



Automobil Bergrennen

Esthofen - St.Agatha / 22.09. - 24.09.2017

Official Results - Practice Heat 2 / 23.09.2017



Seite: 1

Historic Practice - Total Classification

Length / Länge: 3200 m

| Rank | StN | Driver / Fahrer | NAT | Competitor / Bewerber | Vehicle / Fahrzeug | Main Class | Rk | INT Start | Rk | INT 2 | Rk | INT 2=>F | Rk | Heat 2 | Rk | Gap/Diff | km/h / @int / @finish | # |
|------|-----|---------------------|--------|------------------------------|------------------------|------------|----|-----------|------|----------|------|----------|------|----------|------|----------|-----------------------|---|
| 1 | 447 | RUTTER Christian | A (OO) | derselbe | PRC S 2000 | HBCH-2000 | 1 | 0:04.254 | (3) | 0:29.783 | (1) | 0:58.864 | (1) | 1:28.647 | (1) | 0:00.000 | 130.0 / 155.2 / 195.7 | 2 |
| 2 | 476 | AIGNER Franz | A (NÖ) | derselbe | VW Golf | C2-2000 | 1 | 0:04.961 | (8) | 0:33.057 | (10) | 1:02.201 | (2) | 1:35.258 | (2) | 0:06.611 | 120.9 / 136.4 / 153.8 | 2 |
| 3 | 478 | KRAMMER Johann | A (St) | derselbe | Alfa Sud TI | C2-2000 | 2 | 0:05.136 | (13) | 0:32.137 | (3) | 1:03.558 | (4) | 1:35.695 | (3) | 0:07.048 | 120.4 / 139.5 / 163.6 | 2 |
| 4 | 477 | TKALETZ Thomas | A (St) | derselbe | VW Golf GTI | C2-2000 | 3 | 0:04.992 | (10) | 0:32.975 | (8) | 1:03.229 | (3) | 1:36.204 | (4) | 0:07.557 | 119.7 / 136.9 / 105.6 | 2 |
| 5 | 471 | PRANTL Reinhold | A (St) | derselbe | Porsche Carrera 911 | C3+2000 | 1 | 0:04.129 | (1) | 0:31.573 | (2) | 1:04.843 | (9) | 1:36.417 | (5) | 0:07.770 | 119.5 / 130.0 / 173.1 | 2 |
| 6 | 459 | PIEBER Wolfgang | A (NÖ) | MSC MÜHLBACH | BMW E30 323i | D3+2000 | 1 | 0:04.985 | (9) | 0:32.679 | (6) | 1:04.176 | (5) | 1:36.855 | (6) | 0:08.208 | 118.9 / 135.3 / 162.2 | 2 |
| 7 | 480 | RENNER Christian | A (T) | MSC MÜHLBACH | Opel Ascona B | C2-2000 | 4 | 0:04.841 | (6) | 0:32.958 | (7) | 1:04.313 | (6) | 1:37.272 | (7) | 0:08.625 | 118.4 / 136.9 / 165.1 | 2 |
| 8 | 475 | ULZ Patrick | A (St) | derselbe | ALFA ROMEO Sud TI | C2-2000 | 5 | 0:04.887 | (7) | 0:32.996 | (9) | 1:04.352 | (7) | 1:37.348 | (8) | 0:08.701 | 118.3 / 139.0 / 160.0 | 2 |
| 9 | 467 | ZÖCHLING Manfred | A (K) | derselbe | VW Golf 1 | D2-2000 | 1 | 0:05.113 | (12) | 0:32.586 | (5) | 1:04.779 | (8) | 1:37.365 | (9) | 0:08.718 | 118.3 / 141.2 / 160.7 | 2 |
| 10 | 470 | GRATZER August | A (St) | MSC MÜHLBACH | Lancia Beta Montecarlo | C3+2000 | 2 | 0:04.522 | (5) | 0:32.585 | (4) | 1:05.605 | (10) | 1:38.190 | (10) | 0:09.543 | 117.3 / 132.8 / 146.3 | 2 |
| 11 | 455 | NEUBAUER Herbert | A (B) | derselbe | Lancia Delta Integrale | D6+2000 | 1 | 0:04.350 | (4) | 0:33.258 | (11) | 1:06.195 | (11) | 1:39.453 | (11) | 0:10.806 | 115.8 / 129.5 / 177.3 | 2 |
| 12 | 481 | HOCHECKER Adi | A (NÖ) | MSC MÜHLBACH | OPEL Kadett C-Coupe | C2-2000 | 6 | 0:05.205 | (14) | 0:33.752 | (13) | 1:06.471 | (12) | 1:40.223 | (12) | 0:11.576 | 114.9 / 134.8 / 154.5 | 2 |
| 13 | 479 | STRANNER Karlheinz | A (K) | derselbe | Fiat Abath 131 | C2-2000 | 7 | 0:05.095 | (11) | 0:34.203 | (14) | 1:06.937 | (13) | 1:41.140 | (13) | 0:12.493 | 113.9 / 129.0 / 154.5 | 2 |
| 14 | 448 | SIX Roman | A (NÖ) | derselbe | PRC | HBCH-2000 | 2 | 0:04.150 | (2) | 0:33.298 | (12) | 1:08.042 | (14) | 1:41.340 | (14) | 0:12.693 | 113.7 / 132.4 / 143.4 | 2 |
| 15 | 485 | LERNPASS Philipp | A (S) | derselbe | VW Derby | C1-1300 | 1 | 0:05.529 | (17) | 0:36.164 | (15) | 1:10.704 | (15) | 1:46.868 | (15) | 0:18.221 | 107.8 / 123.3 / 133.3 | 2 |
| 16 | 489 | LENA Enrico | I | derselbe | Lancia A Coupe | B4-1600 | 1 | 0:05.612 | (18) | 0:38.914 | (18) | 1:13.118 | (16) | 1:52.032 | (16) | 0:23.385 | 102.8 / 121.2 / 130.9 | 2 |
| 17 | 497 | LABNER Reinhard | A (St) | derselbe | Austin Mini Cooper S | A3-1300 | 1 | 0:05.876 | (20) | 0:38.374 | (16) | 1:13.707 | (17) | 1:52.081 | (17) | 0:23.434 | 102.8 / 117.3 / 141.2 | 2 |
| 18 | 458 | FREUDENSCHUSS Willi | A (NÖ) | Team Tersch Austria | BMW E 30 | D3+2000 | 2 | 0:05.506 | (16) | 0:38.596 | (17) | 1:13.730 | (18) | 1:52.326 | (18) | 0:23.679 | 102.6 / 112.1 / 141.2 | 2 |
| 19 | 499 | HOLZER Christian | A (St) | Historic Racingteam Austria | Steyr Puch 650 TR | A1-850 | 1 | 0:06.080 | (23) | 0:39.036 | (19) | 1:14.680 | (19) | 1:53.716 | (19) | 0:25.069 | 101.3 / 118.4 / 96.3 | 2 |
| 20 | 493 | FISCHER Gerd | A (NÖ) | Ford Racing Club | FORD Escort 1300 GT | B3-1300 | 1 | 0:05.949 | (21) | 0:39.622 | (20) | 1:16.115 | (20) | 1:55.737 | (20) | 0:27.090 | 99.5 / 109.4 / 92.5 | 2 |
| 21 | 498 | SEETHALER Alexander | A (S) | Historic Racingteam Austria | Steyr Puch 650 TR | A1-850 | 2 | 0:05.710 | (19) | 0:40.603 | (22) | 1:20.062 | (22) | 2:00.665 | (21) | 0:32.018 | 95.5 / 103.2 / 121.2 | 2 |
| 22 | 488 | KREMEL Günther | A (OO) | Historic Racing Team Austria | VW 1302 | B4-1600 | 2 | 0:06.369 | (24) | 0:42.018 | (23) | 1:19.368 | (21) | 2:01.386 | (22) | 0:32.739 | 94.9 / 108.1 / 127.2 | 2 |
| 23 | 490 | STIETKA Walther | A (K) | Historic Racing Team Austria | VW 1302 | B4-1600 | 3 | 0:05.452 | (15) | 0:39.899 | (21) | 1:21.753 | (23) | 2:01.652 | (23) | 0:33.005 | 94.7 / 109.1 / 96.8 | 2 |
| 24 | 500 | ESTERBAUER Johannes | A (OO) | Historic Racingteam Austria | Steyr Puch 650 TR | A1-850 | 3 | 0:06.031 | (22) | 0:42.719 | (24) | 1:23.050 | (24) | 2:05.769 | (24) | 0:37.122 | 91.6 / 104.3 / 108.4 | 2 |
| 25 | 452 | KOGLER Helmut | A (W) | derselbe | Lotus | HBCH-1600 | 1 | 0:07.513 | (26) | 0:47.780 | (26) | 1:26.763 | (25) | 2:14.543 | (25) | 0:45.896 | 85.6 / 88.0 / 115.8 | 2 |
| 26 | 495 | JUD Hans | A (St) | derselbe | Jaguar XK 120 | A6+2000 | 1 | 0:06.574 | (25) | 0:46.163 | (25) | 1:29.583 | (26) | 2:15.746 | (26) | 0:47.099 | 84.9 / 93.3 / 115.0 | 2 |

