



# Int. ARBÖ Bergrennen St.Urban Simonhöhe St. Urban - Simonhöhe / 23.- 25.08.2013 Official Results - Training Session 1-3 / 24.08.2013



## Historic Practice - Total Classification

Length / Länge: 2730 m

| Rank | StN | Driver / Fahrer     | NAT    | Competitor / Bewerber     | Vehicle / Fahrzeug          | Class     | Rk | Time 1   | Rk   | km/h    | Time 2   | Rk   | km/h    | Time 3   | Rk   | km/h    | Best     | Rk   | km/h    | Gap/Diff | # |
|------|-----|---------------------|--------|---------------------------|-----------------------------|-----------|----|----------|------|---------|----------|------|---------|----------|------|---------|----------|------|---------|----------|---|
| 1    | 82  | HUBER Friedrich     | A (T)  | derselbe                  | Lola 328                    | HBCH-1600 | 1  | 1:17.526 | (1)  | (126.8) | 1:15.280 | (1)  | (130.6) | 1:15.415 | (1)  | (130.3) | 1:15.280 | (1)  | (130.6) | 0:00.000 | 3 |
| 2    | 84  | MÖSSLER Harald      | A (K)  | derselbe                  | Steyr Puch König Bergspyder | HBCH-1600 | 2  | 1:24.463 | (3)  | (116.4) | 1:20.914 | (2)  | (121.5) | 1:22.197 | (4)  | (119.6) | 1:20.914 | (2)  | (121.5) | 0:05.634 | 3 |
| 3    | 95  | MITTERER Michael    | A (T)  | derselbe                  | Mitu Mazda RX 3             | Hist-2500 | 1  | 1:24.271 | (2)  | (116.6) | 1:21.378 | (3)  | (120.8) | 1:21.206 | (2)  | (121.0) | 1:21.206 | (3)  | (121.0) | 0:05.926 | 3 |
| 4    | 102 | OBERMOSER Josef     | A (T)  | derselbe                  | Alfa Romeo Sprint Veloce    | Hist-1600 | 1  | 1:26.619 | (5)  | (113.5) | 1:23.844 | (5)  | (117.2) | 1:21.901 | (3)  | (120.0) | 1:21.901 | (4)  | (120.0) | 0:06.621 | 3 |
| 5    | 101 | TRIMMEL Christian   | A (NÖ) | derselbe                  | VW Golf GTI                 | Hist-1600 | 2  | 1:25.806 | (4)  | (114.5) | 1:23.710 | (4)  | (117.4) | 1:22.377 | (5)  | (119.3) | 1:22.377 | (5)  | (119.3) | 0:07.097 | 3 |
| 6    | 109 | SCHÜTZ Thomas       | A (NÖ) | derselbe                  | Renault Alpine 5            | Hist-1600 | 3  | 1:31.871 | (8)  | (107.0) | 1:27.528 | (10) | (112.3) | 1:25.698 | (6)  | (114.7) | 1:25.698 | (6)  | (114.7) | 0:10.418 | 3 |
| 7    | 104 | ULZ Patrick         | A (St) | derselbe                  | Alfa Romeo Sud TI           | Hist-1600 | 4  | 1:33.214 | (10) | (105.4) | 1:26.639 | (7)  | (113.4) | 1:26.333 | (7)  | (113.8) | 1:26.333 | (7)  | (113.8) | 0:11.053 | 3 |
| 8    | 113 | KURKA Erwin         | A (NÖ) | derselbe                  | Renault Alpine A110         | Hist-1300 | 1  | 1:32.124 | (9)  | (106.7) | 1:26.419 | (6)  | (113.7) | 1:28.377 | (11) | (111.2) | 1:26.419 | (8)  | (113.7) | 0:11.139 | 3 |
| 9    | 89  | CZAPKA Marian       | PL     | Katrex Karolina Autosport | Porsche 928S                | Hist+2500 | 1  | 1:30.538 | (6)  | (108.6) | 1:26.901 | (9)  | (113.1) | 1:26.511 | (8)  | (113.6) | 1:26.511 | (9)  | (113.6) | 0:11.231 | 3 |
