



OSK-Bergrallye Pokal 2017 und Herzog Motorsport Reisemobile Robert Harrer Bergrallyecup

1. Lauf in Lödersdorf 19. März 2017



Offizielles Endergebnis / Official final results RENNLAUF GESAMT / RACE CHART

Veranstalter: MSC Lödersdorf
Rennleiter: Gerhard Wilfling, Karl Tomaschitz
OSK: Wolfgang Sauer

Streckenlänge: 1100 m
Streckenrekord: Karl Schagerl
00:43.285 2017
Chef der Zeitnehmung: Daut Damarija, Delta timing
Chef der Auswertung: Daut Damarija, Delta timing
Startrichter: Rupert Simon
Technische Leitung: Fritz Friedl & Team
Wetter: sonnig

Sprecher: Sigi Rieger
Rennarzt: Dr. Stefan Rauch
Streckensicherheits: FF-Lödersdorf

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| Poz. Pos. | S.N. D/K Nat./Bdl. | Fahrer/Driver Fahrzeug/Vehicle Bewerber/Competitor Team/Club | 1.training/Poz. 2.training/Poz. 3.training/Poz. | Geschwind. | 1.lauf/Poz. 2.lauf/Poz. 3.lauf/Poz. | Geschwind. | Zeit Rückstand Rück.vor. Geschwind. |
|--------------|----------------------------|---|---|----------------|--|-------------------------|--|
| 1. | 8 III/9 1/1 A/NÖ | Karl Schagerl VW Golf Rallye Karl Schagerl | 44.119/1 43.451/1 | 89,76 91,14 | 43.615/1 43.285/1 43.444/1 | 90,79 91,49 91,15 | 1:26.729 91,32 |
| 2. | 31 III/8 2/1 A/ST | Rupert Schwaiger Porsche 911, 3,5 Bi-Turbo Rupert Schwaiger | 47.614/3 48.668/9 | 83,17 81,37 | 44.858/2 44.653/2 44.592/2 | 88,28 88,68 88,81 | 1:29.245 +2.516 +2.516 88,74 |
| 3. | 3 III/9 3/2 A/ST | Stefan Wiedenhofer Mitsubishi Mirage R5 WRT EVO II Stefan Wiedenhofer | 46.377/2 45.760/2 | 85,39 86,54 | 45.713/3 45.613/4 45.014/3 | 86,63 86,82 87,97 | 1:30.627 +3.898 +1.382 87,39 |
| 4. | 2 III/9 4/3 A/ST | Werner Karl Audi S2R Quattro Werner Karl | 48.855/5 46.984/4 | 81,06 84,28 | 46.595/4 45.310/3 45.450/4 | 84,99 87,40 87,13 | 1:30.760 +4.031 +0.133 87,26 |
| 5. | 1 III/9 5/4 A/ST | Felix Pailer Lancia Integrale Felix Pailer | 48.676/4 46.452/3 | 81,35 85,25 | 48.403/9 45.833/5 46.242/5 | 81,81 86,40 85,64 | 1:32.075 +5.346 +1.315 86,02 |
| 6. | 62 III/7 6/1 A/ST | Michael Wels VW Scirocco 16V Michael Wels | 49.099/6 48.134/7 | 80,65 82,27 | 47.053/5 Ausgefallen/Retired 47.194/7 | 84,16 83,91 | 1:34.247 +7.518 +2.172 84,03 |
| 7. | 37 III/8 7/2 A/ST | Bernhard Lenz BMW M3 E36 Bernhard Lenz | 49.855/7 47.981/6 | 79,43 82,53 | 47.563/6 47.937/8 47.151/6 | 83,26 82,61 83,99 | 1:34.714 +7.985 +0.467 83,62 |
| 8. | 67 III/7 8/2 A/NÖ | Jürgen Halbartschlager VW Golf Jürgen Halbartschlager | 51.891/15 47.912/5 | 76,31 82,65 | 47.646/7 47.678/7 47.368/8 | 83,11 83,06 83,60 | 1:35.014 +8.285 +0.300 83,36 |
| 9. | 402 I/2 1/1 A/ST | Peter Prohardt Mitsubishi Lancer EVO 9 Peter Prohardt | 51.137/10 49.660/13 | 77,44 79,74 | 47.807/8 48.010/9 48.160/10 | 82,83 82,48 82,23 | 1:35.817 +9.088 +0.803 82,66 |
| 10. | 4 III/9 9/5 A/ST | Markus Binder Ford Cosworth Markus Binder | 50.567/8 Nicht gestartet/Not started | 78,31 | 48.454/10 47.382/6 Nicht gestartet/Not started | 81,73 83,58 | 1:35.836 +9.107 +0.019 82,64 |
| 11. | 204 II/4 1/1 A/ST | Reinhold Taus Subaru Impreza WRX STI Reinhold Taus | 51.322/12 49.074/10 | 77,16 80,69 | 50.294/20 48.807/14 47.558/9 | 78,74 81,14 83,27 | 1:36.365 +9.636 +0.529 82,19 |

