

**Preis der Stadt Stuttgart 2010****Laps and Sector times of the Zeittraining 1**

| 2 | | Franz-Josef Heiden | | | | Ford Escort RS 2000 | | | |
|----|---------------|---------------------|---------------|-----------------|----|---------------------|-----------------|---------------|-----------------|
| 1 | 30.611 | 1:03.014 | 43.557 | 2:17.182 | 5 | 29.799 | <i>1:01.944</i> | <i>43.014</i> | 2:14.757 |
| 2 | 30.300 | 1:02.204 | 43.235 | 2:15.739 | 6 | <i>29.542</i> | 1:02.386 | 43.081 | 2:15.009 |
| 3 | 29.694 | 1:02.058 | 43.768 | 2:15.520 | 7 | 31.946 | 1:03.576 | In | 2:25.752 P |
| 4 | 30.272 | 1:02.198 | 43.197 | 2:15.667 | 8 | | | | |
| 16 | | Christoph Hilberath | | | | BMW 2002ti | | | |
| 1 | Out | 1:25.257 | 51.452 | 2:59.118 | 6 | 32.017 | 1:05.945 | 47.044 | 2:25.006 |
| 2 | 33.541 | 1:05.699 | 46.778 | 2:26.018 | 7 | 33.426 | 1:08.415 | 48.525 | 2:30.366 |
| 3 | 32.337 | 1:06.432 | 46.302 | 2:25.071 | 8 | 33.141 | 1:06.678 | 47.650 | 2:27.469 |
| 4 | <i>31.437</i> | <i>1:04.345</i> | 46.866 | 2:22.648 | 9 | 39.645 | 1:23.911 | In | 3:06.086 P |
| 5 | 32.215 | 1:05.164 | <i>45.711</i> | 2:23.090 | 10 | | | | |
| 40 | | Becker-Schmitt | | | | VW Golf | | | |
| 1 | Out | <i>1:21.931</i> | <i>50.507</i> | 2:54.354 | 2 | | | | |
| 42 | | Georg Schwarz | | | | VW Golf GTI | | | |
| 1 | Out | 1:14.512 | 51.820 | 2:47.804 | 6 | 31.193 | 1:08.240 | 44.351 | 2:23.784 |
| 2 | 32.707 | 1:06.548 | 44.542 | 2:23.797 | 7 | 31.203 | <i>1:05.278</i> | 43.985 | 2:20.466 |
| 3 | 30.525 | 1:06.173 | 43.992 | 2:20.690 | 8 | <i>30.310</i> | 1:05.623 | <i>43.724</i> | 2:19.657 |
| 4 | 30.437 | 1:06.054 | 44.569 | 2:21.060 | 9 | 32.811 | 1:10.493 | 45.808 | 2:29.112 |
| 5 | 33.744 | 1:07.367 | 48.120 | 2:29.231 | 10 | | | | |
| 43 | | Thomas Böling | | | | VW Golf GTI | | | |
| 1 | Out | 1:33.229 | 47.752 | 3:03.286 | 5 | 30.500 | <i>1:03.777</i> | 45.061 | 2:19.338 |
| 2 | 31.898 | 1:07.926 | 45.127 | 2:24.951 | 6 | <i>30.248</i> | 1:05.631 | <i>43.815</i> | 2:19.694 |
| 3 | 30.860 | 1:04.619 | 44.915 | 2:20.394 | 7 | 30.260 | 1:03.893 | 44.427 | 2:18.580 |
| 4 | 31.621 | 1:03.967 | 44.583 | 2:20.171 | 8 | 30.716 | 1:05.677 | 44.155 | 2:20.548 |
| 44 | | Norbert Peters | | | | VW Golf GTI | | | |
| 1 | Out | 1:44.601 | 56.216 | 3:23.352 | 5 | 31.146 | 1:05.272 | <i>44.596</i> | 2:21.014 |