| 10   | 90  | RENNER Christian    | A (T)  | MSC Mühlbach              | Porsche 924 Turbo           | Hist+2500 | 2  | 1:34.266 | (12) | (104.3) | 1:28.404 | (11) | (111.2) | 1:26.803 | (9)  | (113.2) | 1:26.803 | (10) | (113.2) | 0:11.523 | 3 |
| 11   | 94  | THEURETSBACHER Leo  | A (NÖ) | derselbe                  | BMW 2002 TI                 | Hist-2500 | 2  | 1:31.507 | (7)  | (107.4) | 1:26.892 | (8)  | (113.1) | 1:26.820 | (10) | (113.2) | 1:26.820 | (11) | (113.2) | 0:11.540 | 3 |
| 12   | 103 | PENZ Michael        | A (K)  | derselbe                  | VW Golf 1 GTI               | Hist-1600 | 5  | 1:34.774 | (14) | (103.7) | 1:30.177 | (12) | (109.0) | 1:29.680 | (12) | (109.6) | 1:29.680 | (12) | (109.6) | 0:14.400 | 3 |
| 13   | 88  | BARANEK Jaroslav    | SVK    | Autotechna Racing Team    | Ferrari 308 GT4 Dino        | Hist+2500 | 3  | 1:33.615 | (11) | (105.0) | 1:30.547 | (13) | (108.5) | 1:31.541 | (13) | (107.4) | 1:30.547 | (13) | (108.5) | 0:15.267 | 3 |
| 14   | 98  | FREUDENSCHUSS Willi | A (NÖ) | Team Terschl Austria      | BMW E30 323 I               | Hist-2500 | 3  | 1:34.715 | (13) | (103.8) | 1:33.076 | (15) | (105.6) | 1:31.929 | (14) | (106.9) | 1:31.929 | (14) | (106.9) | 0:16.649 | 3 |
| 15   | 96  | PAPEZ Metod         | SLO    | AMTK Ljubljana            | Ford Escort RS 2000         | Hist-2500 | 4  | 1:35.860 | (15) | (102.5) | 1:31.964 | (14) | (106.9) | 1:32.728 | (17) | (106.0) | 1:31.964 | (15) | (106.9) | 0:16.684 | 3 |
| 16   | 106 | PEHERSTORFER Kurt   | A (NÖ) | derselbe                  | Ford Escort 1600 Sport      | Hist-1600 | 6  | 1:40.517 | (20) | (97.8)  | 1:34.583 | (18) | (103.9) | 1:32.326 | (15) | (106.4) | 1:32.326 | (16) | (106.4) | 0:17.046 | 3 |
| 17   | 80  | GABAT Günther       | A (St) | MSC Rottenegg             | Ford Sierra Cosworth RS     | Hist-J2   | 1  | 1:41.453 | (22) | (96.9)  | 1:34.184 | (17) | (104.3) | 1:32.449 | (16) | (106.3) | 1:32.449 | (17) | (106.3) | 0:17.169 | 3 |
| 18   | 83  | KLETZER Christian   | A (NÖ) | RRC 13                    | NSU Brixner Spyder          | HBCH-1600 | 3  | 1:37.637 | (17) | (100.7) | 1:33.422 | (16) | (105.2) | 1:35.021 | (18) | (103.4) | 1:33.422 | (18) | (105.2) | 0:18.142 | 3 |
| 19   | 115 | RALSER Bernhard     | A (T)  | derselbe                  | BMC Mini Cooper S           | Hist-1300 | 2  | 1:40.553 | (21) | (97.7)  | 1:39.757 | (21) | (98.5)  | 1:35.775 | (19) | (102.6) | 1:35.775 | (19) | (102.6) | 0:20.495 | 3 |
| 20   | 97  | KREMENER Mario      | A (B)  | derselbe                  | Golf II 8V                  | Hist-2500 | 5  | 1:36.814 | (16) | (101.5) | 1:38.610 | (20) | (99.7)  |          |      |         | 1:36.814 | (20) | (101.5) | 0:21.534 | 2 |
| 21   | 111 | SPORER Rudolf       | A (St) | derselbe                  | Alfa Romeo Giulia 1,6       | Hist-1600 | 7  | 1:39.522 | (18) | (98.8)  | 1:38.122 | (19) | (100.2) | 1:39.806 | (20) | (98.5)  | 1:38.122 | (21) | (100.2) | 0:22.842 | 3 |
