Preis der Stadt Stuttgart-Auftakt

Motorsport Club Stuttgart e.V.

DMSB 56/18

Youngtimer Trophy A

13 - 15 April 2018

Runden und Sektoren Zeiten - Rennen 4 (R)

Hockenheim GP - 4574 mtr.

2 Heiden-Heiden — Ford Escort RS 2000

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	31.625	111,3	1:01.378	143,6	40.572		188,2	2:13.575		11	28.630	125,0	1:00.350	147,5	40.306		176,2	2:09.286	
2	28.356	124,6	59.691	144,2	40.849		191,8	2:08.896		12	28.657	124,3	1:00.340	146,9	In		188,8	2:15.409	P
3	28.678	124,4	1:05.166	136,7	47.507		192,5	2:21.351		13		117,1	1:10.510	119,5	49.547		175,6	4:25.743	
4	30.885	114,9	1:25.197	52,4	1:02.533		126,0	2:58.615		14	34.770	107,6	1:10.783	127,8	51.610		154,5	2:37.163	
5	45.360	116,5	1:21.515	126,6	47.151		89,5	2:54.026		15	41.094	101,1	1:23.783	130,3	47.617		110,9	2:52.494	
6	28.959	122,2	1:00.282	145,2	39.760		191,8	2:09.001		16	29.209	121,6	1:00.205	146,9	40.461		186,2	2:09.875	
7	28.624	122,7	1:01.691	136,4	40.416		193,2	2:10.731		17	28.440	126,5	59.947	145,4	40.303		186,9	2:08.690	
8	28.394	123,7	1:00.065	143,6	40.499		189,8	2:08.958		18	28.375	122,0	1:00.427	144,4	40.039		185,2	2:08.841	
9	28.633	123,0	59.575	144,8	40.738		190,5	2:08.946		19	28.140	126,2	1:02.125	145,6	40.504		187,8	2:10.769	
10	28.608	123,9	1:00.108	148,1	40.303		186,5	2:09.019		20	28.191	125,6	1:00.453	147,5	40.271		185,6	2:08.915	

18 Karl Eduard Reinders — Renault R 5 Alpine

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.070	108,0	1:08.980	130,0	45.958		175,0	2:29.008		11	31.358	111,6	1:06.560	132,8	44.186		169,5	2:22.104	
2	31.515	111,0	1:08.476	130,1	46.887		172,2	2:26.878		12	31.420	110,4	1:06.665	132,0	45.630		170,3	2:23.715	
3	34.677	107,4	1:09.685	130,8	46.280		156,5	2:30.642		13	32.269	112,1	1:08.476	115,0	49.952		167,2	2:30.697	
4	32.806	111,8	1:07.327	130,1	45.861		169,0	2:25.994		14	34.566	105,9	1:11.137	129,8	51.017		161,0	2:36.720	
5	54.772	93,8	1:19.884	124,4	46.731		132,7	3:01.387		15	42.071	105,0	1:23.367	128,4	47.049		112,4	2:52.487	
6	31.457	113,1	1:06.612	132,2	44.215		172,5	2:22.284		16	31.625	111,0	1:08.135	132,2	In		177,9	2:30.857	P
7	31.224	113,6	1:06.393	133,0	44.120		173,6	2:21.737		17		110,4	1:07.880	130,8	44.578		165,4	4:18.236	
8	32.451	109,4	1:06.847	132,2	44.545		167,4	2:23.843		18	31.524	110,3	1:08.317	130,9	44.510		169,3	2:24.351	
9	31.630	113,2	1:07.093	131,9	44.354		167,2	2:23.077		19	30.970	112,3	1:06.529	133,3	44.660		169,3	2:22.159	
10	31.273	112,5	1:07.058	131,7	45.359		167,2	2:23.690		20									

25 Klaus Backes — NSU TT

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	30.746	110,5	1:03.407	135,0	41.920		192,5	2:16.073		11	28.679	121,1	1:01.899	143,0	39.363		180,9	2:09.941	
2	29.566	119,5	1:02.736	144,6	41.710		188,2	2:14.012		12	28.227	121,1	1:00.470	144,4	39.571		184,6	2:08.268	
3	30.221	117,1	1:05.270	130,4	44.638		175,3	2:20.129		13	28.852	120,4	1:00.957	144,2	45.947		183,7	2:15.756	
4	30.219	118,9	1:21.316	49,3	1:01.489		162,9	2:53.024		14	36.540	101,9	1:11.923	117,0	48.766		154,1	2:37.229	
5	48.466	113,3	1:19.952	129,5	46.527		87,7	2:54.945		15	29.341	122,2	1:01.140	145,9	42.979		179,4	2:13.460	
6	29.412	121,6	1:01.016	148,1	41.314		190,8	2:11.742		16	39.641	119,6	1:23.218	138,1	45.688		90,7	2:48.547	
7	30.010	120,1	1:00.437	146,9	40.847		193,2	2:11.294		17	31.244	122,6	1:01.351	146,3	In		188,8	2:19.947	P
8	29.459	117,9	1:02.561	146,7	40.008		187,2	2:12.028		18		119,1	1:01.152	143,8	39.977		181,2	4:03.635	
9	28.550	121,2	1:00.501	145,6	39.556		188,2	2:08.607		19	28.897	121,6	1:02.248	145,7	40.060		184,6	2:11.205	
10	28.374	121,5	1:00.078	147,5	40.193		186,2	2:08.645		20	28.910	117,4	1:01.564	141,7	40.270		183,7	2:10.744	

26 Benra-Benra — NSU 67

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.090	107,5	1:07.325	126,6	47.278		177,3	2:27.693		11	30.724	110,9	1:06.313	128,4	42.979		169,8	2:20.016	
2	33.855	107,4	1:06.002	128,7	46.405		174,8	2:26.262		12	30.567	112,5	1:04.090	132,2	43.560		169,8	2:18.217	
3	34.880	110,9	1:09.733	126,9	46.252		157,4	2:30.865		13	31.086	112,3	1:05.915	131,5	44.284		169,5	2:21.285	
4	32.839	109,2	1:07.835	126,6	45.135		166,7	2:25.809		14	30.997	111,6	1:23.794	69,6	1:06.563		124,7	3:01.354	
5	55.150	85,8	1:19.790	119,5	46.933		139,9	3:01.873		15	41.329	98,0	1:23.454	124,6	48.833		106,2	2:53.616	
6	31.548	113,9	1:06.489	130,8	43.627		175,9	2:21.664		16	32.515	111,7	1:06.716	129,3	In		171,7	2:30.458	P
7	31.016	114,6	1:05.586	131,1	43.534		173,1	2:20.136		17		111,7	1:05.227	131,7	43.052		167,4	4:12.169	
8	30.921	109,5	1:05.152	132,8	43.683		172,0	2:19.756		18	30.814	111,3	1:05.736	131,1	43.105		170,1	2:19.655	
9	30.677	111,6	1:04.979	132,7	43.523		168,8	2:19.179		19	30.470	113,6	1:04.845	129,5	43.390		172,0	2:18.705	
10	30.637	113,0	1:05.489	131,5	43.262		170,6	2:19.388		20									