| 2 | 34.718 | 1:07.818 | 45.758 | 2:28.294 | 6 | 31.229 | 1:05.178 | 45.025 | 2:21.432 |
| 3 | 31.878 | 1:05.511 | 45.008 | 2:22.397 | 7 | <i>31.051</i> | <i>1:04.892</i> | 45.030 | 2:20.973 |
| 4 | 31.748 | 1:05.609 | 45.362 | 2:22.719 | 8 | 31.190 | 1:05.206 | 44.607 | 2:21.003 |
| 45 | | Klaus Larbig | | | | VW Golf GTI | | | |
| 1 | Out | 1:17.057 | In | 2:51.630 P | 5 | 30.796 | 1:04.594 | 44.234 | 2:19.624 |
| 2 | Out | 1:07.418 | 45.147 | 2:55.781 | 6 | <i>30.624</i> | <i>1:04.071</i> | 43.868 | 2:18.563 |
| 3 | 30.918 | 1:05.709 | 45.942 | 2:22.569 | 7 | 33.071 | 1:05.151 | <i>43.756</i> | 2:21.978 |
| 4 | 31.681 | 1:04.933 | 44.358 | 2:20.972 | 8 | 30.932 | 1:12.095 | In | 2:46.315 P |
| 48 | | Helmut Schilles | | | | VW Golf GTI | | | |
| 1 | Out | 1:40.129 | 54.914 | 3:12.122 | 5 | 31.415 | 1:04.203 | 44.105 | 2:19.723 |
| 2 | 32.863 | 1:04.822 | 45.245 | 2:22.930 | 6 | <i>30.582</i> | <i>1:03.890</i> | 43.846 | 2:18.318 |
| 3 | 30.846 | 1:04.168 | 44.997 | 2:20.011 | 7 | 30.964 | 1:05.021 | 44.344 | 2:20.329 |
| 4 | 30.744 | 1:04.541 | 45.819 | 2:21.104 | 8 | 30.813 | 1:04.610 | <i>43.712</i> | 2:19.135 |
| 49 | | Christian Reindl | | | | VW Golf GTI | | | |
| 1 | Out | 1:24.005 | 54.460 | 2:59.426 | 3 | <i>34.812</i> | <i>1:13.153</i> | 53.144 | 2:41.109 |
| 2 | 35.153 | 1:16.781 | <i>51.976</i> | 2:43.910 | 4 | 35.624 | 1:14.321 | In | 2:59.126 P |
| 50 | | Bernd Degner | | | | VW Golf GTI | | | |
| 1 | Out | 1:46.916 | 50.476 | 3:21.249 | 5 | 30.245 | 1:05.253 | 43.387 | 2:18.885 |
| 2 | 31.127 | 1:04.356 | 44.315 | 2:19.798 | 6 | 30.425 | 1:04.148 | <i>43.174</i> | 2:17.747 |
| 3 | 30.549 | 1:04.682 | 43.819 | 2:19.050 | 7 | <i>30.015</i> | 1:04.189 | 43.716 | 2:17.920 |
| 4 | 31.168 | <i>1:03.808</i> | 43.352 | 2:18.328 | 8 | 31.236 | 1:08.412 | In | 2:35.547 P |
| 51 | | Mosser-Moser | | | | VW Scirocco | | | |
| 1 | Out | 1:19.428 | 50.728 | 2:47.395 | 5 | 31.651 | 1:06.227 | 49.057 | 2:26.935 |

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| | | | | | | | | | |
|------------|-----------------------------|-----------------|---------------|-----------------|---------------------|---------------|-----------------|---------------|-----------------|
| 2 | 33.086 | <i>1:05.106</i> | 44.581 | 2:22.773 | 6 | 32.758 | 1:08.710 | 45.538 | 2:27.006 |
| 3 | 31.027 | 1:05.903 | <i>43.689</i> | 2:20.619 | 7 | 40.149 | 4:11.401 | 44.364 | 5:35.914 |