| 22   | 120 | HOLZER Christian    | A (St) | derselbe                  | Steyr Puch 650 TR           | Hist-850  | 1  | 1:40.133 | (19) | (98.1)  | 1:39.762 | (22) | (98.5)  |          |      |         | 1:39.762 | (22) | (98.5)  | 0:24.482 | 2 |
| 23   | 118 | PACHTEU Jürgen      | A (St) | derselbe                  | Steyr Puch 650 TR           | Hist-850  | 2  | 1:42.959 | (23) | (95.5)  | 1:40.571 | (23) | (97.7)  |          |      |         | 1:40.571 | (23) | (97.7)  | 0:25.291 | 2 |
| 24   | 114 | BOCK Friedrich      | A (W)  | derselbe                  | Ford Escort 1300 GT         | Hist-1300 | 3  | 1:47.600 | (25) | (91.3)  | 1:44.366 | (24) | (94.2)  |          |      |         | 1:44.366 | (24) | (94.2)  | 0:29.086 | 2 |
| 25   | 79  | WINDSTEIG Werner    | A (NÖ) | derselbe                  | Citroen AX Sport            | Hist-J2   | 2  | 1:49.326 | (26) | (89.9)  | 1:45.216 | (25) | (93.4)  | 1:44.468 | (21) | (94.1)  | 1:44.468 | (25) | (94.1)  | 0:29.188 | 3 |
| 26   | 116 | FISCHER Gerd        | A (NÖ) | derselbe                  | Ford Escort 1300 GT         | Hist-1300 | 4  | 1:45.800 | (24) | (92.9)  | 1:47.421 | (27) | (91.5)  | 1:48.298 | (23) | (90.7)  | 1:45.800 | (26) | (92.9)  | 0:30.520 | 3 |
| 27   | 110 | PUFF Wolfgang       | A (K)  | derselbe                  | VW 1302 S                   | Hist-1600 | 8  | 2:00.219 | (30) | (81.8)  | 1:46.402 | (26) | (92.4)  | 1:49.569 | (25) | (89.7)  | 1:46.402 | (27) | (92.4)  | 0:31.122 | 3 |
| 28   | 105 | STIETKA Walther     | A (K)  | derselbe                  | VW 1302 S                   | Hist-1600 | 9  | 1:52.330 | (28) | (87.5)  | 1:52.946 | (29) | (87.0)  | 1:48.087 | (22) | (90.9)  | 1:48.087 | (28) | (90.9)  | 0:32.807 | 3 |
| 29   | 108 | KREMEL Günther      | A (NÖ) | derselbe                  | VW 1302 S                   | Hist-1600 | 10 | 1:59.197 | (29) | (82.5)  | 1:54.831 | (30) | (85.6)  | 1:49.355 | (24) | (89.9)  | 1:49.355 | (29) | (89.9)  | 0:34.075 | 3 |
| 30   | 117 | ENZBERGER Erich     | A (NÖ) | derselbe                  | Fiat Abarth 1000TC          | Hist-1150 | 1  | 1:50.489 | (27) | (89.0)  | 1:50.159 | (28) | (89.2)  | 1:49.703 | (26) | (89.6)  | 1:49.703 | (30) | (89.6)  | 0:34.423 | 3 |
| DNS  | 87  | GLINZNER Gerald     | A (K)  | derselbe                  | Porsche 911 Carrera         | Hist+2500 |    |          |      |         |          |      |         |          |      |         |          |      |         |          |   |
| DNS  | 119 | ESTERBAUER Johannes | A (OÖ) | derselbe                  | Steyr Puch 650 TR           | Hist-850  |    |          |      |         |          |      |         |          |      |         |          |      |         |          |   |



# Int. ARBÖ Bergrennen St.Urban Simonhöhe

## St. Urban - Simonhöhe / 23.- 25.08.2013

### Official Results - Training Session 1-3 / 24.08.2013



#### Int. Practice - Total Classification

Length / Länge: 2730 m