27 Benra-Benra — NSU 67

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.854	112,4	1:06.242	134,3	45.571		178,5	2:25.667		11	30.295	115,6	1:04.596	131,7	41.985		170,6	2:16.876	
2	30.632	116,0	1:04.315	132,0	43.706		172,5	2:18.653		12	30.437	115,3	1:07.820	120,8	50.190		169,5	2:28.447	
3	34.407	104,3	1:14.991	121,1	46.172		143,6	2:35.570		13	34.490	107,0	1:10.277	123,0	48.134		165,1	2:32.901	
4	31.945	114,8	1:06.265	129,8	49.258		174,5	2:27.468		14	33.863	105,6	1:11.212	124,1	47.881		160,0	2:32.956	
5	53.621	102,0	1:20.685	122,6	In		124,6	3:07.122	P	15	34.692	107,1	1:08.580	128,9	42.096		168,8	2:25.368	

Schnellste Runde : 2:03.380 in Runde 6 duch nr. 36 : Wilhelm Vinke(Wilhelm Vinke) (Opel)

Zeitnahme durch : SDO SportTiming

Ergebnissen: www.raceresults.at

Preis der Stadt Stuttgart-Auftakt

Motorsport Club Stuttgart e.V.

DMSB 56/18

Youngtimer Trophy A

13 - 15 April 2018

Runden und Sektoren Zeiten - Rennen 4 (R)

Hockenheim GP - 4574 mtr.

6		113,0	1:05.285	132,8	41.770		177,0	4:11.049	16	30.593	115,6	1:04.264	133,2	42.181		168,2	2:17.038
7	30.194	116,1	1:04.335	134,3	41.969		174,2	2:16.498	17	30.727	115,6	1:04.645	133,0	41.991		167,2	2:17.363
8	30.774	116,8	1:03.879	135,0	42.000		174,5	2:16.653	18	30.516	116,3	1:05.192	130,9	41.935		167,2	2:17.643
9	30.407	116,1	1:04.605	135,3	41.693		167,2	2:16.705	19	30.512	115,0	1:04.744	133,5	42.082		166,9	2:17.338
10	30.124	116,3	1:03.956	133,2	41.942		167,7	2:16.022	20								

36	Wilhelm Vinke									Opel Kadett B 1900									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	29.419	118,6	58.445	150,8	39.517		214,3	2:07.381		11	27.175	132,7	59.097	156,3	39.433		189,5	2:05.705	
2	27.712	128,1	57.991	152,3	39.630		207,7	2:05.333		12	27.060	131,2	57.319	156,3	39.250		206,9	2:03.629	
3	27.530	125,3	59.948	151,0	49.126		206,5	2:16.604		13	27.994	125,4	57.432	157,0	39.185		208,1	2:04.611	
4	37.207	101,3	1:29.178	82,3	1:04.429		109,5	3:10.814		14	27.927	129,3	1:03.862	146,9	46.470		166,2	2:18.259	
5	42.600	105,8	1:23.209	115,3	47.423		101,2	2:53.232		15	42.609	82,8	1:32.708	76,0	1:06.367		97,9	3:21.684	
6	27.695	128,6	56.308	155,4	39.377		210,5	2:03.380		16	40.993	100,7	1:23.812	107,9	48.242		107,4	2:53.047	
7	27.467	128,7	56.949	153,6	39.678		209,3	2:04.094		17	27.483	126,6	57.684	154,5	39.628		209,3	2:04.795	
8	27.280	128,4	57.530	155,6	39.641		207,7	2:04.451		18	27.520	131,2	57.937	153,6	40.068		206,5	2:05.525	
9	27.218	131,2	56.868	156,7	39.988		209,7	2:04.074		19	27.618	126,6	57.803	153,6	40.067		207,7	2:05.488	
10	27.565	131,9	56.975	155,4	39.315		207,7	2:03.855		20	28.235	117,3	1:01.921	144,2	In		201,1	2:16.722	P

37	Jürgen Weber									BMW 2002									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.433	117,0	1:02.896	143,6	42.628		193,5	2:18.957		11	29.488	122,4	1:03.115	142,7	41.551		181,5	2:14.154	
2	30.577	113,3	1:02.882	143,6	43.686		192,2	2:17.145		12	30.054	121,8	1:02.525	143,4	41.981		186,2	2:14.560	
3	37.086	106,0	1:15.650	102,3	45.126		126,9	2:37.862		13	29.962	117,8	1:02.258	141,0	43.104		185,9	2:15.324	
4	31.925	102,4	1:05.536	142,7	53.384		183,7	2:30.845		14	30.823	116,5	1:08.213	139,9	43.841		133,8	2:22.877	
5	51.291	100,9	1:21.273	124,9	45.364		111,3	2:57.928		15	31.390	115,6	1:07.251	141,4	43.811		156,5	2:22.452	
6	30.089	121,2	1:01.841	143,4	42.449		191,5	2:14.379		16	30.836	119,9	1:10.825	131,4	44.682		152,3	2:26.343	
7	29.695	113,4	1:01.941	144,2	42.368		192,5	2:14.004		17	30.024	117,9	1:02.772	144,2	43.723		190,5	2:16.519	
8	29.546	121,9	1:01.264	145,0	41.863		193,5	2:12.673		18	30.444	122,2	1:03.411	144,2	In		194,2	2:23.773	P
9	29.707	120,3	1:01.772	144,2	41.917		192,2	2:13.396		19		117,3	1:07.941	137,8	42.505		184,6	4:15.740	
10	30.063	120,7	1:02.824	144,6	41.945		172,5	2:14.832		20	29.478	116,6	1:03.768	143,8	43.199		173,6	2:16.445	