| 4 | <i>30.474</i> | 1:08.384 | 44.552 | 2:23.410 | 8 | | | | |
| 54 | Heinz-Josef Nekes | | | | VW Scirocco | | | | |
| 1 | Out | 1:13.122 | 47.537 | 2:38.839 | 4 | 31.958 | 1:04.790 | <i>44.926</i> | 2:21.674 |
| 2 | 32.101 | 1:05.613 | 45.067 | 2:22.781 | 5 | <i>31.305</i> | 1:04.855 | 45.241 | 2:21.401 |
| 3 | 31.448 | <i>1:04.243</i> | 45.317 | 2:21.008 | 6 | 34.016 | 1:11.484 | In | 2:43.411 P |
| 61 | Dieter Ohligschläger | | | | Opel Kadett C GT/E | | | | |
| 1 | Out | 1:19.453 | 49.941 | 2:51.170 | 5 | 30.368 | 1:04.159 | In | 2:22.284 P |
| 2 | 33.208 | 1:06.348 | 45.754 | 2:25.310 | 6 | Out | 1:04.303 | <i>43.505</i> | 4:01.758 |
| 3 | 31.757 | 1:06.366 | 46.423 | 2:24.546 | 7 | <i>30.078</i> | 1:03.741 | 44.415 | 2:18.234 |
| 4 | 31.304 | 1:04.272 | 46.149 | 2:21.725 | 8 | 30.264 | <i>1:02.604</i> | 44.295 | 2:17.163 |
| 62 | Schorn-Schorn | | | | Ford Escort RS 2000 | | | | |
| 1 | 31.296 | 1:04.746 | 45.258 | 2:21.300 | 5 | <i>30.776</i> | 1:03.807 | 45.920 | 2:20.443 |
| 2 | 31.253 | 1:03.872 | 44.881 | 2:20.006 | 6 | 31.872 | 1:03.801 | 44.636 | 2:20.309 |
| 3 | 31.416 | <i>1:03.183</i> | <i>44.420</i> | 2:19.019 | 7 | 30.968 | 1:05.288 | 45.400 | 2:21.656 |
| 4 | 30.969 | 1:04.113 | 46.110 | 2:21.192 | 8 | 31.460 | 1:03.979 | 45.042 | 2:20.481 |
| 100 | Benra-Benra | | | | NSU TT | | | | |
| 1 | Out | 1:37.318 | 52.318 | 3:07.419 | 6 | 30.618 | <i>1:00.382</i> | 42.573 | 2:13.573 |
| 2 | 31.565 | 1:04.024 | 44.014 | 2:19.603 | 7 | 33.971 | 1:07.516 | 46.954 | 2:28.441 |
| 3 | 30.887 | 1:08.130 | 45.294 | 2:24.311 | 8 | 29.995 | 1:01.919 | 43.700 | 2:15.614 |
| 4 | 30.162 | 1:01.212 | 43.127 | 2:14.501 | 9 | <i>29.638</i> | 1:00.442 | <i>42.431</i> | 2:12.511 |
| 5 | 29.827 | 1:00.762 | 43.495 | 2:14.084 | 10 | | | | |
| 102 | Jürgen Marmulla | | | | NSU TT | | | | |
| 1 | Out | 1:37.436 | 56.848 | 3:11.107 | 5 | <i>31.709</i> | 1:06.007 | 46.569 | 2:24.285 |
| 2 | 34.258 | 1:08.026 | 46.874 | 2:29.158 | 6 | 31.830 | <i>1:04.698</i> | 47.241 | 2:23.769 |
| 3 | 33.052 | 1:06.124 | 46.848 | 2:26.024 | 7 | 32.863 | 1:07.131 | <i>46.020</i> | 2:26.014 |
| 4 | 32.185 | 1:05.235 | 46.491 | 2:23.911 | 8 | 32.616 | 1:08.571 | 50.153 | 2:31.340 |
| 110 | Bastian Bender | | | | BMW 2002 | | | | |
| 1 | Out | 1:14.332 | 49.137 | 2:43.937 | 5 | <i>28.543</i> | <i>58.700</i> | 40.962 | 2:08.205 |