| Rank | StN | Driver / Fahrer      | NAT    | Competitor / Bewerber | Vehicle / Fahrzeug         | Class         | Rk | Time 1   | Rk   | km/h    | Time 2   | Rk   | km/h    | Time 3   | Rk   | km/h    | Best     | Rk   | km/h    | Gap/Diff | # |
|------|-----|----------------------|--------|-----------------------|----------------------------|---------------|----|----------|------|---------|----------|------|---------|----------|------|---------|----------|------|---------|----------|---|
| 1    | 1   | WALDY Hermann        | A (K)  | MSC Rottenegg         | Formel 3000 Lola B06/51    | D,E2 SS+2000  | 1  | 1:06.405 | (1)  | (148.0) | 1:04.522 | (2)  | (152.3) | 1:03.041 | (1)  | (155.9) | 1:03.041 | (1)  | (155.9) | 0:00.000 | 3 |
| 2    | 2   | SZASZ Laszlo         | HR     | Dubrovnik Racing      | Reynard Zytek F 3000       | D,E2 SS+2000  | 2  | 1:07.790 | (4)  | (145.0) | 1:04.351 | (1)  | (152.7) | 1:04.620 | (2)  | (152.1) | 1:04.351 | (2)  | (152.7) | 0:01.310 | 3 |
| 3    | 24  | MADRIAN Ferdinand    | A (K)  | derselbe              | Norma M20F                 | E2 SC,CN+2000 | 1  | 1:06.680 | (2)  | (147.4) | 1:04.864 | (3)  | (151.5) | 1:06.440 | (5)  | (147.9) | 1:04.864 | (3)  | (151.5) | 0:01.823 | 3 |
| 4    | 22  | ZAJELNIK Patrik      | SLO    | V-Racing Velenje      | Norma M20F                 | E2 SC,CN+2000 | 2  | 1:07.330 | (3)  | (146.0) | 1:05.421 | (4)  | (150.2) | 1:05.807 | (3)  | (149.3) | 1:05.421 | (4)  | (150.2) | 0:02.380 | 3 |
| 5    | 3   | GALLI Hubert         | A (K)  | MSC Rottenegg         | Dallara Indycar            | D,E2 SS+2000  | 3  | 1:08.873 | (6)  | (142.7) | 1:07.450 | (6)  | (145.7) | 1:06.257 | (4)  | (148.3) | 1:06.257 | (5)  | (148.3) | 0:03.216 | 3 |
| 6    | 9   | STOLLNBEGER Andreas  | A (NÖ) | derselbe              | Formel Opel Lotus          | D,E2 SS-2000  | 1  | 1:08.200 | (5)  | (144.1) | 1:07.426 | (5)  | (145.8) | 1:06.558 | (6)  | (147.7) | 1:06.558 | (6)  | (147.7) | 0:03.517 | 3 |
| 7    | 27  | ÖPPINGER Erich       | A      | Automobilclub München | Osella PA 16               | E2 SC,CN+2000 | 3  | 1:11.326 | (10) | (137.8) | 1:08.374 | (7)  | (143.7) | 1:08.386 | (7)  | (143.7) | 1:08.374 | (7)  | (143.7) | 0:05.333 | 3 |
| 8    | 10  | PRASSER Josef        | A (K)  | derselbe              | Yamaha Martini Formel II   | D,E2 SS-2000  | 2  | 1:10.112 | (7)  | (140.2) | 1:09.295 | (10) | (141.8) | 1:08.427 | (8)  | (143.6) | 1:08.427 | (8)  | (143.6) | 0:05.386 | 3 |
| 9    | 23  | ZAJELNIK Alexander   | SLO    | V-Racing Velenje      | Norma M20F                 | E2 SC,CN+2000 | 4  | 1:13.011 | (16) | (134.6) | 1:08.488 | (8)  | (143.5) | 1:08.772 | (9)  | (142.9) | 1:08.488 | (9)  | (143.5) | 0:05.447 | 3 |
| 10   | 7   | MANDL Anton          | A (St) | derselbe              | Dallara F301               | D,E2 SS-2000  | 3  | 1:10.692 | (9)  | (139.0) | 1:09.038 | (9)  | (142.4) | 1:09.077 | (10) | (142.3) | 1:09.038 | (10) | (142.4) | 0:05.997 | 3 |
