>				
1	58.582	59.351	41.283	2:39.216	6	30.176	1:01.321	40.063	2:11.560
2	28.096	57.618	40.816	2:06.530	7	27.708	59.708	<del>39.146</del>	2:06.562
3	28.725	57.455	39.434	2:05.614	8	27.842	55.892	39.260	<b>2:02.994</b>
4	29.074	<del>55.448</del>	39.600	2:04.122	9	31.340	56.646	In	2:15.772
5	<del>27.490</del>	56.615	59.280	2:23.385	10				<b>P</b>

<b>241</b>	<b>Andreas Rehwald</b>				<b>BMW 325i</b>				
1	Out	1:10.821	44.350	2:24.102	6	28.866	1:00.117	49.767	2:18.750
2	30.229	59.625	40.606	2:10.460	7	28.549	58.937	<del>39.692</del>	2:07.178
3	<del>27.995</del>	59.320	40.064	2:07.379	8	30.522	<del>58.208</del>	In	2:12.947



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4	29.708	59.388	39.786	2:08.882	9	Out	59.253	40.699	2:58.516
5	28.358	58.370	40.434	<b>2:07.162</b>	10				

<b>244</b>	<b>Markus Landlinger</b>				<b>BMW 325i E36</b>				
1	54.204	1:07.986	47.047	2:49.237	6	<del>27.987</del>	<del>57.998</del>	39.849	2:05.834
2	28.445	59.493	40.602	2:08.540	7	29.440	1:02.669	45.166	2:17.275
3	28.609	58.734	39.854	2:07.197	8	29.494	1:00.839	40.289	2:10.622
4	28.586	59.725	41.225	2:09.536	9	28.338	1:15.379	In	2:33.765 p
5	28.034	58.187	<b>39.480</b>	<b>2:05.701</b>	10				

<b>251</b>	<b>Martin Tahedi</b>				<b>BMW 325i</b>				
1	Out	1:09.120	45.303	2:26.387	6	29.005	58.668	40.267	2:07.940
2	28.548	58.673	40.329	2:07.550	7	28.311	58.022	40.835	2:07.168
3	28.774	59.655	<del>40.184</del>	2:08.613	8	<del>28.098</del>	58.707	40.315	2:07.120
4	29.287	<del>57.454</del>	40.289	<b>2:07.030</b>	9	28.211	1:00.725	40.946	2:09.882
5	28.373	59.065	40.467	2:07.905	10				

<b>256</b>	<b>Nina Gumpenberger</b>				<b>Alfa Romeo GTV</b>				
1	Out	1:10.542	43.665	2:23.025	5	32.131	1:07.146	43.729	2:23.006
2	<del>30.590</del>	1:07.209	42.630	2:20.429	6	30.818	1:08.669	42.969	2:22.456
3	31.002	<del>1:06.641</del>	<del>42.579</del>	<b>2:20.222</b>	7	32.291	1:06.671	43.350	2:22.312
4	34.090	1:08.810	44.725	2:27.625	8	33.008	1:07.694	42.789	2:23.491

<b>275</b>	<b>Josef Gumpenberger</b>				<b>Alfa Romeo Alfa 75</b>				
1	49.738	1:14.064	50.074	2:53.876	5	35.646	1:12.071	48.366	2:36.083
2	36.758	1:16.920	52.081	2:45.759	6	<del>33.527</del>	<del>1:11.316</del>	<del>47.508</del>	<b>2:32.351</b>
3	35.614	1:14.936	48.822	2:39.372	7	35.291	1:13.379	50.506	2:39.176
4	35.228	1:12.939	48.098	2:36.265	8				