| 2 | 34.211 | 1:11.568 | 44.797 | 2:30.576 | 6 | 29.105 | 1:02.240 | In | 2:16.281 P |
| 3 | 32.507 | 1:02.446 | In | 2:20.321 P | 7 | | In | In | 33:06.834 P |
| 4 | Out | 59.739 | <i>40.813</i> | 3:23.420 | 8 | | | | |
| 112 | Friedhelm Pffingst | | | | BMW 2002 | | | | |
| 1 | Out | 1:21.850 | 49.547 | 2:53.851 | 5 | 32.441 | 1:09.063 | In | 2:28.916 P |
| 2 | 33.879 | 1:14.752 | 45.718 | 2:34.349 | 6 | Out | <i>1:04.465</i> | 44.971 | 6:30.363 |
| 3 | 31.851 | 1:06.137 | 46.787 | 2:24.775 | 7 | <i>30.973</i> | 1:05.408 | 46.347 | 2:22.728 |
| 4 | 32.882 | 1:07.150 | <i>44.253</i> | 2:24.285 | 8 | | | | |
| 119 | Gebauer-Bischoff | | | | BMW 2002ti | | | | |
| 1 | Out | 1:06.713 | 40.505 | 2:25.836 | 6 | 27.601 | 56.507 | 39.412 | 2:03.520 |
| 2 | 27.709 | 56.319 | 39.593 | 2:03.621 | 7 | 27.596 | 56.789 | 39.434 | 2:03.819 |
| 3 | 27.094 | <i>55.588</i> | <i>38.852</i> | 2:01.534 | 8 | 27.448 | 55.827 | 39.239 | 2:02.514 |
| 4 | <i>26.827</i> | 56.375 | 39.375 | 2:02.577 | 9 | 27.385 | 1:09.212 | In | 2:31.677 P |
| 5 | 27.585 | 56.471 | 40.910 | 2:04.966 | 10 | | | | |
| 125 | Schröder-Mauss | | | | Alfa Romeo GTAm | | | | |
| 1 | Out | 1:15.909 | 48.655 | 2:36.464 | 5 | 31.546 | 1:05.144 | <i>45.769</i> | 2:22.459 |
| 2 | 31.862 | 1:07.203 | 47.820 | 2:26.885 | 6 | <i>31.082</i> | <i>1:04.569</i> | 45.861 | 2:21.512 |
| 3 | 31.381 | 1:05.623 | 47.342 | 2:24.346 | 7 | 31.616 | 1:06.511 | In | 2:30.643 P |
| 4 | 32.946 | 1:07.563 | 46.597 | 2:27.106 | 8 | | | | |

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| | | | | | | | | | |
|------------|-----------------------------|---------------------|---------------|-----------------|---|---------------|-----------------|---------------|-----------------|
| 130 | Norbert Blessing | Simca 1000 | | | | | | | |
| 1 | Out | 1:12.334 | 47.159 | 2:34.037 | 4 | 30.887 | <i>1:03.206</i> | 44.440 | 2:18.533 |
| 2 | 31.611 | 1:04.549 | 43.799 | 2:19.959 | 5 | <i>30.258</i> | 1:03.304 | 44.412 | 2:17.974 |
| 3 | 30.784 | 1:03.287 | <i>43.592</i> | 2:17.663 | 6 | | | | |
| 131 | Frank Breidenstein | Simca 1000 Spezial | | | | | | | |
| 1 | Out | 1:22.489 | 50.375 | 2:55.768 | 5 | 29.447 | <i>1:00.174</i> | 42.273 | 2:11.894 |
| 2 | 30.452 | 1:03.330 | 44.466 | 2:18.248 | 6 | <i>28.708</i> | 1:00.404 | <i>41.253</i> | 2:10.365 |