| 11   | 37  | PAILER Felix         | A (St) | derselbe              | Lancia Integrale           | E1 OSK+2000   | 1  | 1:10.258 | (8)  | (139.9) | 1:09.357 | (11) | (141.7) | 1:09.715 | (13) | (141.0) | 1:09.357 | (11) | (141.7) | 0:06.316 | 3 |
| 12   | 4   | NALON Marietto       | I      | derselbe              | Leyton House formula       | D,E2 SS+2000  | 4  | 1:15.469 | (19) | (130.2) | 1:10.466 | (14) | (139.5) | 1:09.367 | (11) | (141.7) | 1:09.367 | (12) | (141.7) | 0:06.326 | 3 |
| 13   | 25  | BREBSOM Nicolas      | A      | derselbe              | Norma M20FC                | E2 SC,CN+2000 | 5  | 1:15.429 | (18) | (130.3) | 1:09.561 | (12) | (141.3) | 1:10.013 | (14) | (140.4) | 1:09.561 | (13) | (141.3) | 0:06.520 | 3 |
| 14   | 8   | WALDY Hermann jun.   | A (K)  | MSC Rottenegg         | Tatuus Spiess              | D,E2 SS-2000  | 4  | 1:11.999 | (12) | (136.5) | 1:11.297 | (16) | (137.8) | 1:09.700 | (12) | (141.0) | 1:09.700 | (14) | (141.0) | 0:06.659 | 3 |
| 15   | 36  | PREGARTNER Herbert   | A (St) | MSC Rottenegg         | Porsche 911 GT2 RSR        | E1 OSK+2000   | 2  | 1:12.202 | (14) | (136.1) | 1:10.127 | (13) | (140.1) | 1:10.265 | (15) | (139.9) | 1:10.127 | (15) | (140.1) | 0:07.086 | 3 |
| 16   | 26  | WILHELM Philipp      | A      | derselbe              | Osella PA20 S              | E2 SC,CN+2000 | 6  | 1:12.148 | (13) | (136.2) | 1:10.520 | (15) | (139.4) | 1:11.042 | (16) | (138.3) | 1:10.520 | (16) | (139.4) | 0:07.479 | 3 |
| 17   | 41  | HOFER Werner         | A (St) | derselbe              | Ford Gabat Cosworth WRC    | E1 OSK+2000   | 3  | 1:16.552 | (23) | (128.4) | 1:13.180 | (22) | (134.3) | 1:11.062 | (17) | (138.3) | 1:11.062 | (17) | (138.3) | 0:08.021 | 3 |
| 18   | 14  | KLAMMER Wolfgang     | A (K)  | derselbe              | Renault F 2000             | D,E2 SS-2000  | 5  | 1:11.340 | (11) | (137.8) | 1:13.138 | (21) | (134.4) | 1:13.149 | (22) | (134.4) | 1:11.340 | (18) | (137.8) | 0:08.299 | 3 |
| 19   | 12  | TARMANN Josef        | A (W)  | derselbe              | Dallara Mercedes F302      | D,E2 SS-2000  | 6  | 1:16.855 | (25) | (127.9) | 1:12.939 | (19) | (134.7) | 1:11.723 | (18) | (137.0) | 1:11.723 | (19) | (137.0) | 0:08.682 | 3 |
| 20   | 11  | SCHERF Martin        | A (St) | derselbe              | Tatuus Ledinegg FR2        | D,E2 SS-2000  | 7  | 1:12.919 | (15) | (134.8) | 1:12.190 | (17) | (136.1) | 1:12.511 | (20) | (135.5) | 1:12.190 | (20) | (136.1) | 0:09.149 | 3 |
| 21   | 58  | SCHWEIGER Christian  | A (St) | derselbe              | Mitsubishi Lancer EVO VII  | A+2000        | 1  | 1:13.775 | (17) | (133.2) | 1:12.250 | (18) | (136.0) | 1:12.426 | (19) | (135.7) | 1:12.250 | (21) | (136.0) | 0:09.209 | 3 |
| 22   | 38  | JELINEK Michael      | A (St) | derselbe              | Subaru Impreza WRX         | E1 OSK+2000   | 4  | 1:16.027 | (21) | (129.3) |          |      |         | 1:12.616 | (21) | (135.3) | 1:12.616 | (22) | (135.3) | 0:09.575 | 2 |