Int. Practice - Total Classification

| Rank | StN | Driver / Fahrer | NAT | Competitor / Bewerber | Vehicle / Fahrzeug | Main Class | Rk | INT Start | Rk | INT 2 | Rk | INT 2=>F | Rk | Heat 2 | Rk | Gap/Diff | km/h / @int / @finish | # |
|------|-----|-------------------|-------|-----------------------------|--------------------|--------------|----|-----------|------|----------|------|----------|-----|----------|-----|----------|-----------------------|---|
| 1 | 1 | MERLI Christian | I | Vi-Motorsport | OSELLA FA 30 | D.E2 SS+2000 | 1 | 0:04.009 | (21) | 0:21.414 | (1) | 0:42.075 | (1) | 1:03.489 | (1) | 0:00.000 | 181.4 / 219.5 / 251.7 | 2 |
| 2 | 25 | PETIT Sebastien | F | derselbe | NORMA Mugen | E2 SC+2000 | 1 | 0:03.718 | (7) | 0:21.889 | (2) | 0:44.093 | (3) | 1:05.982 | (2) | 0:02.493 | 174.6 / 219.5 / 248.3 | 2 |
| 3 | 20 | ZAJELNIK Patrik | SLO | V Racing Velenje | NORMA M20FC V8 | E2 SC+2000 | 2 | 0:03.985 | (17) | 0:22.011 | (3) | 0:44.030 | (2) | 1:06.041 | (3) | 0:02.552 | 174.4 / 218.2 / 244.9 | 2 |
| 4 | 22 | STEINER Marcel | CH | Equipe Bernoise | LobArt/Mugen | E2 SC+2000 | 3 | 0:03.744 | (8) | 0:22.028 | (4) | 0:44.710 | (5) | 1:06.738 | (4) | 0:03.249 | 172.6 / 215.6 / 244.9 | 2 |
| 5 | 21 | NEVERIL Dusan | CZ | Speed Master Racing Team | NORMA M20FC V8 | E2 SC+2000 | 4 | 0:04.252 | (40) | 0:23.215 | (5) | 0:44.280 | (4) | 1:07.495 | (5) | 0:04.006 | 170.7 / 220.9 / 243.2 | 2 |
| 6 | 2 | SZAS Laszlo | HR | AK Dubrovnik Racing | Reynard F 3000 | D.E2 SS+2000 | 2 | 0:04.161 | (34) | 0:23.996 | (7) | 0:46.601 | (6) | 1:10.597 | (6) | 0:07.108 | 163.2 / 200.0 / 233.8 | 2 |
| 7 | 24 | JANIK Vaclav | CZ | Nutrend Czech National Team | NORMA M20FC | E2 SC+2000 | 5 | 0:04.077 | (28) | 0:23.790 | (6) | 0:46.983 | (8) | 1:10.773 | (7) | 0:07.284 | 162.8 / 192.5 / 236.8 | 2 |
| 8 | 30 | HIN Alexander | D | derselbe | Osella PA 20/S EVO | E2 SC+2000 | 6 | 0:04.061 | (27) | 0:24.508 | (9) | 0:47.296 | (9) | 1:11.804 | (8) | 0:08.315 | 160.4 / 192.5 / 233.8 | 2 |
| 9 | 40 | LAMPERT Christoph | A (V) | derselbe | Osella PA 2000 EVO | E2 SC-2000 | 1 | 0:04.411 | (49) | 0:25.140 | (14) | 0:46.952 | (7) | 1:12.092 | (9) | 0:08.603 | 159.8 / 187.5 / 210.5 | 2 |