| 3 | 29.192 | 1:00.823 | 41.427 | 2:11.442 | 7 | 34.853 | 1:10.319 | In | 2:38.035 P |
| 4 | 28.776 | 1:00.475 | 42.027 | 2:11.278 | 8 | | | | |
| 135 | Chmiela-Köppen | Alfa Romeo Alfa Sud | | | | | | | |
| 1 | Out | 1:26.052 | 44.460 | 2:51.723 | 5 | 28.453 | <i>59.678</i> | 40.389 | 2:08.520 |
| 2 | 28.640 | 1:07.512 | 41.365 | 2:17.517 | 6 | <i>27.804</i> | 59.689 | 40.963 | 2:08.456 |
| 3 | 30.640 | 1:00.248 | 40.989 | 2:11.877 | 7 | 28.420 | 59.887 | <i>40.015</i> | 2:08.322 |
| 4 | 28.697 | 1:00.087 | 40.438 | 2:09.222 | 8 | 29.800 | 1:05.529 | In | 2:19.471 P |
| 138 | Christoph Wilde | Simca Rallye 2 | | | | | | | |
| 1 | Out | 1:24.476 | 45.885 | 2:48.398 | 5 | 28.842 | <i>58.625</i> | 40.409 | 2:07.876 |
| 2 | 29.364 | 1:04.595 | 41.254 | 2:15.213 | 6 | 28.274 | 59.017 | <i>40.086</i> | 2:07.377 |
| 3 | 29.436 | 1:00.055 | 41.268 | 2:10.759 | 7 | <i>27.854</i> | 58.770 | 40.548 | 2:07.172 |
| 4 | 28.583 | 59.878 | 40.209 | 2:08.670 | 8 | 42.221 | 1:15.183 | In | 2:52.668 P |
| 140 | Pürkner-Ehrenreich | Simca Rallye 3 | | | | | | | |
| 1 | Out | 1:14.358 | 48.196 | 2:43.288 | 5 | 30.630 | 1:03.289 | 43.401 | 2:17.320 |
| 2 | 31.866 | <i>1:02.539</i> | <i>42.804</i> | 2:17.209 | 6 | 29.800 | 1:02.895 | 42.948 | 2:15.643 |
| 3 | <i>29.726</i> | 1:03.235 | 43.266 | 2:16.227 | 7 | 29.884 | 1:12.652 | 52.294 | 2:34.830 |
| 4 | 29.995 | 1:03.135 | 43.374 | 2:16.504 | 8 | 36.908 | 1:14.155 | In | 2:41.520 P |
| 144 | Uwe Sahler | BMW 2002ti | | | | | | | |
| 1 | Out | 1:25.030 | 42.965 | 2:49.264 | 4 | <i>28.229</i> | <i>56.675</i> | <i>39.822</i> | 2:04.726 |
| 2 | 29.584 | 1:02.825 | In | 2:14.698 P | 5 | 29.803 | 1:02.423 | 40.213 | 2:12.439 |
| 3 | Out | 58.763 | 41.104 | 5:12.795 | 6 | 31.335 | 1:09.157 | In | 2:27.818 P |
| 145 | Thomas Frühlingsdorf | Ford Escort MK I | | | | | | | |
| 1 | Out | 1:09.482 | 46.755 | 2:37.495 | 5 | 28.312 | 58.054 | 41.648 | 2:08.014 |
| 2 | 30.537 | 1:00.011 | 42.102 | 2:12.650 | 6 | 28.532 | <i>57.681</i> | <i>40.754</i> | 2:06.967 |
| 3 | 28.737 | 59.282 | 41.117 | 2:09.136 | 7 | 31.021 | 1:05.558 | In | 2:33.556 P |
| 4 | <i>28.719</i> | 58.323 | 40.941 | 2:07.383 | 8 | | In | In | 32:39.767 P |
| 146 | Michael Bockmühl | BMW 2002ti | | | | | | | |
| 1 | 34.345 | 1:08.509 | 48.648 | 2:31.502 | 5 | <i>32.546</i> | 1:04.701 | <i>45.898</i> | 2:23.145 |