| 23   | 59  | WIEDENHOFER Stefan   | A (St) | derselbe              | Mitsubishi EVO IX R4 WRC   | A+2000        | 2  | 1:15.633 | (20) | (129.9) | 1:13.083 | (20) | (134.5) | 1:14.002 | (24) | (132.8) | 1:13.083 | (23) | (134.5) | 0:10.042 | 3 |
| 24   | 67  | ZENZ Hannes          | A (St) | derselbe              | Mitsubishi Lancer IX       | N+2000        | 1  | 1:16.669 | (24) | (128.2) | 1:16.074 | (25) | (129.2) | 1:13.592 | (23) | (133.5) | 1:13.592 | (24) | (133.5) | 0:10.551 | 3 |
| 25   | 5   | LOMBARDO Antoine     | FR     | derselbe              | Lola F3000 B99/50          | D,E2 SS+2000  | 5  | 1:19.295 | (26) | (123.9) | 1:13.908 | (23) | (133.0) |          |      |         | 1:13.908 | (25) | (133.0) | 0:10.867 | 2 |
| 26   | 39  | LENZ Bernhard        | A (St) | derselbe              | BMW E36 M3                 | E1 OSK+2000   | 5  | 1:16.467 | (22) | (128.5) | 1:14.846 | (24) | (131.3) | 1:14.872 | (25) | (131.3) | 1:14.846 | (26) | (131.3) | 0:11.805 | 3 |
| 27   | 68  | HOLZER Dieter        | A (St) | derselbe              | Mitsubishi Lancer EVO VIII | N+2000        | 2  | 1:20.481 | (30) | (122.1) | 1:16.528 | (26) | (128.4) | 1:15.553 | (26) | (130.1) | 1:15.553 | (27) | (130.1) | 0:12.512 | 3 |
| 28   | 32  | KNAFLITSCH Christian | A (K)  | derselbe              | Radical Prosport           | E2 SC,CN-2000 | 1  | 1:24.257 | (38) | (116.6) | 1:18.552 | (28) | (125.1) | 1:15.666 | (27) | (129.9) | 1:15.666 | (28) | (129.9) | 0:12.625 | 3 |
| 29   | 62  | RITZBERGER Kurt      | A (OÖ) | MSC Rottenegg         | Peugeot 306 GTI            | A-2000        | 1  | 1:19.467 | (27) | (123.7) | 1:17.323 | (27) | (127.1) | 1:17.830 | (28) | (126.3) | 1:17.323 | (29) | (127.1) | 0:14.282 | 3 |
| 30   | 50  | MAJKOWSKI Manfred    | A (St) | derselbe              | Renault Megane             | E1 OSK-2000   | 1  | 1:19.840 | (28) | (123.1) | 1:19.127 | (29) | (124.2) | 1:17.952 | (29) | (126.1) | 1:17.952 | (30) | (126.1) | 0:14.911 | 3 |
| 31   | 17  | MARCON Paolo         | I      | derselbe              | Predators                  | D,E2 SS-2000  | 8  | 1:20.705 | (31) | (121.8) | 1:19.257 | (30) | (124.0) | 1:18.900 | (30) | (124.6) | 1:18.900 | (31) | (124.6) | 0:15.859 | 3 |
| 32   | 48  | JUD Werner           | A (St) | derselbe              | VW Golf II 16V             | E1 OSK-2000   | 2  | 1:20.459 | (29) | (122.1) | 1:19.372 | (31) | (123.8) | 1:19.804 | (33) | (123.2) | 1:19.372 | (32) | (123.8) | 0:16.331 | 3 |
| 33   | 73  | HINTERHOFER Heimo    | A (St) | derselbe              | Honda Civic Type R         | N-2000        | 1  | 1:21.370 | (32) | (120.8) | 1:19.631 | (32) | (123.4) | 1:19.772 | (32) | (123.2) | 1:19.631 | (33) | (123.4) | 0:16.590 | 3 |
| 34   | 28  | TERSCHL Wolfgang     | A (OÖ) | Team Terschl Austria  | TORK BRS                   | E2 SC,CN+2000 | 7  | 1:23.924 | (37) | (117.1) | 1:20.472 | (34) | (122.1) | 1:19.651 | (31) | (123.4) | 1:19.651 | (34) | (123.4) | 0:16.610 | 3 |
