



## Rundstreckentrophy 2013

### T-10 Rennwagen-Formel Cars - Test 10

#### Laps and Sector Times

09 - 12 May 2013

Red Bull Ring - 4326 mtr.

<b>1</b>	<b>Franz Wöss (AUT)</b>				<b>Dallara 302 Spiess</b>						
1	Out	1:13.925	52.707	113.0	2:47.802	5	Out	1:11.104	51.749	119.5	7:11.916
2	45.449	1:15.829	59.487	99.4	3:00.765	6	<del>39.647</del>	<del>1:08.578</del>	55.878	123.6	2:44.103
3	44.126	1:14.388	58.602	101.2	2:57.116	7	40.126	1:10.472	<del>51.744</del>	<del>125.1</del>	<del>2:42.342</del>
4	2:08.514	1:18.842	In		4:30.513 P	8					

<b>2</b>	<b>Christopher Höher (AUT)</b>				<b>Dallara 305 Spiess</b>						
1	Out	57.239	43.835	183.1	2:14.348	7	27.461	52.537	38.316	183.7	1:58.314
2	28.081	53.319	39.753	183.1	2:01.153	8	<del>27.069</del>	52.268	39.316	<del>185.6</del>	1:58.653
3	28.775	54.953	42.730	181.2	2:06.458	9	28.788	53.910	42.940	170.9	2:05.638
4	28.172	52.854	39.279	144.8	2:00.305	10	30.140	55.534	<del>37.799</del>	184.0	2:03.473
5	34.346	52.512	39.789	179.4	2:06.647	11	27.474	54.090	40.096	180.9	2:01.660
6	28.685	53.323	40.550	181.8	2:02.558	12	28.479	<del>51.639</del>	38.143	184.6	<del>1:58.261</del>

<b>5</b>	<b>Thomas Amweg (CH)</b>				<b>Dallara 305 Mercedes</b>						
1	Out	1:00.286	40.834	170.1	2:16.188	4	28.719	<del>53.254</del>	<del>38.472</del>	<del>178.8</del>	<del>2:00.445</del>
2	29.543	59.125	44.082	114.3	2:12.750	5	<del>27.535</del>	1:07.023	In		2:18.905 P
3	32.623	53.413	39.290	159.5	2:05.326	6					

<b>5</b>	<b>"Prinz Andy" (D)</b>				<b>PRC-Audi-Turbo</b>						
1	Out	1:05.469	47.967	169.5	2:30.912	4	29.841	57.755	43.489	179.7	2:11.085
2	32.135	58.902	43.841	<del>180.6</del>	2:14.878	5	<del>29.679</del>	<del>55.820</del>	<del>43.292</del>	165.9	<del>2:08.791</del>
3	29.681	58.220	44.427	179.7	2:12.328	6	32.802	57.222	43.536	179.1	2:13.560

<b>6</b>	<b>Turi Breitenmoser (CH)</b>				<b>PRC-Audi-Turbo</b>						
1	Out	1:12.398	46.374	150.0	3:09.967	5	28.330	55.456	42.362	192.2	2:06.148
2	35.153	1:01.099	46.166	162.2	2:22.418	6	<del>27.226</del>	<del>53.572</del>	<del>38.696</del>	<del>197.8</del>	<del>1:59.494</del>
3	33.408	1:02.279	In		2:27.509 P	7	28.107	55.441	39.449	194.9	2:02.997
4	Out	1:00.042	42.446	175.3	8:57.936	8					

<b>6</b>	<b>Formánek-Záruba jun.</b>				<b>RadicalSR31500</b>						
1	Out	58.958	<del>36.245</del>	173.1	2:06.573	7	28.853	52.320	37.209	171.2	1:58.382
2	29.306	51.281	37.464	170.9	1:58.051	8	28.887	52.696	40.010	173.4	2:01.593
3	28.565	53.024	39.072	168.5	2:00.661	9	28.539	53.788	42.623	168.5	2:04.950
4	30.030	<del>50.574</del>	37.245	170.9	1:57.789	10	30.778	53.877	38.426	173.6	2:03.081
5	29.765	51.040	38.254	170.6	1:59.059	11	28.527	51.717	41.783	172.5	2:02.027
6	30.781	52.069	39.400	170.3	2:02.250	12	<del>28.223</del>	50.970	37.086	<del>174.5</del>	<del>1:56.279</del>

<b>9</b>	<b>Henry Uhlig (D)</b>				<b>Norma-BMW</b>						
1	Out	1:09.807	50.524	150.2	2:42.109	4	Out	1:03.893	<del>45.758</del>	172.8	3:46.940
2	34.246	59.994	47.501	163.4	2:21.741	5	<del>31.017</del>	<del>58.458</del>	46.685	<del>173.4</del>	<del>2:16.160</del>
3	31.464	1:00.439	In		2:21.178 P	6					

<b>23</b>	<b>John Shepard (D)</b>				<b>PRC-Honda C/3</b>						
1	Out	1:01.381	<del>41.288</del>	<del>168.5</del>	2:13.356	4	30.406	<del>57.534</del>	41.817	168.0	<del>2:09.757</del>
2	30.033	2:15.365	49.411	137.1	3:34.809	5	<del>29.839</del>	58.007	43.154	163.9	2:11.000
3	33.337	1:04.445	41.452	166.2	2:19.234	6					

<b>23</b>	<b>Ingo Gerstl (A)</b>				<b>Dallara GP2</b>						
1	Out	59.214	41.281	175.0	2:12.323	5	26.872	<del>51.694</del>	<del>37.458</del>	192.9	<del>1:56.024</del>
2	28.723	54.904	39.862	177.3	2:03.489	6	26.944	53.627	39.070	172.8	1:59.641
3	30.481	52.971	39.002	187.8	2:02.454	7	30.983	58.063	42.034	143.6	2:11.080
4	<del>26.592</del>	56.334	40.252	187.5	2:03.178	8	30.788	56.816	40.011	<del>197.1</del>	2:07.615

<b>25</b>	<b>Evi Eizenhammer (D)</b>				<b>PRC-Honda C/N</b>						
1	Out	1:04.284	<del>47.297</del>	<del>158.1</del>	2:34.443	2	<del>32.663</del>	<del>59.664</del>	In		2:27.249 P



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29		Dr. Ulrich Drechsler (GER)				Dallara 302 Opel					
1	Out	1:04.841	48.652	97.0	2:34.846	5	Out	1:02.292	44.444	<del>161.0</del>	4:35.011
2	36.363	1:03.038	49.023	116.5	2:28.424	6	<del>31.049</del>	58.887	<del>44.076</del>	157.0	<b>2:14.012</b>
3	36.260	1:01.173	47.182	157.7	2:24.615	7	31.559	<del>58.652</del>	In		2:16.941 P
4	33.038	1:00.163	In		2:29.791 P	8					