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|------|-----|--------------------------|--------|-----------------------------|---------------------------|------------------|----|-----------|-------|----------|------|----------|------|----------|------|----------|-----------------------|---|
| 10 | 23 | MADRIAN Ferdinand | A (OÖ) | derselbe | NORMA M20F V8 | E2 SC+2000 | 7 | 0:04.114 | (30) | 0:24.788 | (11) | 0:48.860 | (10) | 1:13.648 | (10) | 0:10.159 | 156.4 / 191.5 / 232.3 | 2 |
| 11 | 33 | BEHNKE Michael | D | ASC Bobingen | OSELLA - BMW | E2 SC+2000 | 8 | 0:04.796 | (86) | 0:25.407 | (17) | 0:48.920 | (11) | 1:14.327 | (11) | 0:10.838 | 155.0 / 202.2 / 229.3 | 2 |
| 12 | 45 | AMANN Peter | A (V) | derselbe | Osella | E2 SC-2000 | 2 | 0:04.059 | (26) | 0:25.887 | (20) | 0:49.386 | (12) | 1:15.273 | (12) | 0:11.784 | 153.0 / 169.8 / 222.2 | 2 |
| 13 | 5 | STOLLNBERGER Andreas | A (NÖ) | Team Terschl Austria | DALLARA F3 | D.E2 SS-2000 | 1 | 0:03.853 | (11) | 0:24.636 | (10) | 0:50.731 | (16) | 1:15.367 | (13) | 0:11.878 | 152.9 / 190.5 / 214.3 | 2 |
| 14 | 7 | BEHNKE Peter | D | ASC Bobingen | Tatuus LRM | D.E2 SS-2000 | 2 | 0:04.046 | (25) | 0:25.344 | (16) | 0:50.227 | (14) | 1:15.571 | (14) | 0:12.082 | 152.4 / 198.9 / 226.4 | 2 |
| 15 | 42 | VONDRAK Petr | CZ | derselbe | Osella PA 21 | E2 SC-2000 | 3 | 0:04.014 | (22) | 0:25.209 | (15) | 0:50.452 | (15) | 1:15.661 | (15) | 0:12.172 | 152.3 / 181.8 / 192.5 | 2 |
| 16 | 29 | ZAJELSNIK Alexander | SLO | derselbe | NORMA M20F | E2 SC+2000 | 9 | 0:04.407 | (48) | 0:25.856 | (19) | 0:49.996 | (13) | 1:15.852 | (16) | 0:12.363 | 151.9 / 181.8 / 220.9 | 2 |
| 17 | 167 | HOLZMANN Thomas | A (St) | derselbe | Mitsubishi Lancer EVO 4 | E1 amf&dmsb+2000 | 1 | 0:03.587 | (2) | 0:25.048 | (12) | 0:51.549 | (20) | 1:16.597 | (17) | 0:13.108 | 150.4 / 177.3 / 235.3 | 2 |
| 18 | 156 | PAILER Felix | A (St) | derselbe | LANCIA Integrale | E1 amf&dmsb+2000 | 2 | 0:03.761 | (9) | 0:25.113 | (13) | 0:52.222 | (23) | 1:17.335 | (18) | 0:13.846 | 149.0 / 170.6 / 230.8 | 2 |
| 19 | 3 | SVOBODA Jiri | CZ | Nutrend Czech National Team | Lola | D.E2 SS+2000 | 3 | 0:04.101 | (29) | 0:26.029 | (23) | 0:51.364 | (18) | 1:17.393 | (19) | 0:13.904 | 148.9 / 177.3 / 220.9 | 2 |
| 20 | 43 | BURGERMEISTER Joel | CH | RCU | Osella PA 21 JRB | E2 SC-2000 | 4 | 0:04.491 | (57) | 0:26.590 | (30) | 0:50.824 | (17) | 1:17.414 | (20) | 0:13.925 | 148.8 / 176.5 / 206.9 | 2 |
| 21 | 159 | ZLATKOV Nikolay | BG | ASC Prospeed | Audi Quattro S1 | E1 amf&dmsb+2000 | 3 | 0:03.842 | (10) | 0:25.918 | (21) | 0:51.708 | (21) | 1:17.626 | (21) | 0:14.137 | 148.4 / 180.0 / 219.5 | 2 |
| 22 | 62 | BORIC Lukas | A (V) | derselbe | Tracking RC 01 | E2 SH-2000 | 1 | 0:04.339 | (43) | 0:26.379 | (29) | 0:51.437 | (19) | 1:17.816 | (22) | 0:14.327 | 148.0 / 173.1 / 195.7 | 2 |
| 23 | 6 | LANG Georg | D | derselbe | Tatuus Renault | D.E2 SS-2000 | 3 | 0:04.189 | (36) | 0:26.285 | (26) | 0:51.907 | (22) | 1:18.192 | (23) | 0:14.703 | 147.3 / 180.9 / 208.1 | 2 |
| 24 | 220 | PREGARTNER Herbert | A (St) | derselbe | Porsche 911 GT2 R | E1 amf&dmsb+2000 | 4 | 0:03.958 | (15) | 0:25.928 | (22) | 0:52.528 | (24) | 1:18.456 | (24) | 0:14.967 | 146.8 / 169.0 / 236.8 | 2 |
| 25 | 9 | KAUFMANN Hannes | A (K) | derselbe | Dallara F307 | D.E2 SS-2000 | 4 | 0:04.355 | (44) | 0:26.232 | (25) | 0:52.547 | (25) | 1:18.779 | (25) | 0:15.290 | 146.2 / 172.2 / 206.9 | 2 |
| 26 | 50 | RAMLER Peter | A (NÖ) | derselbe | Audi S1R | E2 SH+2000 | 1 | 0:03.441 | (1) | 0:25.738 | (18) | 0:53.490 | (34) | 1:19.228 | (26) | 0:15.739 | 145.4 / 160.0 / 225.0 | 2 |
| 27 | 221 | HANDA Norbert | D | derselbe | Lancia Delta Integrale | E1 amf&dmsb+2000 | 5 | 0:03.707 | (6) | 0:26.122 | (24) | 0:53.642 | (38) | 1:19.764 | (27) | 0:16.275 | 144.4 / 172.2 / 232.3 | 2 |
| 28 | 163 | TRNENY Karel | CZ | Morez Czech National Team | Skoda Fabia WRC | E1 amf&dmsb+2000 | 6 | 0:03.900 | (12) | 0:27.133 | (37) | 0:52.738 | (26) | 1:19.871 | (28) | 0:16.382 | 144.2 / 162.2 / 226.4 | 2 |
| 29 | 63 | KROLL Ralf | D | derselbe | Silver Car | E2 SH-2000 | 2 | 0:04.269 | (41) | 0:27.010 | (36) | 0:52.867 | (28) | 1:19.877 | (29) | 0:16.388 | 144.2 / 173.1 / 197.8 | 2 |
| 30 | 158 | KARL Werner | A (St) | derselbe | Audi S2-R Quattro | E1 amf&dmsb+2000 | 7 | 0:03.650 | (5) | 0:26.340 | (27) | 0:53.538 | (35) | 1:19.878 | (30) | 0:16.389 | 144.2 / 161.4 / 225.0 | 2 |
| 31 | 51 | HOVEMANN Holger | D | ADAC Nordbaden | Opel Kadett GT/R Risse V8 | E2 SH+2000 | 2 | 0:04.421 | (52) | 0:26.737 | (32) | 0:53.207 | (29) | 1:19.944 | (31) | 0:16.455 | 144.1 / 181.8 / 230.8 | 2 |
| 32 | 312 | STRASSER Thomas | A (T) | derselbe | VW Scirocco | E1 amf&dmsb-2000 | 1 | 0:04.729 | (77) | 0:27.215 | (39) | 0:52.746 | (27) | 1:19.961 | (32) | 0:16.472 | 144.1 / 174.8 / 198.9 | 2 |
| 33 | 165 | SEIDL Manuel | A (St) | derselbe | Porsche 997 GT3 Cup | E1 amf&dmsb+2000 | 8 | 0:03.986 | (18) | 0:26.703 | (31) | 0:53.428 | (32) | 1:20.131 | (33) | 0:16.642 | 143.8 / 169.8 / 220.9 | 2 |
| 34 | 27 | BREBSOM Nicolas | A | derselbe | NORMA M20FC V8 | E2 SC+2000 | 10 | 0:03.987 | (19) | 0:26.901 | (35) | 0:53.257 | (30) | 1:20.158 | (34) | 0:16.669 | 143.7 / 160.0 / 219.5 | 2 |
| 35 | 271 | NEUMAYR Christopher | A (S) | MSC SCHLÖSSL | Ford NPM-IRS Escort 16V | E1 amf&dmsb-2000 | 2 | 0:04.426 | (54) | 0:26.792 | (33) | 0:53.590 | (36) | 1:20.382 | (35) | 0:16.893 | 143.3 / 171.4 / 192.5 | 2 |
| 36 | 310 | PREISSER Dirk | D | derselbe | OPEL Kadett C Coupe | E1 amf&dmsb-2000 | 3 | 0:04.413 | (50) | 0:27.221 | (40) | 0:53.473 | (33) | 1:20.694 | (36) | 0:17.205 | 142.8 / 169.0 / 193.5 | 2 |
| 37 | 281 | PROBST Franz | A (S) | MSC LOCHEN | VW Golf R | E1 amf&dmsb-2000 | 4 | 0:03.990 | (20) | 0:27.235 | (41) | 0:54.055 | (39) | 1:21.290 | (37) | 0:17.801 | 141.7 / 165.1 / 197.8 | 2 |
| 38 | 28 | WILHELM Philipp | A (D) | derselbe | NORMA M20F NISSAN | E2 SC+2000 | 11 | 0:04.115 | (31) | 0:26.350 | (28) | 0:54.966 | (47) | 1:21.316 | (38) | 0:17.827 | 141.7 / 172.2 / 214.3 | 2 |
| 39 | 172 | KAVECZ Istvan | HR | AK Dubrovnik Racing | BMW E 90 | E1 amf&dmsb+2000 | 9 | 0:04.785 | (83) | 0:27.938 | (48) | 0:53.427 | (31) | 1:21.365 | (39) | 0:17.876 | 141.6 / 178.2 / 211.8 | 2 |
| 40 | 41 | BERTO Franco | I | derselbe | Norma M20F | E2 SC-2000 | 5 | 0:04.605 | (64) | 0:28.057 | (51) | 0:53.619 | (37) | 1:21.676 | (40) | 0:18.187 | 141.0 / 162.2 / 202.2 | 2 |
| 41 | 166 | LUSTIG-JUNGWIRTH Dietmar | A (OÖ) | derselbe | Ford Escort Cosworth RS | E1 amf&dmsb+2000 | 10 | 0:03.927 | (13) | 0:27.202 | (38) | 0:54.530 | (42) | 1:21.732 | (41) | 0:18.243 | 140.9 / 169.0 / 203.4 | 2 |
| 42 | 270 | STERNAD Diethard | A (St) | derselbe | ALFA ROMEO 156 STW | E1 amf&dmsb-2000 | 5 | 0:04.924 | (103) | 0:27.852 | (45) | 0:54.192 | (40) | 1:22.044 | (42) | 0:18.555 | 140.4 / 173.1 / 198.9 | 2 |
| 43 | 169 | SCHMITTER Philippe | F | derselbe | Lamborghini Gallardo FL2 | E1 amf&dmsb+2000 | 11 | 0:04.190 | (37) | 0:27.399 | (43) | 0:54.675 | (44) | 1:22.074 | (43) | 0:18.585 | 140.4 / 146.9 / 196.7 | 2 |
| 44 | 161 | DUDA Grzegorz | PL | Race National Team Poland | Hyundai i20 | E1 amf&dmsb+2000 | 12 | 0:03.640 | (4) | 0:26.825 | (34) | 0:55.467 | (53) | 1:22.292 | (44) | 0:18.803 | 140.0 / 165.9 / 201.1 | 2 |
| 45 | 39 | MEIXNER Richard | CZ | KV motor team s.r.o | NORMA M20F | E2 SC-2000 | 6 | 0:04.386 | (46) | 0:27.358 | (42) | 0:54.990 | (48) | 1:22.348 | (45) | 0:18.859 | 139.9 / 168.2 / 189.5 | 2 |
| 46 | 313 | REICH Markus | A (V) | derselbe | VW Golf 2 16V | E1 amf&dmsb-2000 | 6 | 0:04.942 | (106) | 0:28.543 | (61) | 0:54.204 | (41) | 1:22.747 | (46) | 0:19.258 | 139.2 / 169.0 / 192.5 | 2 |
| 47 | 272 | ROIDER Franz | A (S) | MSC LOCHEN | FORD Mondeo STW | E1 amf&dmsb-2000 | 7 | 0:05.036 | (117) | 0:28.243 | (54) | 0:54.573 | (43) | 1:22.816 | (47) | 0:19.327 | 139.1 / 169.0 / 196.7 | 2 |
| 48 | 314 | WIMMER Norbert | D | derselbe | BMW 2002 | E1 amf&dmsb-2000 | 8 | 0:04.794 | (84) | 0:28.082 | (52) | 0:54.904 | (45) | 1:22.986 | (48) | 0:19.497 | 138.8 / 161.4 / 185.6 | 2 |
| 49 | 275 | BLASL Hermann | A (OÖ) | derselbe | Opel Kadett 16 V | E1 amf&dmsb-2000 | 9 | 0:04.590 | (63) | 0:27.995 | (49) | 0:55.164 | (49) | 1:23.159 | (49) | 0:19.670 | 138.5 / 166.7 / 184.6 | 2 |