<b>284</b>	<b>Kurt Lechner</b>				<b>Renault Clio Cup (V6 Trophy)</b>				
1	Out	1:05.264	43.898	2:20.078	6	28.364	57.198	40.018	2:05.580
2	28.963	59.652	42.721	2:11.336	7	28.147	58.003	40.469	2:06.619
3	27.927	57.350	41.085	2:06.362	8	<del>27.896</del>	<del>57.091</del>	<del>39.724</del>	<b>2:04.711</b>
4	29.229	57.423	40.698	2:07.350	9	29.563	1:01.312	In	2:23.113 p
5	30.150	57.790	40.355	2:08.295	10				

<b>290</b>	<b>Stefan Fuhrmann</b>				<b>Honda S2000</b>				
1	Out	1:00.926	39.371	2:08.996	3	<del>26.626</del>	<del>55.669</del>	40.877	<b>2:03.172</b>
2	29.909	58.802	<del>39.219</del>	2:07.930	4				

<b>291</b>	<b>Bruno Wehrli</b>				<b>BMW M5</b>				
1	Out	1:15.608	43.253	2:32.159	6	28.764	56.652	<del>39.378</del>	2:04.794
2	29.203	58.918	41.037	2:09.158	7	<del>27.195</del>	56.431	39.965	2:03.591
3	28.165	56.811	40.344	2:05.320	8	28.040	56.664	39.758	2:04.462
4	27.531	56.496	39.422	<b>2:03.449</b>	9	27.331	57.284	51.760	2:16.375
5	27.430	<del>56.255</del>	40.040	2:03.725	10				

<b>298</b>	<b>Silvio Bossi</b>				<b>BMW M3 E30</b>				
1	Out	1:08.392	46.670	2:29.211	5	<del>30.772</del>	<del>1:03.173</del>	44.669	<b>2:18.614</b>
2	33.178	1:06.993	44.903	2:25.074	6	31.021	1:05.048	45.657	2:21.726
3	32.028	1:04.196	44.525	2:20.749	7	31.745	1:05.425	45.986	2:23.156
4	31.279	1:04.968	<del>43.656</del>	2:19.903	8	32.457	1:03.418	44.949	2:20.824

<b>299</b>	<b>Herbert Bürgmayr</b>				<b>Alfa Romeo 75 3,0 V6</b>				
1	Out	1:13.055	40.599	2:23.765	5	27.870	57.634	39.502	2:05.006
2	27.925	57.539	39.256	2:04.720	6	28.176	57.144	39.763	2:05.083
3	27.940	57.278	39.398	2:04.616	7	27.841	56.843	39.378	<b>2:04.062</b>
4	29.121	57.134	<del>39.187</del>	2:05.442	8	<del>27.610</del>	<del>56.770</del>	In	2:08.840 p



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300 Giorgio Siani					Porsche 964				
1	Out	1:14.130	51.335	2:34.196	5	32.589	<i>1:01.458</i>	<i>43.178</i>	<b>2:17.225</b>
2	38.421	1:10.365	46.729	2:35.515	6	34.922	1:08.575	46.327	2:29.824
3	<b>31.145</b>	1:01.804	44.867	2:17.816	7	31.239	1:07.487	In	2:36.023 <b>P</b>
4	32.061	1:01.798	46.307	2:20.166	8				

304 Jochen Buck					325i - E 30				
1	Out	1:14.124	43.462	2:28.718	6	<i>27.716</i>	<i>59.506</i>	39.328	<b>2:06.550</b>
2	29.141	1:01.215	39.575	2:09.931	7	27.760	1:00.382	40.016	2:08.158
3	28.739	59.746	39.446	2:07.931	8	27.814	1:00.170	39.361	2:07.345
4	29.289	59.573	<b>39.117</b>	2:07.979	9	27.783	59.826	39.117	2:06.726
5	28.131	59.690	40.225	2:08.046	10				

305 Jens Hösel					325i - E 30				
1	Out	1:12.714	43.289	2:27.080	5	28.297	59.977	40.255	2:08.529
2	29.708	1:01.883	41.130	2:12.721	6	<i>27.580</i>	<i>59.582</i>	<i>39.967</i>	<b>2:07.129</b>
3	28.315	1:03.654	40.268	2:12.237	7	28.316	59.755	40.010	2:08.081
4	28.514	1:00.434	40.844	2:09.792	8	27.876	1:00.020	In	2:15.949 <b>P</b>