39	Wolfgang Schuster									BMW 2002									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	31.602	110,2	1:03.922	140,4	41.706		193,9	2:17.230		11	Out	101,7	1:04.143	141,2	40.934		169,3	4:26.904	
2	29.905	114,5	1:02.475	141,0	41.674		194,6	2:14.054		12	29.058	113,1	1:03.367	130,0	44.430		179,4	2:16.855	
3	30.171	115,1	1:05.204	137,2	44.692		184,9	2:20.067		13	31.559	107,4	1:09.360	131,2	43.621		151,0	2:24.540	
4	30.290	114,0	1:21.124	49,8	1:01.467		183,4	2:52.881		14	30.666	109,6	1:09.150	115,1	46.067		166,9	2:25.883	
5	47.242	113,4	1:21.338	121,6	46.238		95,0	2:54.818		15	29.887	117,1	1:12.952	127,5	43.787		157,7	2:26.626	
6	29.223	122,3	1:00.841	144,2	41.903		198,2	2:11.967		16	29.746	111,2	1:04.687	142,1	43.455		188,2	2:17.888	
7	29.170	114,0	1:01.092	145,0	41.434		193,5	2:11.696		17	30.725	110,1	1:02.349	142,9	41.118		184,6	2:14.192	
8	28.534	114,3	1:01.154	142,7	40.715		196,0	2:10.403		18	28.655	114,9	1:03.038	140,8	41.018		174,5	2:12.711	
9	28.577	118,8	1:00.850	143,6	40.827		192,5	2:10.254		19	28.677	114,5	1:05.437	140,3	41.785		179,1	2:15.899	
10	28.834	119,2	1:07.981	123,4	In		174,8	2:27.061	P	20	29.477	112,7	1:03.974	129,5	42.771		177,6	2:16.222	

42	Thomas Henningsen									BMW 2002ti									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	31.347	112,9	1:06.434	139,7	43.342		191,2	2:21.123		4	31.664	114,8	1:05.717	137,9	52.383		174,2	2:29.764	
2	30.706	116,1	1:05.921	141,5	43.655		190,8	2:20.282		5	51.714	103,2	1:21.224	129,5	45.810		112,1	2:58.748	
3	36.687	114,6	1:15.957	99,9	45.936		114,5	2:38.580		6	30.689	112,3	4:12.183	127,4	In		111,8	5:39.722	P

60	Bellersheim-Bellersheim									Ford Escort RS2000 Mk1									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	32.638	110,4	1:04.837	139,2	43.932		189,8	2:21.407		11	29.270	120,5	1:02.087	143,0	41.686		184,0	2:13.043	
2	29.438	117,8	1:02.982	145,4	43.539		195,7	2:15.959		12	29.436	114,6	1:03.553	141,9	In		186,9	2:24.871	P
3	30.902	119,1	1:07.379	131,9	45.149		159,8	2:23.430		13	Out	112,0	1:08.217	125,9	46.389		159,5	3:53.228	
4	31.018	120,8	1:16.495	47,3	1:01.519		173,6	2:49.032		14	33.248	109,5	1:07.503	138,3	44.115		153,2	2:24.866	
5	49.231	117,5	1:19.812	124,0	45.345		90,5	2:54.388		15	38.851	112,0	1:23.511	139,2	46.055		97,2	2:48.417	
6	30.483	116,5	1:04.043	140,8	41.748		191,2	2:16.274		16	32.273	110,8	1:09.506	142,7	43.430		169,5	2:25.209	

Schnellste Runde : 2:03.380 in Runde 6 duch nr. 36 : Wilhelm Vinke(Wilhelm Vinke) (Opel)

Zeitnahme durch : SDO SportTiming

Ergebnissen: www.raceresults.at

Preis der Stadt Stuttgart-Auftakt

Motorsport Club Stuttgart e.V.

DMSB 56/18

Youngtimer Trophy A

13 - 15 April 2018

Runden und Sektoren Zeiten - Rennen 4 (R)

Hockenheim GP - 4574 mtr.

7	29.356	119,6	1:02.453	141,9	41.482	194,6	2:13.291	17	30.824	109,0	1:03.904	141,5	44.620	191,5	2:19.348
8	29.293	120,4	1:01.445	144,6	42.945	194,6	2:13.683	18	29.226	115,0	1:05.047	140,8	42.096	187,5	2:16.369
9	32.369	118,9	1:02.806	144,8	42.238	192,2	2:17.413	19	29.477	114,4	1:05.949	143,6	42.435	140,6	2:17.861
10	30.105	120,8	1:03.507	143,2	42.218	172,8	2:15.830	20	29.475	109,9	1:05.223	141,4	41.643	190,8	2:16.341

63	Patrick Peeters									FORD ESCORT RS 2000									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1								2:03.549		11								2:07.171	
2								2:06.345		12								2:09.049	
3								2:17.710		13								2:06.730	
4								3:09.819		14								2:25.659	
5								2:51.466		15								2:53.684	
6								2:06.174		16								2:51.075	
7								2:06.897		17			In		In			2:37.872	P
8								2:08.064		18								4:12.108	
9								2:06.039		19								2:12.314	
10								2:07.726		20								2:12.080	

64	Uwe Klapproth									BMW 2002									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	30.483	121,8	1:01.622	147,1	41.306		200,7	2:13.411		11	28.427	125,0	1:00.124	150,8	40.757		184,3	2:09.308	
2	28.999	125,3	1:00.161	143,8	40.923		197,4	2:10.083		12	28.589	125,7	1:00.273	147,5	40.847		186,5	2:09.709	
3	28.366	124,6	1:04.174	142,3	47.596		197,8	2:20.136		13	28.875	123,7	1:00.153	149,6	56.674		188,5	2:25.702	
4	31.054	119,1	1:24.301	66,3	1:03.292		109,2	2:58.647		14	36.607	106,1	1:12.220	122,0	48.817		154,7	2:37.644	
5	44.136	113,2	1:22.315	108,9	48.161		94,0	2:54.612		15	29.189	123,7	1:00.813	148,4	43.428		193,9	2:13.430	
6	28.834	124,0	59.890	148,8	40.609		199,3	2:09.333		16	39.345	116,9	1:23.448	137,1	45.593		95,0	2:48.386	
7	28.219	124,0	1:01.691	141,9	40.650		197,4	2:10.560		17	29.842	120,1	1:01.296	148,1	40.667		203,8	2:11.805	
8	28.564	125,3	59.977	148,8	40.679		196,7	2:09.220		18	28.390	123,6	59.644	149,8	40.482		197,4	2:08.516	
9	28.689	126,0	59.500	150,0	40.823		194,9	2:09.012		19	28.541	126,6	59.715	149,8	40.848		196,0	2:09.104	
10	28.427	126,6	1:00.075	147,3	40.462		190,1	2:08.964		20	29.171	104,5	1:02.142	145,4	In		191,8	2:17.147	P

105	Rung-Moldenhauer									Porsche 924									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1								2:45.446		9								2:38.012	
2								2:49.428		10								2:36.763	
3								2:46.146		11								2:47.471	
4								2:48.598		12			In		In			2:45.811	P
5								2:45.261		13								3:56.478	
6								2:40.413		14			In		In			7:32.242	P
7								2:40.765		15								2:46.656	
8								2:39.601		16								2:45.515	