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Int. Practice - Total Classification

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| Rank | StN | Driver / Fahrer | NAT | Competitor / Bewerber | Vehicle / Fahrzeug | Main Class | Rk | INT Start | Rk | INT 2 | Rk | INT 2=>F | Rk | Heat 2 | Rk | Gap/Diff | km/h / @int / @finish | # |
|------|-----|-----------------------|--------|--------------------------------|--------------------------|------------------|----|----------------|----|---------------|----|---------------|----|---------------|----|----------|-----------------------|---|
| 50 | 399 | ELLER Hans Peter | D | derselbe | VW Scirocco | E1 amf&dmsb-1400 | 1 | 0:04.801 (87) | | 0:28.469 (56) | | 0:54.913 (46) | | 1:23.382 (50) | | 0:19.893 | 138.2 / 165.1 / 191.5 | 2 |
| 51 | 302 | RAUCH Michael | D | MSC Odenkirchen | Opel Briegel Kadett | E1 amf&dmsb-2000 | 10 | 0:04.703 (74) | | 0:28.223 (53) | | 0:55.209 (50) | | 1:23.432 (51) | | 0:19.943 | 138.1 / 166.7 / 194.6 | 2 |
| 52 | 351 | SPECKL Christian | A (NO) | derselbe | VW Golf 16V | E1 amf&dmsb-1600 | 1 | 0:04.644 (68) | | 0:28.055 (50) | | 0:55.408 (52) | | 1:23.463 (52) | | 0:19.974 | 138.0 / 162.9 / 184.6 | 2 |
| 53 | 10 | TARMANN Josef | A (W) | derselbe | DALLARA - Mercedes F302 | D,E2 SS-2000 | 5 | 0:04.237 (38) | | 0:27.917 (47) | | 0:55.691 (54) | | 1:23.608 (53) | | 0:20.119 | 137.8 / 150.0 / 197.8 | 2 |
| 54 | 360 | FAULHABER Stefan | D | MSC Odenkirchen 1924 e.V. | Opel Kadett 16V | E1 amf&dmsb-1600 | 2 | 0:04.633 (67) | | 0:28.486 (57) | | 0:55.798 (57) | | 1:24.284 (54) | | 0:20.795 | 136.7 / 163.6 / 187.5 | 2 |
| 55 | 361 | SCHULTE Manfred | D | derselbe | Citroën Nemeth AX KitCar | E1 amf&dmsb-1600 | 3 | 0:04.574 (62) | | 0:28.850 (65) | | 0:55.701 (55) | | 1:24.551 (55) | | 0:21.062 | 136.2 / 157.2 / 194.6 | 2 |
| 56 | 319 | WEISS Werner | D | ACV MSC Göge | Ford Escort RS 1800 | E1 amf&dmsb-2000 | 11 | 0:04.155 (33) | | 0:27.893 (46) | | 0:56.724 (64) | | 1:24.617 (56) | | 0:21.128 | 136.1 / 162.9 / 182.7 | 2 |
| 57 | 353 | STRASSER Norbert Jun. | A (S) | MSC Schlössl | Toyota Corolla | E1 amf&dmsb-1600 | 4 | 0:04.845 (92) | | 0:28.940 (68) | | 0:55.786 (56) | | 1:24.726 (57) | | 0:21.237 | 136.0 / 161.4 / 182.7 | 2 |
| 58 | 331 | EHRLE Bernd | D | derselbe | Opel Kadett | E1 amf&dmsb-2000 | 12 | 0:04.518 (59) | | 0:28.517 (58) | | 0:56.356 (63) | | 1:24.873 (58) | | 0:21.384 | 135.7 / 157.2 / 179.1 | 2 |
| 59 | 400 | WEIßDORN Franz | D | derselbe | VW Polo GT | E1 amf&dmsb-1400 | 2 | 0:04.693 (72) | | 0:28.625 (62) | | 0:56.278 (61) | | 1:24.903 (59) | | 0:21.414 | 135.7 / 158.6 / 186.5 | 2 |
| 60 | 322 | HEISEL Lars | D | MSC Odenkirchen | Opel Böhm Kadett | E1 amf&dmsb-2000 | 13 | 0:04.926 (104) | | 0:29.574 (78) | | 0:55.376 (51) | | 1:24.950 (60) | | 0:21.461 | 135.6 / 162.2 / 190.5 | 2 |
| 61 | 276 | FIAUSCH Heiko | A (St) | derselbe | Opel Astra STW | E1 amf&dmsb-2000 | 14 | 0:04.908 (102) | | 0:28.887 (66) | | 0:56.253 (60) | | 1:25.140 (61) | | 0:21.651 | 135.3 / 162.2 / 180.9 | 2 |
| 62 | 122 | HOLZER Dieter | A (St) | BRR Baumschlager Rallye&Racing | Mitsubishi Evo VIII | N+2000 | 1 | 0:04.171 (35) | | 0:28.388 (55) | | 0:57.017 (68) | | 1:25.405 (62) | | 0:21.916 | 134.9 / 165.1 / 193.5 | 2 |
| 63 | 311 | BÜRKI Martin | CH | MB Motorsport Team | BMW 318i STW | E1 amf&dmsb-2000 | 15 | 0:04.953 (108) | | 0:29.304 (73) | | 0:56.193 (58) | | 1:25.497 (63) | | 0:22.008 | 134.7 / 166.7 / 188.5 | 2 |
| 64 | 405 | MOSER Gerhard | D | Oideisenfreind Unteres Inntal | VW Polo | E1 amf&dmsb-1400 | 3 | 0:04.724 (76) | | 0:29.364 (75) | | 0:56.236 (59) | | 1:25.600 (64) | | 0:22.111 | 134.6 / 160.0 / 177.3 | 2 |
| 65 | 309 | PAULICK Ralph | D | derselbe | VW Golf GTI | E1 amf&dmsb-2000 | 16 | 0:04.632 (66) | | 0:29.027 (69) | | 0:56.749 (65) | | 1:25.776 (65) | | 0:22.287 | 134.3 / 157.2 / 188.5 | 2 |
| 66 | 55 | LENZ Bernhard | A (St) | derselbe | BMW E36 M3 | E2 SH+2000 | 3 | 0:04.405 (47) | | 0:28.668 (63) | | 0:57.300 (72) | | 1:25.968 (66) | | 0:22.479 | 134.0 / 160.7 / 192.5 | 2 |
| 67 | 164 | MOOSBRUGGER Ernst | A (V) | derselbe | Mitsubishi EVO 8 | E1 amf&dmsb+2000 | 13 | 0:03.969 (16) | | 0:28.530 (59) | | 0:57.537 (75) | | 1:26.067 (67) | | 0:22.578 | 133.8 / 149.4 / 191.5 | 2 |
