

# BP ULTIMATE RALLYE 2011

1. Etappe / 1st leg

Friday 8.April 2011

TC	LOCATION	SS dist	Liaison dist.	Total dist.	Target time	First car due
0	Kleinedling			0,00		15:00
<b>RZ</b>	<b>Refuel</b>					
<b>1</b>	<b>Distance to next refuel</b>	<b>30,08</b>	<b>46,59</b>	<b>76,67</b>		
1	Arlinggraben		11,29	11,29	0:15	15:15
<b>SS1</b>	<b>Arlinggraben</b>	<b>8,91</b>				<b>15:19</b>
	<b>St. Margarethen</b>					
2	St. Gertraud		9,30	18,21	0:25	15:44
<b>SS2</b>	<b>Vorderlimberg</b>	<b>21,17</b>				<b>15:48</b>
	<b>Theklagraben</b>					
2A	Kleinedling Regrouping 1 <b>IN</b>		26,00	47,17	1:00	16:48
	Regrouping 1				max 0:45	
2B	Regrouping 1 <b>OUT/ Service IN</b>					17:33
	<b>Service A (Kleinedling)</b>				<b>0:20</b>	
2C	Kleinedling SZ A <b>OUT</b>					17:53
<b>RZ</b>	<b>Refuel</b>					
<b>2</b>	<b>Distance to next refuel</b>	<b>30,08</b>	<b>46,59</b>	<b>76,67</b>		
3	Arlinggraben		11,29	11,29	0:15	18:08
<b>SS3</b>	<b>Arlinggraben</b>	<b>8,91</b>				<b>18:12</b>
	<b>St.Margarethen</b>					
4	St. Gertraud		9,30	18,21	0:25	18:37
<b>SS4</b>	<b>Vorderlimberg</b>	<b>21,17</b>				<b>18:41</b>
	<b>Theklagraben</b>					
4A	Kleinedling Service B <b>IN</b>		26,00	47,17	1:00	19:41
	<b>Service B (Kleinedling)</b>				<b>0:45</b>	
4B	Kleinedling Service B <b>OUT = Overnight regr.</b>					20:26
	<b>1st leg totals</b>	<b>60,16</b>	<b>93,18</b>	<b>153,34</b>		

Section 1

Section 2

# BP ULTIMATE RALLYE 2011

2. Etappe / 2nd leg		Saturday 9.April 2011				
TC	LOCATION	SS dist	Liaison dist.	Total dist.	Target time	First car due
4C	Kleinedling Overnight regr <b>OUT=Service C IN</b>			0,00		08:01
<b>Service C (Kleinedling)</b>					<b>0:20</b>	
4D	Kleinedling Service C <b>OUT</b>					08:21
<b>RZ</b>	<b>Refuel</b>					
<b>3</b>	<b>Distance to next refuel</b>	28,03	29,22	57,25		
5	St.Gertraud		11,57	11,57	0:20	08:41
<b>SS5</b>	<b>Hammer</b>	<b>14,96</b>				<b>08:45</b>
	<b>Prebl</b>					
6	Prebl		1,79	16,75	0:20	09:05
<b>SS6</b>	<b>Prebl</b>	<b>13,07</b>				<b>09:09</b>
	<b>GH.Perner</b>					
6A	Kleinedling Regrouping 2 <b>IN</b>		15,86	28,93	0:35	09:44
	Regrouping 2			max	0:50	
6B	Kleinedling Regrouping 2 <b>OUT /Service IN</b>					10:34
<b>Service D (Kleinedling)</b>					<b>0:20</b>	
6C	Kleinedling Service D <b>OUT</b>					10:54
<b>RZ</b>	<b>Refuel</b>					
<b>4</b>	<b>Distance to next refuel</b>	28,03	29,22	57,25		
7	St.Gertraud		11,57	11,57	0:20	11:14
<b>SS7</b>	<b>Hammer</b>	<b>14,96</b>				<b>11:18</b>
	<b>Prebl</b>					
8	Prebl		1,79	16,75	0:20	11:38
<b>SS8</b>	<b>Prebl</b>	<b>13,07</b>				<b>11:42</b>
	<b>GH.Perner</b>					
8A	Kleinedling Regrouping 3 <b>IN</b>		15,86	28,93	0:35	12:17
	Regrouping 3			max	0:50	
8B	Kleinedling Regrouping 3 <b>OUT/Service IN</b>					13:07
<b>Service E (Kleinedling)</b>					<b>0:20</b>	
8C	Kleinedling Service E <b>OUT</b>					13:27
<b>RZ</b>	<b>Refuel</b>					
<b>5</b>	<b>Distance to next refuel</b>	30,11	25,41	55,52		
9	Eitweg Tennisplatz		9,23	9,23	0:12	13:39
<b>SS9</b>	<b>Eitweg</b>	<b>10,51</b>				<b>13:43</b>
	<b>Rundkurs 1 Runde + Ausfahrt</b>					
10	GH.Remsnegger		9,16	19,67	0:25	14:08
<b>SS10</b>	<b>GH.Remsnegger</b>	<b>19,60</b>				<b>14:12</b>
	<b>Thürn</b>					
10A	Kleinedling Regrouping 4 <b>IN</b>		7,02	26,62	0:37	14:49
	Regrouping 4			max	0:45	
10B	Kleinedling Regrouping 4 <b>OUT / Service IN</b>					15:34
<b>Service F (Kleinedling)</b>					<b>0:20</b>	
10C	Kleinedling Service F <b>OUT</b>					15:54
<b>RZ</b>	<b>Refuel</b>					
<b>6</b>	<b>Distance to next refuel</b>	30,11	25,41	55,52		
11	Eitweg Tennisplatz		9,23	9,23	0:12	16:06
<b>SS11</b>	<b>Eitweg</b>	<b>10,51</b>				<b>16:10</b>
	<b>Rundkurs 1 Runde + Ausfahrt</b>					
12	GH.Remsnegger		9,16	19,67	0:25	16:35
<b>SS12</b>	<b>GH.Remsnegger</b>	<b>19,60</b>				<b>16:39</b>
	<b>Thürn</b>					
12A	Kleinedling Ziel		7,02	26,62	0:37	17:16
12B	Kleinedling Parc Ferme <b>IN</b>				0:03	17:19
<b>2nd leg totals</b>		<b>116,28</b>	<b>109,26</b>	<b>225,54</b>		

Section 3

Section 4

Section 5

Section 6

TOTALS OF THE RALLY				
	SS	Liaison	Total	% of SS
Day 1 - 4 SS	60,16	93,18	153,34	45,17%
Day 2 - 8 SS	116,28	109,26	225,54	46,95%
<b>Total - 12 SS</b>	<b>176,44</b>	<b>202,44</b>	<b>378,88</b>	<b>46,12%</b>