130	Stelberg-Stelberg									VW Polo 86									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.026	99,3	1:09.235	135,8	43.242		178,8	2:26.503		11	30.146	116,0	1:02.886	140,4	41.927		181,8	2:14.959	
2	30.686	119,5	1:04.692	137,1	43.279		180,9	2:18.657		12	29.352	119,2	1:04.205	126,0	45.180		181,2	2:18.737	
3	37.768	99,8	1:14.127	131,9	44.068		134,8	2:35.963		13	32.458	110,9	1:09.003	128,0	44.188		150,4	2:25.649	
4	32.180	115,0	1:06.128	119,7	55.507		170,3	2:33.815		14	31.423	114,2	1:07.206	128,9	44.182		161,0	2:22.811	
5	50.121	107,2	1:22.216	123,1	45.984		97,2	2:58.321		15	31.110	115,3	1:12.012	131,9	43.600		152,3	2:26.722	
6	31.714	118,7	1:05.993	137,4	43.048		182,4	2:20.755		16	29.352	122,0	1:03.710	139,0	42.827		187,2	2:15.889	
7	30.747	116,8	1:05.594	138,6	In		182,1	2:26.271	P	17	31.228	117,4	1:03.132	141,4	41.278		179,4	2:15.638	
8		120,7	1:03.212	141,4	41.392		182,4	3:58.784		18	30.111	117,6	1:04.308	139,2	41.052		180,0	2:15.471	
9	29.254	121,3	1:03.410	141,2	40.962		161,2	2:13.626		19	29.437	120,8	1:05.359	139,4	40.972		180,9	2:15.768	
10	29.536	122,2	1:02.213	141,4	42.271		175,0	2:14.020		20	29.428	121,8	1:01.977	141,4	41.351		181,2	2:12.756	

133	Marco keul									audi audi50									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.207	113,0	1:07.389	129,3	42.391		175,9	2:22.987		11	29.304	117,0	1:03.082	138,5	42.081		180,3	2:14.467	
2	30.151	115,4	1:03.636	137,6	42.371		181,8	2:16.158		12	29.742	116,3	1:03.156	138,8	42.357		179,7	2:15.255	

Schnellste Runde : 2:03.380 in Runde 6 duch nr. 36 : Wilhelm Vinke(Wilhelm Vinke) (Opel)

Zeitnahme durch : SDO SportTiming

Ergebnissen: www.raceresults.at

Preis der Stadt Stuttgart-Auftakt

Motorsport Club Stuttgart e.V.

DMSB 56/18

Youngtimer Trophy A

13 - 15 April 2018

Runden und Sektoren Zeiten - Rennen 4 (R)

Hockenheim GP - 4574 mtr.

3	30.660	109,6	1:08.008	134,5	44.354		171,7	2:23.022	13	29.543	117,9	1:03.403	136,4	In		178,8	2:21.403 P
4	31.579	110,8	1:15.816	49,8	1:02.434		180,0	2:49.829	14		115,3	1:04.056	136,7	42.987		178,2	2:29.483
5	48.829	103,1	1:20.203	120,9	44.973		95,5	2:54.005	15	30.643	113,9	1:04.163	137,6	42.436		179,7	2:17.242
6	29.770	114,8	1:04.371	137,8	42.677		184,0	2:16.818	16	30.770	113,0	1:08.859	132,7	44.658		168,2	2:24.287
7	29.831	115,0	1:03.752	137,8	41.461		182,4	2:15.044	17	29.647	117,6	1:02.542	139,0	In		184,6	2:24.448 P
8	29.234	117,4	1:01.800	140,6	41.930		184,6	2:12.964	18		116,8	1:03.247	139,7	43.368		179,7	4:08.839
9	30.048	115,3	1:02.579	141,5	41.616		182,1	2:14.243	19	30.053	116,4	1:08.808	132,2	42.952		179,1	2:21.813
10	29.348	116,9	1:03.343	138,8	42.004		175,0	2:14.695	20	29.698	117,1	1:03.594	140,6	41.766		182,4	2:15.058

140 Bernd Runkel — VW POLO

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	32.436	112,4	1:04.776	143,0	44.073		182,1	2:21.285		11	31.642	119,1	1:02.775	141,7	42.241		174,8	2:16.658	
2	30.269	119,2	1:02.899	141,2	43.943		175,6	2:17.111		12	29.864	118,4	1:04.204	119,7	46.815		180,6	2:20.883	
3	37.567	111,5	1:09.107	134,3	44.261		152,5	2:30.935		13	32.815	116,0	1:07.596	138,5	43.736		129,7	2:24.147	
4	30.814	118,4	1:09.403	51,4	1:00.506		170,1	2:40.723		14	32.291	116,6	1:06.846	136,0	43.553		151,5	2:22.690	
5	50.077	103,2	1:20.187	132,7	43.842		91,6	2:54.106		15	31.012	118,9	1:11.428	125,9	44.154		158,1	2:26.594	
6	29.763	120,8	1:03.386	142,9	41.849		180,9	2:14.998		16	29.610	120,8	1:02.344	141,0	45.201		177,9	2:17.155	
7	29.538	120,9	1:03.010	142,7	41.397		180,0	2:13.945		17	29.804	120,4	1:04.776	139,9	44.903		177,6	2:19.483	
8	29.722	121,3	1:01.828	143,6	41.993		186,9	2:13.543		18	29.881	121,6	1:04.478	142,1	43.203		179,4	2:17.562	
9	30.315	119,5	1:02.139	144,4	In		179,7	2:23.544	P	19	31.268	111,8	1:04.492	142,7	42.185		177,3	2:17.945	
10		120,0	1:03.984	143,2	42.369		150,8	4:12.709		20	31.630	114,6	1:04.618	141,4	42.547		160,0	2:18.795	

150 Achim Rossmann — VW Golf 1 GTI

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	32.055	113,9	1:05.125	137,8	44.207		187,8	2:21.387		11	29.341	117,6	1:03.076	141,7	42.688		171,7	2:15.105	
2	30.653	114,8	1:04.236	139,5	43.198		188,5	2:18.087		12	29.574	117,5	1:02.595	139,7	42.015		180,3	2:14.184	
3	37.567	97,0	1:16.002	108,7	44.771		125,6	2:38.340		13	29.637	118,7	1:02.388	140,6	43.492		184,6	2:15.517	
4	31.265	113,2	1:05.343	135,0	54.688		181,5	2:31.296		14	30.834	114,8	1:05.869	137,8	44.166		173,4	2:20.869	
5	50.600	103,3	1:21.747	132,5	45.413		102,5	2:57.760		15	31.410	116,5	1:06.965	138,6	43.951		166,2	2:22.326	
6	30.177	115,6	1:02.469	140,3	41.983		186,2	2:14.629		16	30.706	116,1	1:10.509	134,8	44.623		163,9	2:25.838	
7	29.965	114,9	1:01.739	141,0	42.088		186,9	2:13.792		17	29.827	119,5	1:01.644	143,2	In		192,5	2:24.027	P
8	29.940	115,9	1:02.387	143,4	42.198		186,9	2:14.525		18		116,4	1:02.698	141,2	42.505		184,3	4:00.197	
9	30.081	116,6	1:02.263	142,7	41.904		186,2	2:14.248		19	30.605	117,1	1:02.866	141,2	42.974		182,7	2:16.445	
10	29.448	117,5	1:04.123	142,3	41.970		147,3	2:15.541		20	30.188	114,8	1:03.903	142,1	42.089		184,0	2:16.180	