| 68 | 257 | PERMETINGER Bernhard | A (S) | derselbe | BMW E30 M3 | E1 amf&dmsb+2000 | 14 | 0:05.398 (134) | | 0:29.828 (82) | | 0:56.353 (62) | | 1:26.181 (68) | | 0:22.692 | 133.7 / 173.1 / 195.7 | 2 |
| 69 | 222 | RÖCK Sabine | D | derselbe | VW Golf I Turbo | E1 amf&dmsb+2000 | 15 | 0:04.568 (61) | | 0:29.390 (76) | | 0:56.822 (66) | | 1:26.212 (69) | | 0:22.723 | 133.6 / 153.2 / 195.7 | 2 |
| 70 | 350 | SCHNEIDER Christian | A (OO) | derselbe | Peugeot 205 RS 16 EVO II | E1 amf&dmsb-1600 | 5 | 0:04.850 (93) | | 0:29.161 (71) | | 0:57.104 (69) | | 1:26.265 (70) | | 0:22.776 | 133.5 / 160.0 / 138.5 | 2 |
| 71 | 285 | REITER Nicolas | A (OO) | derselbe | Ford Escort MKI | E1 amf&dmsb-2000 | 17 | 0:04.729 (77) | | 0:29.095 (70) | | 0:57.174 (70) | | 1:26.269 (71) | | 0:22.780 | 133.5 / 162.2 / 182.7 | 2 |
| 72 | 251 | GÖSER Günter | D | derselbe | Opel Kadett C Coupe | E1 amf&dmsb+2000 | 16 | 0:04.381 (45) | | 0:28.681 (64) | | 0:57.619 (76) | | 1:26.300 (72) | | 0:22.811 | 133.5 / 165.1 / 197.8 | 2 |
| 73 | 157 | WIEDENHOFER Stefan | A (St) | derselbe | Mitsubishi Mirage R5 WRT | E1 amf&dmsb+2000 | 17 | 0:03.929 (14) | | 0:27.452 (44) | | 0:58.902 (88) | | 1:26.354 (73) | | 0:22.865 | 133.4 / 154.5 / 127.7 | 2 |
| 74 | 305 | WEBER Jens | D | derselbe | Opel Kadett C | E1 amf&dmsb-2000 | 18 | 0:04.813 (89) | | 0:28.935 (67) | | 0:57.487 (74) | | 1:26.422 (74) | | 0:22.933 | 133.3 / 162.9 / 183.7 | 2 |
| 75 | 277 | DAURER Harald | A (NO) | derselbe | VW Golf 1 16V | E1 amf&dmsb-2000 | 19 | 0:04.985 (110) | | 0:29.289 (72) | | 0:57.264 (71) | | 1:26.553 (75) | | 0:23.064 | 133.1 / 158.6 / 181.8 | 1 |
| 76 | 73 | TAUS Reinhold | A (St) | derselbe | Subaru Impreza WRX STI | A+2000 | 1 | 0:04.035 (24) | | 0:28.540 (60) | | 0:58.019 (81) | | 1:26.559 (76) | | 0:23.070 | 133.1 / 151.3 / 201.1 | 2 |
| 77 | 252 | KNOBLICH Helmut | D | AMC Deuerling | Mini Cooper S | E1 amf&dmsb+2000 | 18 | 0:05.042 (118) | | 0:30.251 (87) | | 0:56.970 (67) | | 1:27.221 (77) | | 0:23.732 | 132.1 / 159.3 / 190.5 | 2 |
| 78 | 253 | GAPP Marcel | D | derselbe | BMW M3 | E1 amf&dmsb+2000 | 19 | 0:04.757 (81) | | 0:30.074 (84) | | 0:57.453 (73) | | 1:27.527 (78) | | 0:24.038 | 131.6 / 168.2 / 182.7 | 2 |
| 79 | 369 | BUCK Erwin | D | MSC Odenkirchen | VW Scirocco 1 | E1 amf&dmsb-1600 | 6 | 0:04.883 (100) | | 0:29.682 (79) | | 0:57.985 (79) | | 1:27.667 (79) | | 0:24.178 | 131.4 / 153.2 / 179.1 | 2 |
| 80 | 401 | ABB Nils | D | MSC Odenkirchen e.V. | VW Schneider Polo 8V | E1 amf&dmsb-1400 | 4 | 0:04.951 (107) | | 0:29.863 (83) | | 0:57.903 (77) | | 1:27.766 (80) | | 0:24.277 | 131.3 / 155.8 / 163.6 | 2 |
| 81 | 321 | FLIK Beatrice | D | MSC Odenkirchen 1924 e.V. | Renault Megane Cup | E1 amf&dmsb-2000 | 20 | 0:04.658 (69) | | 0:29.715 (80) | | 0:58.515 (82) | | 1:28.230 (81) | | 0:24.741 | 130.6 / 157.2 / 183.7 | 2 |
| 82 | 370 | GLAS Wolfgang | D | ASC Bobingen e.V. | VW Golf I 20V | E1 amf&dmsb-1600 | 7 | 0:04.853 (94) | | 0:30.438 (89) | | 0:58.018 (80) | | 1:28.456 (82) | | 0:24.967 | 130.2 / 157.9 / 180.0 | 2 |
| 83 | 333 | CHRISTALL Roland | D | derselbe | Ascona B | E1 amf&dmsb-2000 | 21 | 0:04.715 (75) | | 0:29.797 (81) | | 0:58.744 (85) | | 1:28.541 (83) | | 0:25.052 | 130.1 / 152.5 / 179.1 | 2 |
| 84 | 402 | DUSCHER Frank | D | derselbe | VW Polo | E1 amf&dmsb-1400 | 5 | 0:04.755 (80) | | 0:30.757 (94) | | 0:57.918 (78) | | 1:28.675 (84) | | 0:25.186 | 129.9 / 147.5 / 168.2 | 2 |
| 85 | 279 | DATZREITER Stefan | A (NO) | derselbe | VW Polo Kit Car | E1 amf&dmsb-2000 | 22 | 0:04.825 (91) | | 0:30.084 (85) | | 0:58.811 (86) | | 1:28.895 (85) | | 0:25.406 | 129.6 / 153.2 / 183.7 | 2 |
| 86 | 362 | MAIER Helmut | A (OO) | H+R Spezialfedern | VW Spiess Golf | E1 amf&dmsb-1600 | 8 | 0:04.794 (84) | | 0:30.653 (92) | | 0:58.626 (83) | | 1:29.279 (86) | | 0:25.790 | 129.0 / 157.9 / 186.5 | 2 |
| 87 | 72 | HARTL Roland | A (W) | Sonnleitner Motorsportteam | Mitsubishi Lancer EVO 6 | A+2000 | 2 | 0:04.027 (23) | | 0:30.417 (88) | | 0:59.049 (89) | | 1:29.466 (87) | | 0:25.977 | 128.8 / 142.9 / 200.0 | 2 |
| 88 | 160 | RUCH Rene | CH | Equipe Bernaise | Ferrari 458 GT | E1 amf&dmsb+2000 | 20 | 0:04.445 (56) | | 0:31.037 (99) | | 0:58.700 (84) | | 1:29.737 (88) | | 0:26.248 | 128.4 / 140.6 / 205.7 | 2 |
| 89 | 349 | KLAUS Robert | A (OO) | derselbe | PEUGEOT 205 RS | E1 amf&dmsb-1600 | 9 | 0:05.251 (127) | | 0:30.927 (95) | | 0:58.833 (87) | | 1:29.760 (89) | | 0:26.271 | 128.3 / 150.0 / 169.0 | 2 |