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|--------------|------------------------------|---|------------------------|-----------------|----------------|---|-------------------------|--|--|
| | | | 2.training/Poz. | 3.training/Poz. | | 2.lauf/Poz. | 3.lauf/Poz. | | |
| 12. | 32 III/8 10/3 A/ST | Karl Heinz Binder Ford Sierra RS 500 Karl Heinz Binder | 53.442/22 48.574/8 | | 74,10 81,53 | 48.510/11 48.746/12 49.726/17 | 81,63 81,24 79,64 | 1:37.256 +10.527 +0.891 81,43 | |
| 13. | 203 II/4 2/2 A/ST | Andreas Perhofer Subaru WRC STI Andreas Perhofer | 51.785/14 50.050/16 | | 76,47 79,12 | 49.158/12 48.786/13 48.607/11 | 80,56 81,17 81,47 | 1:37.393 +10.664 +0.137 81,32 | |
| 14. | 65 III/7 11/3 A/OÖ | Hermann Blasl Opel Kadett C/16V Hermann Blasl | 55.035/28 49.508/12 | | 71,95 79,99 | 50.374/21 48.568/10 49.041/14 | 78,61 81,54 80,75 | 1:37.609 +10.880 +0.216 81,14 | |
| 15. | 814 VI/14 1/1 A/NÖ | Andreas Teufel Audi 50 16V Andreas Teufel | 52.168/17 49.809/14 | | 75,91 79,50 | 49.407/13 58.828/44 48.755/12 | 80,15 67,31 81,22 | 1:38.162 +11.433 +0.553 80,68 | |
| 16. | 39 III/8 12/4 A/ST | Thomas Weberhofer Opel Omega 3,6 Bi Turbo Thomas Weberhofer | 55.086/29 50.334/18 | | 71,89 78,67 | 49.625/14 48.744/11 Nicht gestartet/Not started | 79,80 81,24 | 1:38.369 +11.640 +0.207 80,51 | |
| 17. | 132 III/6 13/1 A/ST | Manuel Blasl VW Golf 17 Manuel Blasl | 52.911/19 50.833/21 | | 74,84 77,90 | 50.060/18 49.529/17 48.933/13 | 79,11 79,95 80,93 | 1:38.462 +11.733 +0.093 80,44 | |
| 18. | 45 III/8 14/5 A/OÖ | Manuel Forstenlechner VW Golf 3 G60 Manuel Forstenlechner | 51.004/9 49.978/15 | | 77,64 79,23 | 49.639/16 49.501/16 49.430/15 | 79,78 80,00 80,11 | 1:38.931 +12.202 +0.469 80,06 | |
| 19. | 631 IV/11 1/1 A/ST | Mario Krenn Ford Escort RS 2000 Mario Krenn | 51.778/13 49.431/11 | | 76,48 80,11 | 49.627/15 49.758/18 49.526/16 | 79,80 79,59 79,96 | 1:39.153 +12.424 +0.222 79,88 | |
| 20. | 134 III/6 15/2 A/NÖ | Florian Pyringer VW Golf 1 Florian Pyringer | 53.433/21 50.588/19 | | 74,11 78,28 | 50.105/19 49.378/15 50.873/25 | 79,03 80,20 77,84 | 1:39.483 +12.754 +0.330 79,61 | |
| 21. | 161 III/5 16/1 A/ST | Günter Strohmeier Alfa Sud Günter Strohmeier | 57.230/39 50.799/20 | | 69,19 77,95 | 49.958/17 50.022/19 49.996/19 | 79,27 79,17 79,21 | 1:39.954 +13.225 +0.471 79,24 | |
| 22. | 601 IV/12 2/1 A/K | Gerald Glinzer Porsche 911 SC Historic RT Austria | 51.238/11 50.153/17 | | 77,29 78,96 | 50.766/23 50.274/20 50.122/21 | 78,00 78,77 79,01 | 1:40.396 +13.667 +0.442 78,89 | |
| 23. | 44 III/8 17/6 A/ST | Mario Hohenwarter Golf 3 TDI Mario Hohenwarter | 52.519/18 51.688/25 | | 75,40 76,61 | 50.859/24 57.208/42 49.789/18 | 77,86 69,22 79,54 | 1:40.648 +13.919 +0.252 78,69 | |
| 24. | 633 IV/11 3/2 A/ST | August Gratzer Lancia Beta Montecarlo August Gratzer | 54.755/26 51.337/23 | | 72,32 77,14 | 51.420/26 51.232/24 50.031/20 | 77,01 77,30 79,15 | 1:41.263 +14.534 +0.615 78,21 | |