161 Christoph Renicke — Opel Kadett C GT/E

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	29.188	124,6	1:00.118	151,7	39.053		204,2	2:08.359		8	27.466	125,1	57.950	153,6	38.905		197,4	2:04.321	
2	27.902	124,1	57.486	153,4	39.530		204,9	2:04.918		9	27.462	126,0	57.511	156,3	39.224		199,3	2:04.197	
3	27.433	125,1	1:00.743	151,5	48.636		192,2	2:16.812		10	27.531	126,6	57.543	157,0	38.593		201,5	2:03.667	
4	37.332	105,7	1:29.498	82,9	1:04.226		106,9	3:11.056		11	27.370	125,9	58.007	155,4	39.093		198,2	2:04.470	
5	42.748	105,9	1:22.937	111,3	47.347		94,9	2:53.032		12	27.141	125,1	57.360	154,3	38.948		201,1	2:03.449	
6	27.718	125,4	57.219	156,1	39.757		200,4	2:04.694		13	27.793	114,8	57.774	156,1	In		202,2	2:15.737	P
7	27.530	125,7	57.729	152,5	39.186		198,9	2:04.445		14									

164 Burkhard Bock — Opel Ascona B

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	32.899	107,5	1:08.499	133,7	44.287		178,2	2:25.685		10	30.430	110,8	1:08.412	133,5	47.471		166,7	2:26.313	
2	31.079	111,1	1:08.878	131,7	In		142,1	2:32.431	P	11	32.688	109,9	1:08.808	119,2	48.072		165,9	2:29.568	
3		112,4	1:06.036	135,0	42.079		175,9	9:50.431		12	33.752	109,0	1:11.110	118,9	48.351		158,1	2:33.213	
4	31.297	106,4	1:04.540	138,1	42.048		177,9	2:17.885		13	34.333	109,6	1:08.887	132,8	45.609		166,2	2:28.829	
5	30.209	110,9	1:06.076	133,2	43.273		179,4	2:19.558		14	31.173	111,2	1:05.414	134,8	42.986		173,9	2:19.573	
6	30.453	112,7	1:04.898	137,6	42.412		167,4	2:17.763		15	31.407	112,1	1:06.788	132,5	43.177		172,5	2:21.372	
7	31.516	114,2	1:07.556	135,8	42.570		149,8	2:21.642		16	30.382	112,3	1:08.674	136,5	42.610		152,8	2:21.666	
8	30.779	111,6	1:05.358	136,9	42.545		172,2	2:18.682		17	32.485	101,7	1:07.879	135,5	42.244		166,9	2:22.608	
9	30.993	111,6	1:06.495	136,7	42.635		169,5	2:20.123		18									

Schnellste Runde : 2:03.380 in Runde 6 duch nr. 36 : Wilhelm Vinke(Wilhelm Vinke) (Opel)

Zeitnahme durch : SDO SportTiming

Ergebnissen: www.raceresults.at

Preis der Stadt Stuttgart-Auftakt

Motorsport Club Stuttgart e.V.

DMSB 56/18

Youngtimer Trophy A

13 - 15 April 2018

Runden und Sektoren Zeiten - Rennen 4 (R)

Hockenheim GP - 4574 mtr.

166 Brust-Leiendecker — Opel Kadett C Coupe

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	29.969	117,4	1:04.072	148,6	42.262		199,6	2:16.303		2									

169 Michael Nolte — Opel Kadett C Coupe

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	28.944	126,5	57.443	152,8	38.926		202,6	2:05.313		9	28.032	125,6	1:01.864	149,8	40.060		167,4	2:09.956	
2	27.082	126,0	57.229	153,0	39.222		202,6	2:03.533		10	28.193	123,9	59.912	153,2	40.018		165,9	2:08.123	
3	27.069	126,2	1:02.018	137,8	50.098		178,5	2:19.185		11	29.063	122,4	59.634	152,8	40.408		195,3	2:09.105	
4	38.199	97,9	1:29.345	77,0	1:04.196		117,4	3:11.740		12	27.869	124,6	59.752	144,2	45.256		203,0	2:12.877	
5	42.760	110,9	1:23.464	108,3	47.755		104,7	2:53.979		13	30.618	119,7	1:05.417	137,9	48.971		187,2	2:25.006	
6	27.732	126,2	57.122	153,8	39.853		206,5	2:04.707		14	31.031	116,1	1:02.237	151,0	41.967		172,2	2:15.235	
7	33.196	119,1	1:08.066	132,4	In		184,6	2:37.890	P	15	38.629	117,5	1:22.917	132,7	44.394		87,6	2:45.940	
8	Out	122,9	58.722	151,5	40.401		206,1	4:30.805		16	30.288	118,0	58.912	153,4	40.273		203,8	2:09.473	

171 Armin Frank — Opel Kadett

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	32.503	118,3	1:03.656	151,3	41.778		187,8	2:17.937		11	27.886	125,6	59.897	151,7	40.713		196,7	2:08.496	
2	29.453	120,9	59.839	151,3	42.149		207,3	2:11.441		12	28.400	125,0	59.077	151,9	40.302		199,3	2:07.779	
3	28.980	118,2	1:05.021	140,3	44.030		171,7	2:18.031		13	28.175	124,3	58.980	149,4	47.759		197,8	2:14.914	
4	30.549	111,1	1:23.010	51,5	1:02.474		161,0	2:56.033		14	32.318	116,3	1:05.349	138,6	43.577		166,7	2:21.244	
5	46.107	110,4	1:21.055	125,9	47.127		104,9	2:54.289		15	30.127	118,6	1:09.044	136,9	50.466		173,4	2:29.637	
6	28.719	124,7	1:01.090	150,2	40.948		182,4	2:10.757		16	42.390	113,6	1:23.438	143,6	45.832		104,8	2:51.660	
7	28.316	124,1	1:00.439	146,9	42.450		199,3	2:11.205		17	30.705	118,3	1:01.146	150,2	40.079		195,7	2:11.930	
8	29.122	122,9	1:00.865	145,4	42.069		196,4	2:12.056		18	27.777	126,2	59.725	148,8	In		206,1	2:15.315	P
9	28.403	123,6	59.905	149,4	40.742		202,2	2:09.050		19		120,7	1:02.191	144,8	41.388		194,9	3:52.051	
10	28.108	123,1	1:01.137	149,0	41.319		165,6	2:10.564		20	31.093	123,4	1:00.140	151,0	40.015		186,5	2:11.248	