| 2 | 33.253 | 1:08.253 | 49.144 | 2:30.650 | 6 | 32.785 | 1:05.013 | 46.582 | 2:24.380 |
| 3 | 33.272 | 1:05.898 | 46.394 | 2:25.564 | 7 | 33.207 | 1:22.839 | 46.859 | 2:42.905 |
| 4 | 33.174 | <i>1:04.540</i> | 46.430 | 2:24.144 | 8 | | | | |
| 154 | Jürgen Stockmar | Ford Escort RS 1600 | | | | | | | |
| 1 | Out | 1:07.809 | 42.248 | 2:27.563 | 5 | <i>27.467</i> | 55.824 | 41.056 | 2:04.347 |
| 2 | 29.235 | 56.208 | <i>40.089</i> | 2:05.532 | 6 | 27.986 | 56.477 | 40.642 | 2:05.105 |
| 3 | 27.509 | 55.692 | 40.702 | 2:03.903 | 7 | 28.098 | 56.136 | 40.836 | 2:05.070 |
| 4 | 27.899 | 56.303 | 42.004 | 2:06.206 | 8 | 27.902 | <i>54.998</i> | In | 2:13.237 P |
| 155 | Dr. Helmut Stein | Ford Escort RS 1600 | | | | | | | |
| 1 | Out | 1:20.039 | <i>45.233</i> | 2:47.156 | 2 | | | | |
| 170 | Andreas Hannig | Audi 50 | | | | | | | |
| 1 | Out | 1:33.556 | 46.066 | 3:00.417 | 6 | 29.874 | 1:01.618 | 42.128 | 2:13.620 |
| 2 | 30.784 | 1:03.336 | 42.548 | 2:16.668 | 7 | <i>29.377</i> | <i>1:01.061</i> | <i>41.570</i> | 2:12.008 |
| 3 | 29.848 | 1:02.175 | 42.167 | 2:14.190 | 8 | 29.763 | 1:03.447 | 42.506 | 2:15.716 |

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| | | | | | | | | | |
|------------|------------------------------|-----------------|---------------|------------|-----------------------------|---------------|-----------------|---------------|-----------------|
| 4 | 29.437 | 1:01.532 | 42.701 | 2:13.670 | 9 | 29.875 | 1:01.896 | 42.312 | 2:14.083 |
| 5 | 29.970 | 1:01.062 | 41.868 | 2:12.900 | 10 | | | | |
| 175 | Herbert Schmitz | | | | Audi 50 | | | | |
| 1 | Out | 1:28.064 | 49.760 | 3:00.210 | 6 | 30.949 | 1:01.147 | <i>41.906</i> | 2:14.002 |
| 2 | 29.889 | 1:04.132 | 45.144 | 2:19.165 | 7 | 29.304 | 1:01.538 | 42.089 | 2:12.931 |
| 3 | 29.907 | 1:01.112 | 42.486 | 2:13.505 | 8 | <i>28.729</i> | 1:07.813 | 42.547 | 2:19.089 |
| 4 | 29.802 | 1:02.569 | 42.690 | 2:15.061 | 9 | 29.816 | 1:01.736 | 42.789 | 2:14.341 |
| 5 | 29.393 | <i>1:00.836</i> | 42.716 | 2:12.945 | 10 | | | | |
| 176 | Thomas Schröder | | | | VW Derby | | | | |
| 1 | Out | 1:35.574 | 55.221 | 3:06.553 | 5 | 31.462 | 1:03.171 | 45.054 | 2:19.687 |
| 2 | 34.195 | 1:05.355 | 45.901 | 2:25.451 | 6 | 31.253 | 1:02.968 | 44.623 | 2:18.844 |
| 3 | 32.006 | 1:04.572 | 45.844 | 2:22.422 | 7 | 31.165 | 1:03.411 | <i>44.423</i> | 2:18.999 |