Automobil Bergrennen

Esthofen - St.Agatha / 22.09. - 24.09.2017

Official Results - Practice Heat 2 / 23.09.2017



Seite: 4

Int. Practice - Total Classification

Length / Länge: 3200 m

| Rank | StN | Driver / Fahrer | NAT | Competitor / Bewerber | Vehicle / Fahrzeug | Main Class | Rk | INT Start | Rk | INT 2 | Rk | INT 2=>F | Rk | Heat 2 | Rk | Gap/Diff | km/h / @int / @finish | # |
|------|-----|-----------------------|--------|---------------------------|-------------------------|------------------|----|----------------|----|----------------|----|----------------|----|----------------|----|----------|-----------------------|---|
| 90 | 35 | TERSCHL Wolfgang | A (OÖ) | Team Terschl Austria | Prospert LM 3000 | E2 SC+2000 | 12 | 0:04.416 (51) | | 0:29.339 (74) | | 1:00.424 (99) | | 1:29.763 (90) | | 0:26.274 | 128.3 / 151.9 / 184.6 | 2 |
| 91 | 74 | PERHOFFER Andreas | A (St) | derselbe | Subaru Impreza WRX STI | A+2000 | 3 | 0:04.306 (42) | | 0:29.516 (77) | | 1:00.734 (103) | | 1:30.250 (91) | | 0:26.761 | 127.6 / 137.4 / 179.1 | 2 |
| 92 | 411 | MAYER Tobias | D | derselbe | VW Polo 16V | E1 amf&dmsb-1400 | 6 | 0:04.895 (101) | | 0:31.104 (100) | | 0:59.423 (91) | | 1:30.527 (92) | | 0:27.038 | 127.3 / 148.1 / 164.4 | 2 |
| 93 | 288 | REIN Richard | D | derselbe | Ford Capri | E1 amf&dmsb-2000 | 23 | 0:04.859 (96) | | 0:30.623 (91) | | 0:59.941 (95) | | 1:30.564 (93) | | 0:27.075 | 127.2 / 148.1 / 162.9 | 2 |
| 94 | 280 | ENDRESS Michael | A (OÖ) | derselbe | Audi 80 Coupe | E1 amf&dmsb-2000 | 24 | 0:05.068 (120) | | 0:30.731 (93) | | 0:59.849 (94) | | 1:30.580 (94) | | 0:27.091 | 127.2 / 153.2 / 189.5 | 2 |
| 95 | 283 | JUD Werner | A (St) | derselbe | VW Golf 2 | E1 amf&dmsb-2000 | 25 | 0:04.686 (71) | | 0:30.191 (86) | | 1:00.399 (98) | | 1:30.590 (95) | | 0:27.101 | 127.2 / 149.4 / 164.4 | 2 |
| 96 | 338 | KELLNDORFER Martin | D | derselbe | OPEL Kadett C Coupe | E1 amf&dmsb-2000 | 26 | 0:05.016 (115) | | 0:30.930 (96) | | 0:59.754 (93) | | 1:30.684 (96) | | 0:27.195 | 127.0 / 148.8 / 178.2 | 2 |
| 97 | 92 | PREISER Thomas | A (NÖ) | derselbe | Ford Puma S1600 | A-2000 | 1 | 0:05.106 (121) | | 0:31.513 (106) | | 0:59.726 (92) | | 1:31.239 (97) | | 0:27.750 | 126.3 / 146.3 / 166.7 | 2 |
| 98 | 168 | BOINTNER Reinhard | A (NÖ) | derselbe | Ford Escort Cosworth | E1 amf&dmsb+2000 | 21 | 0:04.438 (55) | | 0:30.554 (90) | | 1:00.694 (102) | | 1:31.248 (98) | | 0:27.759 | 126.2 / 152.5 / 171.4 | 2 |
| 98 | 352 | HUTTER Gregor | A (St) | MSC Mühlbach am Hochkönig | Alfa Romeo 145 | E1 amf&dmsb-1600 | 10 | 0:05.218 (124) | | 0:31.223 (103) | | 1:00.025 (96) | | 1:31.248 (98) | | 0:27.759 | 126.2 / 150.6 / 178.2 | 2 |
| 100 | 409 | KOHLER Thomas | D | derselbe | Fiat X 1/9 16V | E1 amf&dmsb-1400 | 7 | 0:04.701 (73) | | 0:31.125 (102) | | 1:00.611 (100) | | 1:31.736 (100) | | 0:28.247 | 125.6 / 150.0 / 178.2 | 2 |
| 101 | 130 | MAYER Chris-Andre | A (St) | derselbe | HONDA Civic Type R | N-2000 | 1 | 0:05.227 (125) | | 0:31.434 (105) | | 1:00.309 (97) | | 1:31.743 (101) | | 0:28.254 | 125.6 / 147.5 / 176.5 | 2 |
| 102 | 176 | HASIC Kemal | A (OÖ) | derselbe | Subaru Impreza | E1 amf&dmsb+2000 | 22 | 0:07.352 (152) | | 0:32.801 (123) | | 0:59.174 (90) | | 1:31.975 (102) | | 0:28.486 | 125.3 / 134.3 / 201.1 | 2 |
| 103 | 442 | EBERLE Jörg | D | derselbe | Fiat 127 Super | E1 amf&dmsb-1150 | 1 | 0:04.867 (98) | | 0:31.398 (104) | | 1:00.869 (104) | | 1:32.267 (103) | | 0:28.778 | 124.9 / 144.6 / 159.3 | 2 |
| 104 | 286 | RAAB Manuel | A (OÖ) | derselbe | Opel Corsa 16 V | E1 amf&dmsb-2000 | 27 | 0:04.866 (97) | | 0:31.110 (101) | | 1:01.203 (105) | | 1:32.313 (104) | | 0:28.824 | 124.8 / 140.1 / 176.5 | 2 |
| 105 | 419 | SCHLOTT Dominik | D | ADAC Nordbayern e.V. | VW Schneider Polo | E1 amf&dmsb-1400 | 8 | 0:05.286 (129) | | 0:32.159 (116) | | 1:00.671 (101) | | 1:32.831 (105) | | 0:29.342 | 124.1 / 141.2 / 167.4 | 2 |
| 106 | 407 | HÜLSMANN Markus | D | derselbe | VW Golf I 16 V | E1 amf&dmsb-1400 | 9 | 0:04.870 (99) | | 0:30.963 (98) | | 1:02.196 (114) | | 1:33.159 (106) | | 0:29.670 | 123.7 / 139.0 / 173.1 | 2 |
| 107 | 265 | WEBER Michael | D | ADAC Weser Ems | Audi 80 Quattro | E1 amf&dmsb+2000 | 23 | 0:04.513 (58) | | 0:31.837 (111) | | 1:01.343 (106) | | 1:33.180 (107) | | 0:29.691 | 123.6 / 148.8 / 176.5 | 2 |