174 Dieter Ohligschläger — Opel Kadett C GT/E

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	31.794	104,4	1:05.484	144,4	43.711		182,4	2:20.989		11	29.152	117,6	1:02.472	145,0	41.685		166,7	2:13.309	
2	29.588	115,4	1:03.728	143,8	43.345		191,5	2:16.661		12	29.439	117,8	1:02.154	144,2	42.405		184,6	2:13.998	
3	31.389	118,3	1:08.027	138,3	44.031		137,9	2:23.447		13	29.658	118,3	1:02.771	121,3	46.127		192,9	2:18.556	
4	30.959	114,6	1:16.375	49,0	1:01.473		169,0	2:48.807		14	32.463	109,4	1:08.703	131,4	43.855		135,0	2:25.021	
5	49.288	113,3	1:19.392	122,2	45.575		89,3	2:54.255		15	31.876	115,1	1:06.988	128,0	43.831		143,0	2:22.695	
6	29.799	115,5	1:02.008	144,8	41.530		192,2	2:13.337		16	30.470	115,6	1:12.461	122,6	43.849		138,8	2:26.780	
7	29.303	117,9	1:01.525	144,6	41.832		190,5	2:12.660		17	29.753	118,2	1:02.727	141,0	In		194,9	2:25.686	P
8	29.454	119,7	1:02.795	144,6	41.461		194,6	2:13.710		18	Out	112,4	1:08.734	137,4	41.883		181,5	4:24.107	
9	30.008	120,0	1:02.246	146,1	41.844		190,8	2:14.098		19	29.561	114,3	1:06.455	144,0	42.255		157,9	2:18.271	
10	29.756	116,4	1:03.490	144,8	42.151		167,7	2:15.397		20	29.689	111,8	1:05.428	143,6	41.788		177,0	2:16.905	

176 Thomas Fröhlingsdorf — Ford Escort

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	29.088	114,3	58.760	149,2	39.296		198,5	2:07.144		10	28.443	118,6	1:00.101	145,7	39.615		192,9	2:08.159	
2	28.002	124,1	58.626	149,0	39.030		198,9	2:05.658		11	29.178	122,3	1:00.024	149,6	39.375		181,8	2:08.577	
3	27.984	121,3	1:04.168	149,2	45.603		171,7	2:17.755		12	28.338	121,2	58.499	147,7	39.750		199,6	2:06.587	
4	37.393	103,9	1:29.372	73,1	1:03.548		99,1	3:10.313		13	28.246	114,8	1:00.643	147,7	In		193,5	2:18.125	P
5	43.256	97,6	1:22.883	110,9	47.018		101,8	2:53.157		14		83,9	1:32.943	75,6	1:06.323		98,1	5:05.976	
6	27.579	121,9	58.356	147,9	38.826		200,7	2:04.761		15	41.071	94,9	1:23.889	120,7	47.890		109,0	2:52.850	
7	28.428	117,5	59.010	149,2	39.895		196,7	2:07.333		16	28.370	119,7	59.452	149,0	39.608		197,1	2:07.430	
8	28.456	120,7	1:00.120	143,8	39.552		197,1	2:08.128		17	28.091	115,5	59.477	148,4	39.417		195,3	2:06.985	
9	27.779	120,5	58.631	149,0	39.194		196,4	2:05.604		18									

201 Dr. Christian Borchart — Porsche 924

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.065	105,8	1:06.966	134,2	46.349		178,5	2:26.380		11		110,5	1:06.592	131,4	45.020		175,6	4:17.769	
2	34.155	109,1	1:05.291	133,3	46.711		179,1	2:26.157		12	31.925	104,0	1:10.130	124,4	48.090		157,2	2:30.145	
3	33.118	104,7	1:08.577	131,1	46.644		167,2	2:28.339		13	33.865	103,4	1:25.152	72,8	1:06.278		126,8	3:05.295	
4	31.925	111,0	1:06.708	131,9	47.282		173,4	2:25.915		14	41.288	92,5	1:23.631	126,0	48.697		111,6	2:53.616	

Schnellste Runde : 2:03.380 in Runde 6 duch nr. 36 : Wilhelm Vinke(Wilhelm Vinke) (Opel)

Zeitnahme durch : SDO SportTiming

Ergebnissen: www.raceresults.at

Preis der Stadt Stuttgart-Auftakt

Motorsport Club Stuttgart e.V.

DMSB 56/18

Youngtimer Trophy A

13 - 15 April 2018

Runden und Sektoren Zeiten - Rennen 4 (R)

Hockenheim GP - 4574 mtr.

5	53.932	102,2	1:20.784	126,5	47.114		126,0	3:01.830	15	33.020	113,4	1:06.625	130,8	45.162		176,8	2:24.807
6	31.137	116,5	1:04.989	132,2	44.217		180,0	2:20.343	16	31.493	115,3	1:04.539	131,7	46.090		179,1	2:22.122
7	30.296	115,8	1:05.676	131,7	43.944		180,9	2:19.916	17	31.840	111,7	1:08.293	129,8	45.113		181,5	2:25.246
8	30.463	116,9	1:04.395	133,5	44.182		180,3	2:19.040	18	31.346	113,4	1:07.628	133,2	44.972		173,1	2:23.946
9	30.482	117,4	1:04.928	133,7	44.586		177,0	2:19.996	19	31.043	116,1	1:07.185	133,2	43.743		173,4	2:21.971
10	30.745	116,3	1:07.541	131,9	In		142,5	2:30.186 P	20								

203 Zensen-Irnich — Porsche 924

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1								2:16.696		11								2:17.671	
2								2:21.238		12								2:21.297	
3								2:36.655		13								2:29.494	
4								2:27.348		14								2:28.519	
5			In		In			3:08.183	P	15								2:26.036	
6								4:25.023		16								2:16.041	
7								2:18.798		17								2:18.970	
8								2:17.378		18								2:18.372	
9								2:17.688		19								2:16.267	
10								2:15.221		20									