306 Matthias Peper					325i - E 30				
1	Out	1:19.963	50.950	2:42.423	5	29.410	1:01.219	41.081	2:11.710
2	33.861	1:07.026	43.362	2:24.249	6	29.073	1:00.721	41.541	2:11.335
3	30.334	1:03.859	43.774	2:17.967	7	29.717	1:00.486	<i>40.996</i>	2:11.199
4	30.806	1:00.963	41.717	2:13.486	8	<i>28.838</i>	<i>1:00.256</i>	41.619	<b>2:10.713</b>

306 Dominik Klima					Mazda MX3				
1	Out	1:16.445	42.917	2:31.243	5	<i>29.074</i>	<i>1:02.512</i>	41.212	2:12.798
2	29.111	1:02.909	<i>40.697</i>	<b>2:12.717</b>	6	30.316	1:03.217	41.866	2:15.399
3	29.524	1:03.601	41.136	2:14.261	7	29.094	1:03.222	In	2:20.896 <b>P</b>
4	30.521	1:02.623	42.481	2:15.625	8				

307 Peper-Peper					325i - E 30				
1	Out	1:15.763	48.084	2:34.749	5	29.350	1:02.104	44.216	2:15.670
2	36.121	1:06.033	44.596	2:26.750	6	29.296	1:01.119	42.376	2:12.791
3	30.016	1:01.295	41.565	2:12.876	7	32.148	1:02.458	<i>40.710</i>	2:15.316
4	29.115	1:00.908	41.080	2:11.103	8	<i>28.440</i>	<i>1:00.476</i>	40.916	<b>2:09.832</b>

308 Frank Riedel					Chevrolet Corvette Delago				
1	Out	1:19.285	42.463	2:38.492	6	26.090	<i>51.162</i>	<i>36.635</i>	<b>1:53.887</b>
2	26.243	52.097	37.645	1:55.985	7	26.293	52.281	36.652	1:55.226
3	25.475	53.276	37.093	1:55.844	8	25.651	54.343	47.722	2:07.716
4	26.026	52.416	38.785	1:57.227	9	<i>25.363</i>	51.654	37.221	1:54.238
5	26.748	52.687	37.364	1:56.799	10	34.160	1:05.419	42.742	2:22.321

309 Marc Ehret					325i - E 36				
1	<i>56.316</i>	<i>1:18.724</i>	In	3:07.079 <b>P</b>	2				

310 Marc Peeters					325i - E 90				
1	Out	1:04.165	41.100	2:14.847	6	28.961	<i>59.462</i>	40.324	2:08.747
2	29.322	1:00.845	42.374	2:12.541	7	28.886	1:03.022	<i>39.741</i>	2:11.649
3	30.175	1:02.118	40.806	2:13.099	8	<i>28.090</i>	59.817	40.317	<b>2:08.224</b>
4	28.908	1:00.182	41.029	2:10.119	9	29.329	59.567	39.953	2:08.849
5	29.691	59.589	43.717	2:12.997	10				



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312 Eddy Wehle					Chevrolet Corvette				
1	Out	1:10.929	40.735	2:24.306	5	27.443	54.639	38.112	<b>2:00.194</b>
2	28.007	56.656	38.372	2:03.035	6	28.938	<b>54.238</b>	38.275	2:01.451
3	27.271	56.731	37.461	2:01.463	7	<b>27.160</b>	54.816	38.457	2:00.433
4	28.662	55.228	<b>37.162</b>	2:01.052	8	28.743	59.236	In	2:18.935 p