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|--------------|------------------------------|---|---|--|----------------|---|-------------------------|--|--|
| | | | | | | | | | |
| 25. | 308 II/3 3/1 A/K | Patrick Orasche Renault Megane Coupe Patrick Orasche | 53.878/23 51.912/28 | | 73,50 76,28 | 50.565/22 50.968/22 50.815/24 | 78,32 77,70 77,93 | 1:41.380 +14.651 +0.117 78,12 | |
| 26. | 301 II/3 4/2 A/ST | Patrick Lorensen Honda Civic Type R Patrick Lorensen | 54.567/25 51.747/26 | | 72,57 76,53 | 50.955/25 50.978/23 50.990/26 | 77,72 77,68 77,66 | 1:41.933 +15.204 +0.553 77,70 | |
| 27. | 70 III/7 18/4 A/NÖ | Markus Müllner VW Golf 1 GTI 16 V Markus Müllner | 51.998/16 51.215/22 | | 76,16 77,32 | 51.597/28 51.387/25 50.600/23 | 76,75 77,06 78,26 | 1:41.987 +15.258 +0.054 77,66 | |
| 28. | 83 III/7 19/5 A/NÖ | Harald Daurer VW Golf I 16V Harald Daurer | 54.853/27 52.255/30 | | 72,19 75,78 | 51.919/30 51.555/27 50.561/22 | 76,27 76,81 78,32 | 1:42.116 +15.387 +0.129 77,56 | |
| 29. | 68 III/7 20/6 A/ST | Werner Jud VW Golf 2 16V Werner Jud | 55.130/30 52.149/29 | | 71,83 75,94 | 51.606/29 51.451/26 51.626/27 | 76,74 76,97 76,71 | 1:43.057 +16.328 +0.941 76,85 | |
| 30. | 603 IV/12 4/2 A/B | Herbert Neubauer Lancia Delta Integrale Herbert Neubauer | 54.302/24 53.511/34 | | 72,93 74,00 | 51.462/27 52.309/29 51.900/28 | 76,95 75,70 76,30 | 1:43.362 +16.633 +0.305 76,62 | |
| 31. | 135 III/6 21/3 A/ST | Michael Schnidar Honda Civic VTEC Michael Schnidar | 56.979/37 52.534/31 | | 69,50 75,38 | 52.416/31 52.512/30 52.371/29 | 75,55 75,41 75,61 | 1:44.787 +18.058 +1.425 75,58 | |
| 32. | 602 IV/12 5/3 A/ST | Reinhold Prantl Porsche 911 Carrera RS Reinhold Prantl | Ausgefallen/Retired 54.704/37 | | 72,39 | 52.512/33 52.298/28 53.698/35 | 75,41 75,72 73,75 | 1:44.810 +18.081 +0.023 75,57 | |
| 33. | 502 I/1 2/1 A/ST | Wolfgang Schutting Renault Clio Willians Wolfgang Schutting | 56.087/34 53.407/33 | | 70,60 74,15 | 52.467/32 52.862/31 52.686/30 | 75,48 74,91 75,16 | 1:45.153 +18.424 +0.343 75,32 | |
| 34. | 638 IV/11 6/3 A/K | Rene Warmuth VW Golf GTI MSC Mühlbach | 55.599/33 53.399/32 | | 71,22 74,16 | 52.905/34 53.277/32 52.830/31 | 74,85 74,33 74,96 | 1:45.735 +19.006 +0.582 74,90 | |
| 35. | 34 III/8 22/7 A/ST | Karl Heinz Schauerpl VW Käfer Karl Heinz Schauerpl | 1:03.198/48 57.285/41 | | 62,66 69,13 | 55.079/39 53.930/33 53.153/32 | 71,90 73,43 74,50 | 1:47.083 +20.354 +1.348 73,96 | |
| 36. | 302 II/3 5/3 A/ST | Thomas Lickel Opel Kadett GSI 16V Thomas Lickel | 58.173/42 55.498/40 | | 68,07 71,35 | 54.445/37 54.046/34 53.232/33 | 72,73 73,27 74,39 | 1:47.278 +20.549 +0.195 73,83 | |
| 37. | 672 IV/10 7/1 A/ST | Patrick Ulz Alfa Romeo SUD 1.5 TI Patrick Ulz | 57.947/40 54.071/35 | | 68,34 73,24 | 54.376/36 55.302/39 53.462/34 | 72,83 71,61 74,07 | 1:47.838 +21.109 +0.560 73,44 | |