204 Baltzer-Mang — Porsche 924

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.805	107,8	1:09.681	130,0	46.097		176,8	2:30.583		11	32.004	103,4	1:07.634	131,5	In		173,9	2:31.710	P
2	33.144	108,1	1:09.086	126,8	47.520		176,5	2:29.750		12	Out	113,0	1:06.250	132,5	44.941		171,7	4:39.816	
3	35.847	103,3	1:10.420	129,3	45.851		165,6	2:32.118		13	34.493	112,5	1:11.274	122,7	51.073		151,9	2:36.840	
4	32.420	112,4	1:11.084	128,1	46.414		173,4	2:29.918		14	41.940	110,0	1:23.796	127,5	46.757		108,4	2:52.493	
5	47.099	90,5	1:20.916	123,4	46.735		129,2	2:54.750		15	33.162	114,0	1:07.552	136,2	44.611		165,9	2:25.325	
6	32.086	113,9	1:06.495	133,0	45.607		175,0	2:24.188		16	31.018	113,8	1:06.443	136,2	45.744		178,5	2:23.205	
7	31.635	111,7	1:06.477	131,5	44.397		170,6	2:22.509		17	31.544	114,8	1:05.153	137,2	42.465		178,5	2:19.162	
8	31.375	114,3	1:06.689	131,7	45.006		174,8	2:23.070		18	30.683	116,1	1:07.402	134,8	42.924		172,0	2:21.009	
9	32.015	108,3	1:06.369	130,9	44.871		173,9	2:23.255		19	31.208	114,0	1:04.924	137,8	42.796		177,9	2:18.928	
10	31.027	111,5	1:07.918	131,5	45.059		169,3	2:24.004		20									

205 Clemens Fischer — Porsche 924 R

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.585	105,6	1:06.616	130,1	44.370		179,4	2:24.571		11	29.880	114,6	1:04.238	134,8	42.910		176,5	2:17.028	
2	30.839	110,8	1:05.401	134,8	45.144		178,2	2:21.384		12	29.670	113,3	1:03.815	134,3	43.002		177,0	2:16.487	
3	33.866	101,6	1:15.007	118,0	46.116		138,1	2:34.989		13	29.920	114,2	1:05.588	134,3	45.525		176,5	2:21.033	
4	32.139	109,0	1:07.194	134,3	48.282		168,5	2:27.615		14	33.991	103,5	1:08.840	129,7	46.743		165,4	2:29.574	
5	53.766	100,9	1:20.449	120,5	46.011		119,3	3:00.226		15	32.890	109,9	1:08.128	128,6	47.512		169,3	2:28.530	
6	29.961	113,4	1:03.850	134,3	43.183		179,7	2:16.994		16	34.750	109,1	1:07.969	135,2	42.791		161,9	2:25.510	
7	29.861	114,5	1:03.866	136,0	42.714		179,7	2:16.441		17	30.663	113,9	1:03.423	137,6	In		180,6	2:21.533	P
8	29.727	115,3	1:03.666	136,4	42.667		179,1	2:16.060		18		112,3	1:04.299	136,4	42.776		177,6	3:47.649	
9	29.701	113,2	1:04.487	136,2	43.028		176,2	2:17.216		19	29.944	111,9	1:04.487	137,1	42.743		177,0	2:17.174	
10	29.566	114,4	1:04.665	134,7	43.165		174,8	2:17.396		20	30.570	113,6	1:04.467	136,4	43.229		177,3	2:18.266	

207 Martin Brückner — Porsche 924

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	36.362	109,5	1:08.775	128,6	45.912		171,7	2:31.049		4	32.995	113,0	1:31.766	59,4	In		167,7	3:53.184	P
2	33.048	110,9	1:07.581	131,4	47.104		177,0	2:27.733		5	Out	104,4	1:09.935	127,7	45.160		166,4	15:32.793	
3	34.992	109,3	1:09.376	133,3	44.160		164,4	2:28.528		6									

320 Bitter-Flemes — RENAULT R 5 GT Turbo

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	32.498	108,1	1:05.837	140,8	44.249		190,1	2:22.584		11	31.423	112,6	1:05.975	139,4	44.875		183,1	2:22.273	
2	31.952	111,3	1:04.746	138,1	44.537		192,9	2:21.235		12	32.025	110,8	1:05.126	141,4	In		184,9	2:27.300	P
3	36.156	103,9	1:16.107	135,8	46.428		132,8	2:38.691		13		117,5	1:08.226	135,7	47.548		156,3	4:22.489	
4	31.836	111,6	1:05.730	137,9	50.462		183,1	2:28.028		14	32.240	111,0	1:08.510	130,3	48.111		174,2	2:28.861	
5	52.852	103,9	1:20.537	137,2	46.340		111,5	2:59.729		15	34.534	113,6	1:07.673	136,0	43.623		166,2	2:25.830	

Schnellste Runde : 2:03.380 in Runde 6 duch nr. 36 : Wilhelm Vinke(Wilhelm Vinke) (Opel)

Zeitnahme durch : SDO SportTiming

Ergebnissen: www.raceresults.at

Preis der Stadt Stuttgart-Auftakt

Motorsport Club Stuttgart e.V.

DMSB 56/18

Youngtimer Trophy A

13 - 15 April 2018

Runden und Sektoren Zeiten - Rennen 4 (R)

Hockenheim GP - 4574 mtr.

6	30.859	113,7	1:04.550	140,8	45.261		188,5	2:20.670	16	30.684	115,4	1:03.340	140,1	44.218		188,2	2:18.242
7	31.079	114,3	1:03.950	140,3	44.403		192,9	2:19.432	17	30.635	111,6	1:03.768	139,7	43.495		185,9	2:17.898
8	31.206	112,6	1:04.071	139,5	43.724		191,5	2:19.001	18	29.960	114,6	1:04.733	135,7	43.696		184,6	2:18.389
9	30.486	112,6	1:03.677	141,9	43.889		190,1	2:18.052	19	30.078	113,1	1:03.907	138,1	43.478		185,9	2:17.463
10	31.372	111,9	1:05.252	139,7	44.271		169,3	2:20.895	20								

334 Dr. Joachim Steidel — Suzuki Swift GTI

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.701	103,3	1:09.726	127,8	46.296		177,0	2:30.723		10	34.217	107,5	1:11.595	122,6	46.862		144,6	2:32.674	
2	33.881	107,4	1:10.426	121,8	54.573		178,8	2:38.880		11	33.649	103,3	1:14.067	123,0	47.690		149,8	2:35.406	
3	36.289	104,4	1:12.454	125,6	48.976		160,5	2:37.719		12	35.251	101,6	1:12.689	122,3	52.183		168,0	2:40.123	
4	34.460	106,1	1:11.751	79,2	59.241		168,5	2:45.452		13	34.757	105,1	1:10.058	125,1	48.182		165,6	2:32.997	
5	35.133	103,2	1:10.580	126,6	46.519		169,5	2:32.232		14	33.696	106,7	1:11.381	125,9	47.962		147,7	2:33.039	
6	33.106	107,1	1:10.037	127,1	47.940		170,9	2:31.083		15	34.440	107,2	1:09.964	122,2	In		172,2	2:40.886	P
7	34.475	105,1	1:09.409	125,9	46.463		171,2	2:30.347		16	Out	105,2	1:08.711	128,3	47.024		173,1	4:36.207	
8	33.668	106,2	1:09.861	126,3	50.046		172,8	2:33.575		17	32.950	108,5	1:12.158	124,9	47.182		169,0	2:32.290	
9	33.699	105,7	1:08.998	127,7	46.285		175,3	2:28.982		18	35.116	103,8	1:11.132	125,7	46.697		168,5	2:32.945	