313 Gerd Gallner					Toyota MR2				
1	Out	1:04.088	42.423	2:20.789	5	29.119	59.961	40.859	<b>2:09.939</b>
2	30.349	1:00.212	<b>40.394</b>	2:10.955	6	29.017	1:00.953	40.916	2:10.886
3	28.961	<b>59.526</b>	41.500	2:09.987	7	29.253	1:00.383	40.572	2:10.208
4	<b>28.841</b>	59.745	41.425	2:10.011	8	29.186	1:02.234	In	2:22.447 p

314 Alexander Gallner					Toyota MR2				
1	Out	1:02.308	42.961	2:18.824	3	<b>30.609</b>	1:02.329	In	2:31.643 p
2	30.795	<b>1:01.787</b>	<b>41.866</b>	<b>2:14.448</b>	4				

315 Wolfgang Bensch					Porsche 930 Turbo				
1	Out	1:07.147	43.124	2:19.075	6	27.595	57.235	40.340	2:05.170
2	28.481	57.822	41.081	2:07.384	7	27.703	1:00.958	<b>39.680</b>	2:08.341
3	27.603	59.502	41.623	2:08.728	8	27.575	59.025	42.741	2:09.341
4	29.179	57.483	40.611	2:07.273	9	<b>27.142</b>	57.023	40.514	2:04.679
5	28.355	58.244	40.351	2:06.950	10	27.334	<b>56.858</b>	39.995	<b>2:04.187</b>

320 Danny Brink					318is - E 36				
1	Out	1:11.279	43.995	2:27.819	6	30.315	1:04.370	42.739	2:17.424
2	32.005	1:04.059	42.180	2:18.244	7	<b>29.774</b>	<b>1:03.452</b>	42.197	2:15.423
3	29.923	1:03.564	41.643	2:15.130	8	29.942	1:04.244	41.864	2:16.050
4	31.836	1:04.438	42.386	2:18.660	9	31.598	1:03.547	42.009	2:17.154
5	29.850	1:03.515	<b>41.243</b>	<b>2:14.608</b>	10				

320 Holger Wohner					Porsche 933RS				
1	Out	1:11.380	45.348	2:28.590	6	28.730	56.764	38.888	2:04.382
2	30.097	59.433	42.407	2:11.937	7	26.963	<b>55.814</b>	39.200	2:01.977
3	28.498	59.395	In	2:10.671 p	8	<b>26.871</b>	55.910	38.169	<b>2:00.950</b>
4	Out	57.301	39.796	3:09.549	9	27.055	56.021	<b>38.063</b>	2:01.139
5	27.624	57.242	38.706	2:03.572	10				

326 Sabrina Frank					318is - E 36				
1	Out	1:13.849	50.636	2:35.997	5	<b>30.604</b>	1:06.356	43.817	2:20.777
2	32.099	1:10.572	47.476	2:30.147	6	31.144	<b>1:04.777</b>	43.814	2:19.735
3	32.460	1:05.776	44.279	2:22.515	7	30.826	1:05.424	<b>42.912</b>	<b>2:19.162</b>
4	31.136	1:04.815	44.217	2:20.168	8	40.344	1:09.101	In	2:40.290 p

327 Franz Oelmayer					318is - E 36				
1	Out	1:13.928	45.923	2:31.851	5	<b>31.815</b>	<b>1:06.563</b>	45.174	<b>2:23.552</b>
2	32.954	1:07.164	44.696	2:24.814	6	32.559	1:12.038	48.373	2:32.970
3	31.957	1:08.203	<b>43.924</b>	2:24.084	7	42.750	1:35.981	In	3:19.194 p
4	33.222	1:07.870	44.784	2:25.876	8				

344 Roepke-Ehlen					325i - E 36				
1	Out	1:19.457	48.424	2:44.498	4	31.288	1:01.891	40.587	2:13.766
2	31.019	1:02.105	41.344	2:14.468	5	<b>28.998</b>	<b>59.667</b>	<b>40.532</b>	<b>2:09.197</b>
3	30.374	1:01.178	41.477	2:13.029	6	34.393	1:10.951	In	2:46.903 p