| 35   | 71  | PROBHARDT Peter      | A (St) | derselbe              | Mitsubishi Lancer EVO IX   | N+2000        | 3  | 1:25.628 | (40) | (114.8) | 1:23.362 | (39) | (117.9) | 1:19.883 | (34) | (123.0) | 1:19.883 | (35) | (123.0) | 0:16.842 | 3 |
| 36   | 19  | VOGLREITER Oswald    | A (S)  | derselbe              | Formel Renault FRE 080     | D,E2 SS-2000  | 9  | 1:32.850 | (51) | (105.8) |          |      |         | 1:20.286 | (35) | (122.4) | 1:20.286 | (36) | (122.4) | 0:17.245 | 2 |
| 37   | 74  | MAYER Chris-Andre    | A (St) | derselbe              | Honda Civic Type R         | N-2000        | 2  | 1:22.496 | (35) | (119.1) | 1:20.433 | (33) | (122.2) | 1:20.344 | (36) | (122.3) | 1:20.344 | (37) | (122.3) | 0:17.303 | 3 |
| 38   | 70  | TAUS Reinhold        | A (St) | derselbe              | Subaru Impreza WRX STI     | N+2000        | 4  | 1:24.274 | (39) | (116.6) | 1:23.421 | (40) | (117.8) | 1:20.359 | (37) | (122.3) | 1:20.359 | (38) | (122.3) | 0:17.318 | 3 |



# Int. ARBÖ Bergrennen St.Urban Simonhöhe St. Urban - Simonhöhe / 23.- 25.08.2013 Official Results - Training Session 1-3 / 24.08.2013



## Int. Practice - Total Classification

Length / Länge: 2730 m

| Rank | StN | Driver / Fahrer       | NAT    | Competitor / Bewerber | Vehicle / Fahrzeug   | Class         | Rk | Time 1   | Rk   | km/h    | Time 2   | Rk   | km/h    | Time 3   | Rk   | km/h    | Best     | Rk   | km/h    | Gap/Diff | # |
|------|-----|-----------------------|--------|-----------------------|----------------------|---------------|----|----------|------|---------|----------|------|---------|----------|------|---------|----------|------|---------|----------|---|
| 39   | 64  | ORASCHE Patrick       | A (K)  | derselbe              | Renault Megane Coupe | A-2000        | 2  | 1:21.881 | (34) | (120.0) | 1:20.602 | (35) | (121.9) | 1:20.640 | (39) | (121.9) | 1:20.602 | (39) | (121.9) | 0:17.561 | 3 |
| 40   | 47  | ENDRESS Michael       | A      | MSC Rottenegg         | Audi 80 Coupe        | E1 OSK-2000   | 3  | 1:22.757 | (36) | (118.8) | 1:23.077 | (38) | (118.3) | 1:20.638 | (38) | (121.9) | 1:20.638 | (40) | (121.9) | 0:17.597 | 3 |
| 41   | 18  | KRAMER Gottfried      | A (K)  | derselbe              | Tatuus S2000         | D,E2 SS-2000  | 10 | 1:21.481 | (33) | (120.6) | 1:32.040 | (50) | (106.8) | 1:21.797 | (40) | (120.2) | 1:21.481 | (41) | (120.6) | 0:18.440 | 3 |
| 42   | 29  | SONNBERGER Hubert     | A (OO) | derselbe              | PRC C3SL             | E2 SC,CN+2000 | 8  | 1:27.238 | (44) | (112.7) | 1:22.166 | (36) | (119.6) | 1:22.081 | (41) | (119.7) | 1:22.081 | (42) | (119.7) | 0:19.040 | 3 |
| 43   | 16  | KOGLER Franz          | A (St) | derselbe              | Tatuus Renault 2.0   | D,E2 SS-2000  | 11 | 1:26.028 | (42) | (114.2) | 1:22.248 | (37) | (119.5) | 1:22.203 | (42) | (119.6) | 1:22.203 | (43) | (119.6) | 0:19.162 | 3 |