| 4 | 32.404 | 1:04.027 | 45.718 | 2:22.149 | 8 | <i>30.967</i> | <i>1:02.920</i> | 44.909 | 2:18.796 |
| 177 | Pesch-Klingelberger | | | | Audi 50 | | | | |
| 1 | Out | 1:14.184 | 48.736 | 2:44.832 | 5 | <i>28.577</i> | <i>59.456</i> | <i>40.823</i> | 2:08.856 |
| 2 | 30.969 | 1:01.400 | 41.476 | 2:13.845 | 6 | 29.560 | 1:01.892 | 41.504 | 2:12.956 |
| 3 | 28.936 | 1:00.340 | 41.715 | 2:10.991 | 7 | 33.506 | 1:10.474 | In | 2:36.132 P |
| 4 | 29.223 | 1:00.085 | 41.593 | 2:10.901 | 8 | | | | |
| 179 | Ralf Kremer | | | | VW Polo | | | | |
| 1 | Out | 1:09.160 | 48.011 | 2:35.536 | 6 | Out | 1:01.811 | 42.683 | 3:19.976 |
| 2 | 31.445 | 1:00.783 | 41.329 | 2:13.557 | 7 | 29.191 | 1:00.528 | 41.875 | 2:11.594 |
| 3 | 29.051 | 59.894 | 41.697 | 2:10.642 | 8 | 29.103 | 1:01.556 | 41.617 | 2:12.276 |
| 4 | 29.712 | <i>59.821</i> | <i>41.107</i> | 2:10.640 | 9 | <i>28.591</i> | 59.892 | 41.844 | 2:10.327 |
| 5 | 29.030 | 1:00.584 | In | 2:13.838 P | 10 | | | | |
| 310 | Siegfried Lapawa | | | | Porsche 914/6 | | | | |
| 1 | Out | 1:37.025 | 56.438 | 3:05.577 | 6 | 28.593 | <i>58.513</i> | 41.056 | 2:08.162 |
| 2 | 30.471 | 1:02.030 | 42.506 | 2:15.007 | 7 | 28.665 | 1:01.002 | 41.552 | 2:11.219 |
| 3 | 28.984 | 59.323 | 42.643 | 2:10.950 | 8 | <i>28.416</i> | 59.913 | <i>40.944</i> | 2:09.273 P |
| 4 | 29.540 | 59.911 | 42.461 | 2:11.912 | 9 | 29.495 | 1:00.312 | In | 2:44.929 P |
| 5 | 28.805 | 59.061 | 41.392 | 2:09.258 | 10 | | | | |
| 334 | Dr.Christian Borchert | | | | Porsche 924 | | | | |
| 1 | 38.637 | 1:13.891 | 51.137 | 2:43.665 | 5 | 34.932 | 1:12.611 | 49.664 | 2:37.207 |
| 2 | 35.864 | 1:13.731 | 52.137 | 2:41.732 | 6 | <i>34.177</i> | 1:12.885 | <i>48.962</i> | 2:36.024 |
| 3 | 35.980 | 1:14.269 | 51.015 | 2:41.264 | 7 | 34.286 | <i>1:11.999</i> | 49.761 | 2:36.046 |
| 4 | 34.823 | 1:12.143 | 50.060 | 2:37.026 | 8 | | | | |
| 410 | Koch-Meyer | | | | Suzuki Swift | | | | |
| 1 | Out | 1:43.928 | 57.276 | 3:23.703 | 5 | 38.758 | 1:17.584 | In | 2:54.192 P |
| 2 | 34.583 | 1:08.239 | 47.973 | 2:30.795 | 6 | Out | 1:10.989 | 47.069 | 4:42.514 |
| 3 | 33.484 | 1:09.882 | 48.658 | 2:32.024 | 7 | 33.060 | <i>1:05.626</i> | <i>44.655</i> | 2:23.341 |
| 4 | <i>33.057</i> | 1:10.118 | 50.437 | 2:33.612 | 8 | | | | |
| 411 | Michael Gerz | | | | Suzuki Swift GTI | | | | |