| 108 | 363 | SCHULTE Benedikt | D | derselbe | Citroën Nemeth AX Sport | E1 amf&dmsb-1600 | 11 | 0:04.858 (95) | | 0:31.755 (109) | | 1:01.494 (110) | | 1:33.249 (108) | | 0:29.760 | 123.5 / 145.2 / 167.4 | 2 |
| 109 | 282 | BODNER Christian | D | derselbe | BMW 320 is | E1 amf&dmsb-2000 | 28 | 0:05.515 (139) | | 0:32.034 (114) | | 1:01.448 (107) | | 1:33.482 (109) | | 0:29.993 | 123.2 / 141.2 / 172.2 | 2 |
| 110 | 121 | PEDRONI Gabriella | I | derselbe | Mitsubishi Lancer EVO 9 | N+2000 | 2 | 0:04.135 (32) | | 0:32.043 (115) | | 1:01.518 (111) | | 1:33.561 (110) | | 0:30.072 | 123.1 / 137.4 / 185.6 | 2 |
| 111 | 94 | RAMIC Ado | A (S) | derselbe | Honda Civic Type R | A-2000 | 2 | 0:05.231 (126) | | 0:32.287 (118) | | 1:01.458 (108) | | 1:33.745 (111) | | 0:30.256 | 122.9 / 145.2 / 163.6 | 2 |
| 112 | 46 | COLLISI Stephan | D | derselbe | BEHNKE Condor BMW | E2 SC-2000 | 7 | 0:04.565 (60) | | 0:31.517 (107) | | 1:02.263 (115) | | 1:33.780 (112) | | 0:30.291 | 122.8 / 146.9 / 174.8 | 2 |
| 113 | 291 | STEINER Jürgen | A (NÖ) | derselbe | VW Golf I | E1 amf&dmsb-2000 | 29 | 0:04.729 (77) | | 0:30.955 (97) | | 1:02.845 (120) | | 1:33.800 (113) | | 0:30.311 | 122.8 / 140.6 / 158.6 | 2 |
| 114 | 99 | GROSSAUER Jürgen | A (OÖ) | derselbe | Suzuki Swift S 1600 | A-2000 | 3 | 0:05.149 (123) | | 0:31.805 (110) | | 1:02.448 (117) | | 1:34.253 (114) | | 0:30.764 | 122.2 / 142.9 / 160.0 | 2 |
| 115 | 174 | KLAPFENBÖCK Stefanie | A (OÖ) | derselbe | BMW E30 M3 | E1 amf&dmsb+2000 | 24 | 0:05.608 (146) | | 0:32.803 (124) | | 1:01.460 (109) | | 1:34.263 (115) | | 0:30.774 | 122.2 / 140.6 / 183.7 | 2 |
| 116 | 120 | PROBHARDT Peter | A (St) | derselbe | Mitsubishi Lancer EVO 9 | N+2000 | 3 | 0:04.250 (39) | | 0:32.017 (113) | | 1:02.337 (116) | | 1:34.354 (116) | | 0:30.865 | 122.1 / 138.5 / 178.2 | 2 |
| 117 | 254 | SCHLACHTER Karl Heinz | D | derselbe | BMW 2002 tii Alpina | E1 amf&dmsb+2000 | 25 | 0:04.939 (105) | | 0:32.464 (120) | | 1:02.470 (118) | | 1:34.934 (117) | | 0:31.445 | 121.3 / 134.3 / 171.4 | 2 |
| 118 | 440 | STELBERG Thomas | D | MSC Odenkirchen | VW Schneider Polo 16V | E1 amf&dmsb-1150 | 2 | 0:05.056 (119) | | 0:31.621 (108) | | 1:03.358 (122) | | 1:34.979 (118) | | 0:31.490 | 121.3 / 144.0 / 165.1 | 2 |
| 119 | 53 | OHRHALLINGER Konrad | A (OÖ) | derselbe | BMW M3 | E2 SH+2000 | 4 | 0:04.960 (109) | | 0:32.206 (117) | | 1:02.833 (119) | | 1:35.039 (119) | | 0:31.550 | 121.2 / 143.4 / 183.7 | 2 |
| 120 | 131 | GASSLER Bernhard | A (OÖ) | derselbe | HONDA Civic Type R | N-2000 | 2 | 0:05.334 (130) | | 0:32.386 (119) | | 1:03.169 (121) | | 1:35.555 (120) | | 0:32.066 | 120.6 / 141.7 / 118.0 | 2 |
| 121 | 264 | BÜRKER Felix | D | derselbe | Opel Kadett City | E1 amf&dmsb+2000 | 26 | 0:05.582 (142) | | 0:34.194 (132) | | 1:01.920 (112) | | 1:36.114 (121) | | 0:32.625 | 119.9 / 135.3 / 165.1 | 2 |
| 122 | 155 | SCHAGERL Karl | A (OÖ) | MSC MÜHLBACH | VW Golf Rallye TFSI-R | E1 amf&dmsb+2000 | 27 | 0:03.613 (3) | | 0:24.375 (8) | | 1:11.837 (149) | | 1:36.212 (122) | | 0:32.723 | 119.7 / 196.7 / 131.4 | 2 |
| 123 | 290 | ALTMANN Dieter Jun. | D | AMC Deuerling | Peugeot 405 | E1 amf&dmsb-2000 | 30 | 0:05.352 (131) | | 0:33.383 (126) | | 1:03.590 (124) | | 1:36.973 (123) | | 0:33.484 | 118.8 / 136.9 / 176.5 | 2 |
| 124 | 93 | COSSU Tonino | I | derselbe | Honda Civic Type R | A-2000 | 4 | 0:05.273 (128) | | 0:33.063 (125) | | 1:04.164 (125) | | 1:37.227 (124) | | 0:33.738 | 118.5 / 140.6 / 169.8 | 2 |
| 125 | 102 | REITBAUER Markus | A (OÖ) | derselbe | BMW 123d | E1 amf&dmsb+2000 | 28 | 0:06.995 (151) | | 0:35.381 (141) | | 1:02.125 (113) | | 1:37.506 (125) | | 0:34.017 | 118.1 / 145.7 / 174.8 | 2 |
| 126 | 293 | AMANN Johanna | A (V) | derselbe | Renault Clio RS III | E1 amf&dmsb-2000 | 31 | 0:05.382 (132) | | 0:34.360 (133) | | 1:03.388 (123) | | 1:37.748 (126) | | 0:34.259 | 117.9 / 141.2 / 166.7 | 2 |
| 127 | 408 | WINKLER Stefan | D | MSC Odenkirchen e.V. | Fiat 127 | E1 amf&dmsb-1400 | 10 | 0:05.004 (113) | | 0:32.776 (122) | | 1:05.105 (131) | | 1:37.882 (127) | | 0:34.393 | 117.7 / 132.8 / 155.8 | 2 |
| 128 | 100 | PAIREDER Franz | A (OÖ) | derselbe | Peugeot 206 | A-2000 | 5 | 0:05.590 (145) | | 0:33.771 (129) | | 1:04.202 (127) | | 1:37.973 (128) | | 0:34.484 | 117.6 / 138.5 / 159.3 | 2 |
| 129 | 292 | GASSER Markus | I | derselbe | Golf GTI | E1 amf&dmsb-2000 | 32 | 0:05.584 (143) | | 0:33.569 (128) | | 1:04.541 (130) | | 1:38.110 (129) | | 0:34.621 | 117.4 / 146.3 / 165.1 | 2 |