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|--------------|------------------------------|---|--|----------------|---|-------------------------|--|
| 38. | 503 I/1 3/2 A/ST | Patrick Flechl Opel Astra GSI Patrick Flechl | 57.081/38 54.914/38 | 69,38 72,11 | 54.014/35 54.123/36 54.125/38 | 73,31 73,17 73,16 | 1:48.137 +21.408 +0.299 73,24 |
| 39. | 673 IV/10 8/2 A/ST | Gerald Schröcker Alfa Romeo Sud 1.5 TI Gerald Schröcker | 59.681/44 55.258/39 | 66,35 71,66 | 54.576/38 54.122/35 54.038/36 | 72,56 73,17 73,28 | 1:48.160 +21.431 +0.023 73,22 |
| 40. | 634 IV/11 9/4 A/NÖ | Franz Haidn BMW 325 IX E30 MSRR Neulengbach | 55.320/31 54.666/36 | 71,58 72,44 | 56.168/41 54.395/37 54.231/39 | 70,50 72,80 73,02 | 1:48.626 +21.897 +0.466 72,91 |
| 41. | 38 III/8 23/8 A/ST | Dominik Wallner BMW E30 325 i Dominik Wallner | 57.992/41 57.571/42 | 68,29 68,78 | 56.129/40 55.250/38 54.122/37 | 70,55 71,67 73,17 | 1:49.372 +22.643 +0.746 72,41 |
| 42. | 43 III/8 24/9 NL/ | Jo Van de Ven Ford Escort Jo Van de Ven | 1:02.638/47 58.678/44 | 63,22 67,49 | 59.574/44 55.929/40 55.197/40 | 66,47 70,80 71,74 | 1:51.126 +24.397 +1.754 71,27 |
| 43. | 139 III/6 25/4 A/ST | Josef Rabl Audi 80 Josef Rabl | 1:00.579/46 58.341/43 | 65,37 67,88 | 57.744/43 56.408/41 57.677/41 | 68,58 70,20 68,66 | 1:54.085 +27.356 +2.959 69,42 |
| 44. | 168 III/5 26/2 A/NÖ | Christian Biesinger VW Polo Christian Biesinger | 56.713/36 51.869/27 | 69,83 76,35 | 57.247/42 57.497/43 Nicht gestartet/Not started | 69,17 68,87 | 1:54.744 +28.015 +0.659 69,02 |
| 45. | 40 III/8 27/10 A/ST | Daniel Sailer BMW E30 Daniel Sailer | 1:00.570/45 59.681/46 | 65,38 66,35 | 59.966/45 1:00.145/45 1:00.085/43 | 66,04 65,84 65,91 | 2:00.051 +33.322 +5.307 65,97 |
| 46. | 87 III/7 28/7 A/ST | Helmut Fähnrich Opel Corsa B Helmut Fähnrich | 1:08.657/50 1:02.011/47 | 57,68 63,86 | 1:16.680/48 1:02.463/46 1:00.005/42 | 51,64 63,40 65,99 | 2:02.468 +35.739 +2.417 64,67 |
| 47. | 671 IV/10 10/3 A/ST | Erwin Mandl NSU TT Erwin Mandl | 1:06.990/49 1:05.110/48 | 59,11 60,82 | 1:02.566/46 1:02.945/47 1:02.648/44 | 63,29 62,91 63,21 | 2:05.214 +38.485 +2.746 63,25 |
| - | 66 III/7 -/ A/ST | Manfred Majkovski Renault Megane Maxi Kitcar Manfred Majkovski | 53.179/20 51.607/24 | 74,47 76,73 | Ausgefallen/Retired 50.581/21 Ausgefallen/Retired | 78,29 | Ausgefallen Retired |
| - | 145 III/6 -/ A/ST | Thomas Lukas Moser VW Golf 1, Type 17 Thomas Lukas Moser | 1:14.809/51 Nicht gestartet/Not started 1:11.957/1 | 52,93 55,03 | 1:12.441/47 Nicht gestartet/Not started Nicht gestartet/Not started | 54,67 | Ausgefallen Retired |
| - | 82 III/7 -/ A/NÖ | Stefan Datzreiter VW Polo Kitcar Stefan Datzreiter | 55.335/32 Aus/Off Road | 71,56 | Nicht gestartet/Not started Nicht gestartet/Not started Nicht gestartet/Not started | | Nicht gestartet Not started |

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|--------------|---------------------------|---|---|----------------|---|------------|--|
| - | 206 II/4 -/ A/W | Roland Hartl Mitsubishi Lancer EVO6 Sonnleitner Motorsport | 59.202/43 59.067/45 | 66,89 67,04 | Nicht gestartet/Not started Nicht gestartet/Not started Nicht gestartet/Not started | | Nicht gestartet Not started |
| - | 12 III/9 -/ A/ST | Ewald Scherr Ford Escort Cosworth RS Ewald Scherr | 56.657/35 Nicht gestartet/Not started | 69,89 | Nicht gestartet/Not started Nicht gestartet/Not started Nicht gestartet/Not started | | Nicht gestartet Not started |

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