| 44   | 30  | EIERMANN Philipp Karl | A      | derselbe              | Osella PA 20         | E2 SC,CN+2000 | 9  | 1:29.138 | (47) | (110.3) | 1:24.078 | (42) | (116.9) | 1:22.733 | (43) | (118.8) | 1:22.733 | (44) | (118.8) | 0:19.692 | 3 |
| 45   | 65  | TSCHEMER Christian    | A (K)  | derselbe              | Opel Kadett 16V      | A-2000        | 3  | 1:25.824 | (41) | (114.5) | 1:23.907 | (41) | (117.1) | 1:23.174 | (44) | (118.2) | 1:23.174 | (45) | (118.2) | 0:20.133 | 3 |
| 46   | 77  | FRADL Walter          | A (K)  | derselbe              | Opel Astra GSI       | N-2000        | 3  | 1:28.828 | (46) | (110.6) | 1:25.314 | (44) | (115.2) | 1:24.721 | (45) | (116.0) | 1:24.721 | (46) | (116.0) | 0:21.680 | 3 |
| 47   | 57  | HUTTER Gregor         | A (St) | derselbe              | Alfa Romeo 145       | E1 OSK-1600   | 1  | 4:05.030 | (53) | (40.1)  | 1:26.152 | (45) | (114.1) | 1:24.780 | (46) | (115.9) | 1:24.780 | (47) | (115.9) | 0:21.739 | 3 |
| 48   | 56  | SCHEIBER Gerhard      | A (T)  | derselbe              | Suzuki Korbelt Swift | E1 OSK-1400   | 1  | 1:28.015 | (45) | (111.7) | 1:26.490 | (47) | (113.6) | 1:24.966 | (47) | (115.7) | 1:24.966 | (48) | (115.7) | 0:21.925 | 3 |
| 49   | 76  | DEMUTH Klaus          | A (K)  | derselbe              | Renault Clio 2,0 RS  | N-2000        | 4  | 1:26.045 | (43) | (114.2) | 1:25.020 | (43) | (115.6) | 1:25.654 | (48) | (114.7) | 1:25.020 | (49) | (115.6) | 0:21.979 | 3 |
| 50   | 75  | SCHUTTING Wolfgang    | A (St) | derselbe              | Renault Clio         | N-2000        | 5  | 1:29.590 | (48) | (109.7) | 1:32.351 | (46) | (113.8) | 1:28.862 | (50) | (110.6) | 1:26.351 | (50) | (113.8) | 0:23.310 | 3 |
| 51   | 51  | MIKLAUTZ Hermann      | A (K)  | derselbe              | VW Golf 1            | E1 OSK-2000   | 4  | 1:29.754 | (49) | (109.5) | 1:32.308 | (51) | (106.5) | 1:27.055 | (49) | (112.9) | 1:27.055 | (51) | (112.9) | 0:24.014 | 3 |
| 52   | 34  | KLOCKER Manfred       | A (K)  | derselbe              | Renault Megane Coupe | E1 OSK-2000   | 5  | 3:52.729 | (52) | (42.2)  | 1:27.372 | (48) | (112.5) |          |      |         | 1:27.372 | (52) | (112.5) | 0:24.331 | 2 |
| 53   | 60  | HOLZERBAUER Gerald    | A (St) | derselbe              | Mazda 323 Turbo 4x4  | A+2000        | 3  | 1:29.766 | (50) | (109.5) | 1:28.663 | (49) | (110.8) | 1:30.318 | (51) | (108.8) | 1:28.663 | (53) | (110.8) | 0:25.622 | 3 |
| OUT  | 43  | MOSER Martin          | A (K)  | derselbe              | Fiat Uno 146 Turbo   | E1 OSK+2000   |    |          |      |         | OUT      |      |         | OUT      |      |         |          |      |         |          |   |
| DNS  | 63  | LEITGEB Heinz         | A (K)  | derselbe              | Renault Clio R3      | A-2000        |    |          |      |         |          |      |         |          |      |         |          |      |         |          |   |