Automobil Bergrennen

Esthofen - St.Agatha / 22.09. - 24.09.2017

Official Results - Practice Heat 2 / 23.09.2017



Seite: 5

Int. Practice - Total Classification

Length / Länge: 3200 m

| Rank | StN | Driver / Fahrer | NAT | Competitor / Bewerber | Vehicle / Fahrzeug | Main Class | Rk | INT Start | Rk | INT 2 | Rk | INT 2=>F | Rk | Heat 2 | Rk | Gap/Diff | km/h / @int / @finish | # |
|------|-----|------------------------|--------|---------------------------|-----------------------------|------------------|----|----------------|----|----------------|----|----------------|----|----------------|----|----------|-----------------------|---|
| 130 | 132 | SCHUTTING Wolfgang | A (St) | derselbe | RENAULT Clio Williams | N-2000 | 3 | 0:05.022 (116) | | 0:32.512 (121) | | 1:05.663 (133) | | 1:38.176 (130) | | 0:34.687 | 117.3 / 140.1 / 155.2 | 2 |
| 131 | 4 | LOMBARDO Antoine | F | derselbe | LOLA F 3000 | D,E2 SS+2000 | 4 | 0:04.664 (70) | | 0:34.013 (131) | | 1:04.169 (126) | | 1:38.182 (131) | | 0:34.693 | 117.3 / 115.0 / 180.9 | 1 |
| 132 | 406 | EBENHÖH Silvia | D | derselbe | VW Polo | E1 amf&dmsb-1400 | 11 | 0:04.809 (88) | | 0:33.820 (130) | | 1:04.453 (128) | | 1:38.273 (132) | | 0:34.784 | 117.2 / 138.5 / 162.2 | 2 |
| 133 | 70 | HERNADI Laszlo | HR | Dubrovnik Racing | Mitsubishi Lancer EVO IX R4 | A+2000 | 4 | 0:04.424 (53) | | 0:33.491 (127) | | 1:05.612 (132) | | 1:39.103 (133) | | 0:35.614 | 116.2 / 121.6 / 191.5 | 2 |
| 134 | 134 | RAITH Markus | A (St) | derselbe | HONDA Civic Type R | N-2000 | 4 | 0:05.398 (134) | | 0:34.643 (136) | | 1:04.521 (129) | | 1:39.164 (134) | | 0:35.675 | 116.2 / 133.3 / 161.4 | 2 |
| 135 | 162 | DEBOWSKI Maciej | PL | Race National Team Poland | Subaru Impreza | E1 amf&dmsb+2000 | 29 | 0:04.608 (65) | | 0:34.360 (133) | | 1:05.716 (134) | | 1:40.076 (135) | | 0:36.587 | 115.1 / 127.2 / 168.2 | 2 |
| 136 | 344 | WILFER Werner | D | derselbe | Ford Escort | E1 amf&dmsb-2000 | 33 | 0:05.010 (114) | | 0:35.137 (138) | | 1:06.427 (135) | | 1:41.564 (136) | | 0:38.075 | 113.4 / 122.9 / 85.7 | 2 |
| 137 | 390 | KURZ Walter | A (T) | derselbe | Simca 1000 Rallye 2 | E1 amf&dmsb-1400 | 12 | 0:04.985 (110) | | 0:34.647 (137) | | 1:08.658 (139) | | 1:43.305 (137) | | 0:39.816 | 111.5 / 123.3 / 148.1 | 2 |
| 138 | 101 | DR. BRANDT Markus | A (OÖ) | derselbe | Ford Puma | A-2000 | 6 | 0:05.587 (144) | | 0:35.276 (140) | | 1:08.404 (138) | | 1:43.680 (138) | | 0:40.191 | 111.1 / 127.7 / 148.8 | 2 |
| 139 | 136 | GROSSAUER Thomas | A (OÖ) | derselbe | Suzuki Swift | N-2000 | 5 | 0:05.462 (137) | | 0:35.925 (145) | | 1:07.781 (137) | | 1:43.706 (139) | | 0:40.217 | 111.1 / 129.0 / 141.7 | 2 |
| 140 | 278 | SUPPAN Manfred | A (St) | derselbe | Skoda Oktavia Kitcar | E1 amf&dmsb-2000 | 34 | 0:05.659 (147) | | 0:35.152 (139) | | 1:08.823 (142) | | 1:43.975 (140) | | 0:40.486 | 110.8 / 122.4 / 164.4 | 1 |
| 141 | 365 | SCHNEIDER Valentin | A (D) | derselbe | VW TSM Golf 16V | E1 amf&dmsb-1600 | 12 | 0:04.781 (82) | | 0:31.879 (112) | | 1:12.182 (150) | | 1:44.061 (141) | | 0:40.572 | 110.7 / 127.2 / 103.2 | 2 |
| 142 | 12 | WEISSENBOCK Franz | A (OÖ) | derselbe | Formula Alfa Boxer | D,E2 SS-2000 | 6 | 0:05.003 (112) | | 0:35.715 (143) | | 1:08.778 (140) | | 1:44.493 (142) | | 0:41.004 | 110.2 / 119.2 / 146.3 | 2 |
| 143 | 177 | PIANTONI Bruno | I | derselbe | Maserati Ghibli | E1 amf&dmsb+2000 | 30 | 0:05.852 (148) | | 0:37.475 (150) | | 1:07.191 (136) | | 1:44.666 (143) | | 0:41.177 | 110.1 / 120.4 / 177.3 | 2 |
| 144 | 175 | SCHAUPERL Karl Heinz | A (St) | derselbe | VW Käfer | E1 amf&dmsb+2000 | 31 | 0:04.817 (90) | | 0:34.499 (135) | | 1:10.187 (145) | | 1:44.686 (144) | | 0:41.197 | 110.0 / 122.9 / 144.6 | 2 |
| 145 | 52 | ALTENER Josef | A (OÖ) | derselbe | BMW E 36 | E2 SH+2000 | 5 | 0:06.342 (150) | | 0:36.307 (146) | | 1:09.285 (143) | | 1:45.592 (145) | | 0:42.103 | 109.1 / 125.0 / 151.9 | 2 |
| 146 | 330 | KLAGES Jürgen | D | derselbe | Opel Astra F GSI | E1 amf&dmsb-2000 | 35 | 0:05.452 (136) | | 0:35.787 (144) | | 1:09.857 (144) | | 1:45.644 (146) | | 0:42.155 | 109.0 / 123.3 / 145.2 | 2 |
| 147 | 287 | FABER Josef | D | derselbe | Opel Kadet C Coupe | E1 amf&dmsb-2000 | 36 | 0:05.144 (122) | | 0:36.896 (149) | | 1:08.781 (141) | | 1:45.677 (147) | | 0:42.188 | 109.0 / 120.0 / 150.6 | 2 |
| 148 | 91 | SCHWENDINGER Robert | A (OÖ) | derselbe | Seat Ibiza Cupra | A-2000 | 7 | 0:05.521 (140) | | 0:35.457 (142) | | 1:11.532 (147) | | 1:46.989 (148) | | 0:43.500 | 107.7 / 122.0 / 155.2 | 2 |
| 149 | 103 | KOLLER Sepp | D | derselbe | Alfa 147 Diesel | A-2000 | 8 | 0:05.490 (138) | | 0:36.708 (148) | | 1:10.663 (146) | | 1:47.371 (149) | | 0:43.882 | 107.3 / 114.6 / 160.7 | 2 |
| 150 | 75 | HAUSLEITNER Christoph | A (St) | STYRIA RALLYE SPORTS | Mazda 323 GT-R | A+2000 | 5 | 0:05.392 (133) | | 0:36.350 (147) | | 1:11.611 (148) | | 1:47.961 (150) | | 0:44.472 | 106.7 / 137.9 / 163.6 | 2 |
| 151 | 97 | SCHWENDINGER Christian | A (OÖ) | derselbe | Opel Calibra | A-2000 | 9 | 0:05.949 (149) | | 0:38.704 (152) | | 1:12.757 (151) | | 1:51.461 (151) | | 0:47.972 | 103.4 / 116.5 / 144.0 | 2 |
| 152 | 76 | STINGL Patrick | A (OÖ) | derselbe | Mitsubishi Colt RallyeArt | A+2000 | 6 | 0:05.581 (141) | | 0:37.765 (151) | | 1:15.380 (152) | | 1:53.145 (152) | | 0:49.656 | 101.8 / 115.4 / 150.0 | 2 |
| DNF | 11 | DVORAK Pavel | CZ | derselbe | Martini F2 | D,E2 SS-2000 | | 0:04.285 (0) | | 0:28.653 (0) | | | | | | | / 151.9 | 1 |
| DNF | 133 | FLECHL Patrick | A (St) | derselbe | Opel Astra GSI 16 V | N-2000 | | 0:05.376 (0) | | | | | | | | | | 1 |
| DNF | 307 | PLEIER Alexander | D | derselbe | OPEL Kadett C Coupe | E1 amf&dmsb-2000 | | 0:05.215 (0) | | 0:31.604 (0) | | | | | | | / 143.4 | 1 |
| DNS | 34 | ÖPPINGER Erich | A | Automobilclub München | OSELLA PA 16 | E2 SC+2000 | | | | | | | | | | | | |