| 1 | Out | 1:43.916 | 54.539 | 3:20.784 | 5 | 34.065 | <i>1:06.030</i> | 46.009 | 2:26.104 |
| 2 | 37.682 | 1:11.504 | 47.898 | 2:37.084 | 6 | 32.634 | 1:06.673 | 45.790 | 2:25.097 |
| 3 | 33.541 | 1:09.391 | 47.199 | 2:30.131 | 7 | 33.150 | 1:07.145 | <i>45.756</i> | 2:26.051 |
| 4 | 34.344 | 1:13.397 | 48.388 | 2:36.129 | 8 | <i>32.308</i> | 1:07.540 | 45.970 | 2:25.818 |
| 424 | Flemes-Bitter | | | | Renault R 5 GT turbo | | | | |
| 1 | Out | 1:19.916 | 48.027 | 2:49.516 | 6 | 30.211 | 1:00.697 | 42.878 | 2:13.786 |
| 2 | 31.759 | 1:05.386 | 44.010 | 2:21.155 | 7 | 29.820 | 1:01.252 | 43.321 | 2:14.393 |
| 3 | 30.301 | 1:01.566 | <i>42.552</i> | 2:14.419 | 8 | 29.669 | <i>1:00.615</i> | 42.604 | 2:12.888 |
| 4 | 29.686 | 1:00.734 | 43.709 | 2:14.129 | 9 | 29.830 | 1:00.738 | 42.559 | 2:13.127 |
| 5 | <i>29.473</i> | 1:00.938 | 43.280 | 2:13.691 | 10 | | | | |

**Preis der Stadt Stuttgart 2010****Laps and Sector times of the Zeittraining 1**

| 426 Karl Eduard Reinders | | Peugeot 205 GTI | | | | | | | |
|---------------------------------|---------------|-----------------------------|---------------|----------|----|---------------|-----------------|---------------|-----------------|
| 1 | Out | 1:20.781 | 49.720 | 2:51.798 | 6 | 29.635 | 1:01.645 | 42.365 | 2:13.645 |
| 2 | 31.392 | 1:36.569 | 43.035 | 2:50.996 | 7 | 29.592 | 1:01.106 | 42.060 | 2:12.758 |
| 3 | 30.786 | 1:01.571 | 43.462 | 2:15.819 | 8 | 29.212 | 1:01.536 | 41.985 | 2:12.733 |
| 4 | 29.886 | 1:01.255 | 41.689 | 2:12.830 | 9 | 29.319 | 1:02.220 | In | 3:20.251 P |
| 5 | 29.960 | 1:01.831 | 42.100 | 2:13.891 | 10 | | | | |
| 430 Oliver Weinmeyer | | Renault R 5 GT turbo | | | | | | | |
| 1 | Out | 1:21.891 | 46.999 | 2:50.760 | 6 | 28.565 | 1:00.159 | 41.236 | 2:09.960 |
| 2 | 29.886 | 1:02.604 | 43.917 | 2:16.407 | 7 | 28.781 | 1:00.779 | 41.753 | 2:11.313 |
| 3 | 28.930 | 1:00.558 | 41.551 | 2:11.039 | 8 | 29.187 | 1:02.105 | 41.345 | 2:12.637 |
| 4 | 28.982 | 1:00.056 | 42.248 | 2:11.286 | 9 | 29.075 | 59.900 | 41.222 | 2:10.197 |
| 5 | 29.375 | 1:00.522 | 42.297 | 2:12.194 | 10 | | | | |
| 449 Günter Bechtluft | | BMW 325i | | | | | | | |
| 1 | Out | 1:08.675 | 43.686 | 2:30.438 | 4 | 28.760 | 58.166 | 44.212 | 2:11.138 |
| 2 | 28.472 | 58.210 | 42.362 | 2:09.044 | 5 | 28.167 | 57.580 | 40.888 | 2:06.635 |
| 3 | 28.029 | 59.126 | 41.546 | 2:08.701 | 6 | | | | |