355 Urs Hauri					M3 - E 36				
1	Out	1:16.168	43.236	2:29.292	6	28.793	59.279	41.061	2:09.133
2	29.034	1:04.694	41.872	2:15.600	7	28.674	<b>57.470</b>	<b>40.067</b>	2:06.211



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<b>3</b>	29.172	59.403	40.480	2:09.055	<b>8</b>	27.883	58.123	40.164	<b>2:06.170</b>
<b>4</b>	30.075	1:03.265	40.824	2:14.164	<b>9</b>	<del>27.568</del>	1:00.780	In	<b>2:16.049 p</b>
<b>5</b>	28.412	59.730	40.153	2:08.295	<b>10</b>				

<b>358</b>	<b>Janis Steiner</b>				<b>M3 - E 36</b>				
<b>1</b>	Out	1:12.504	45.291	2:26.974	<b>6</b>	28.190	59.339	39.544	2:07.073
<b>2</b>	30.621	1:00.610	42.735	2:13.966	<b>7</b>	28.046	<del>58.239</del>	39.581	<b>2:05.866</b>
<b>3</b>	28.531	1:00.378	40.226	2:09.135	<b>8</b>	28.146	1:00.145	40.211	2:08.502
<b>4</b>	29.528	58.571	40.245	2:08.344	<b>9</b>	<del>28.000</del>	58.392	<del>39.521</del>	2:05.913
<b>5</b>	28.760	59.397	40.024	2:08.181	<b>10</b>				

<b>397</b>	<b>Albino Mazzaro</b>				<b>BMW 320si (GC)</b>				
<b>1</b>	Out	1:07.322	44.684	2:21.591	<b>6</b>	29.198	58.638	42.591	2:10.427
<b>2</b>	29.501	57.791	39.704	2:06.996	<b>7</b>	28.432	56.688	39.752	2:04.872
<b>3</b>	27.777	57.160	39.142	2:04.079	<b>8</b>	27.774	57.443	<del>38.852</del>	<b>2:04.069</b>
<b>4</b>	29.140	<del>55.390</del>	40.485	2:06.015	<b>9</b>	27.745	1:02.283	39.331	2:09.359
<b>5</b>	<del>27.725</del>	57.592	39.835	2:05.152	<b>10</b>				

<b>398</b>	<b>Vincenzo Cencini</b>				<b>BMW 320si GC</b>				
<b>1</b>	Out	1:08.720	42.557	2:22.408	<b>6</b>	33.057	1:01.025	40.830	2:14.912
<b>2</b>	28.997	56.937	38.649	2:04.583	<b>7</b>	30.349	56.120	39.406	2:05.875
<b>3</b>	<del>26.787</del>	56.757	38.371	2:01.915	<b>8</b>	29.971	57.308	39.167	2:06.446
<b>4</b>	27.078	<del>55.609</del>	<del>37.984</del>	<b>2:00.671</b>	<b>9</b>	28.828	1:01.469	In	2:15.536 p
<b>5</b>	31.525	57.882	43.456	2:12.863	<b>10</b>				

<b>399</b>	<b>Gustav Engljähringer</b>				<b>Jaguar V8 Star</b>				
<b>1</b>	Out	1:02.934	40.330	2:14.287	<b>6</b>	27.452	54.262	In	2:04.494 p
<b>2</b>	28.146	58.334	40.297	2:06.777	<b>7</b>	Out	53.380	37.932	3:24.372
<b>3</b>	25.889	<del>52.590</del>	<del>36.918</del>	<b>1:55.397</b>	<b>8</b>	<del>25.695</del>	52.824	38.484	1:57.003
<b>4</b>	26.088	53.090	37.081	1:56.259	<b>9</b>	26.023	53.020	In	2:09.564 p
<b>5</b>	28.380	54.360	37.622	2:00.362	<b>10</b>				