335 Frehmeyer-Fryre — Suzuki Swift GTI

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.329	107,4	1:07.831	130,0	46.140		179,7	2:28.300		11	32.003	112,6	1:08.228	128,4	In		161,0	2:30.977	P
2	33.116	112,1	1:07.846	128,3	46.903		175,0	2:27.865		12	Out	106,3	1:13.159	122,4	49.706		159,8	4:35.757	
3	34.457	110,1	1:09.148	128,3	46.637		173,4	2:30.242		13	34.536	109,1	1:11.090	126,6	51.533		149,2	2:37.159	
4	32.948	112,5	1:07.092	128,6	45.776		175,9	2:25.816		14	41.033	101,1	1:23.850	126,8	47.990		102,9	2:52.873	
5	54.501	102,5	1:19.837	126,2	47.336		132,5	3:01.674		15	34.537	107,9	1:09.641	128,6	47.309		176,5	2:31.487	
6	32.776	113,7	1:07.575	131,7	45.172		177,6	2:25.523		16	32.975	110,7	1:06.540	132,2	44.900		172,2	2:24.415	
7	32.061	113,9	1:06.229	128,1	45.289		175,9	2:23.579		17	32.507	110,3	1:07.962	131,9	45.037		168,5	2:25.506	
8	32.056	113,7	1:06.564	130,8	44.968		174,2	2:23.588		18	32.193	111,5	1:07.892	129,5	44.839		168,8	2:24.924	
9	32.873	109,4	1:07.151	131,1	44.748		170,1	2:24.772		19	32.316	109,8	1:08.750	130,0	44.673		166,9	2:25.739	
10	31.923	112,6	1:08.298	128,9	45.105		169,5	2:25.326		20									

340 Peter Packbier — Toyota Corolla AE 86

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	32.573	110,9	1:03.690	136,5	43.086		183,7	2:19.349		11	29.499	117,5	1:02.675	138,3	42.137		185,6	2:14.311	
2	31.024	116,6	1:03.989	139,2	44.383		186,2	2:19.396		12	29.316	119,3	1:03.084	134,8	44.850		184,6	2:17.250	
3	37.764	109,8	1:15.695	130,0	45.949		116,6	2:39.408		13	31.967	107,4	1:07.834	132,2	43.552		172,8	2:23.353	
4	31.451	121,3	1:06.825	132,5	50.850		165,9	2:29.126		14	30.934	114,8	1:08.433	128,6	46.906		154,5	2:26.273	
5	52.890	109,6	1:20.638	129,3	45.359		116,4	2:58.887		15	30.002	119,7	1:12.648	132,5	43.204		155,8	2:25.854	
6	29.669	120,5	1:03.628	135,3	In		189,1	2:19.095	P	16	29.847	120,9	1:04.016	134,3	43.243		194,6	2:17.106	
7		106,6	1:04.819	138,5	42.224		182,1	4:10.752		17	30.169	117,8	1:04.019	139,7	41.253		188,2	2:15.441	
8	29.765	120,5	1:02.927	140,3	41.377		188,5	2:14.069		18	30.954	113,1	1:04.732	136,4	41.245		186,5	2:16.931	
9	30.028	120,4	1:03.629	140,8	41.361		185,6	2:15.018		19	28.954	120,5	1:05.566	137,9	42.965		187,2	2:17.485	
10	28.754	118,9	1:02.306	138,6	40.707		185,9	2:11.767		20	29.699	120,7	1:04.241	137,1	41.317		154,1	2:15.257	

341 Pürkner-Reindl — Toyota Corolla GT Coupe AE86

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	30.377	116,4	1:04.489	142,7	41.771		190,8	2:16.637		2									

342 Moser-Moser — VW Scirocco

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	32.269	120,9	1:04.140	144,4	41.747		180,3	2:18.156		11	29.355	121,3	1:02.276	139,7	41.708		175,3	2:13.339	
2	29.719	121,6	1:01.251	144,6	41.754		193,5	2:12.724		12	29.796	120,4	1:03.061	143,6	In		182,1	2:20.228	P
3	29.994	121,2	1:03.792	139,9	44.503		179,1	2:18.289		13		117,3	1:10.396	114,6	49.051		146,7	4:27.458	
4	30.108	116,5	1:23.601	54,6	1:01.939		157,4	2:55.648		14	30.293	122,9	1:02.297	144,4	42.105		191,8	2:14.695	
5	46.810	112,0	1:21.669	127,4	46.451		97,7	2:54.930		15	39.203	116,6	1:22.994	138,3	45.290		88,2	2:47.487	
6	29.757	121,9	1:01.672	142,1	42.512		191,8	2:13.941		16	31.658	115,9	1:06.081	144,4	42.363		189,1	2:20.102	
7	29.853	121,3	1:00.712	145,0	41.996		193,5	2:12.561		17	29.789	122,3	1:01.196	144,0	41.510		192,9	2:12.495	
8	29.767	121,1	1:01.157	143,4	42.032		193,2	2:12.956		18	29.068	122,0	1:01.562	145,9	41.237		185,9	2:11.867	
9	29.696	119,5	1:01.266	144,2	41.481		184,9	2:12.443		19	29.247	122,7	1:02.800	143,0	41.288		184,6	2:13.335	

Schnellste Runde : 2:03.380 in Runde 6 duch nr. 36 : Wilhelm Vinke(Wilhelm Vinke) (Opel)

Zeitnahme durch : SDO SportTiming

Ergebnissen: www.raceresults.at

Preis der Stadt Stuttgart-Auftakt

Motorsport Club Stuttgart e.V.

DMSB 56/18

Youngtimer Trophy A

13 - 15 April 2018

Runden und Sektoren Zeiten - Rennen 4 (R)

Hockenheim GP - 4574 mtr.

10	29.505	120,0	1:02.579	143,0	42.250		173,1	2:14.334	20	29.291	123,4	1:01.294	144,0	40.966		187,5	2:11.551	

346 Helmut Schilles — Vw Golf

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	31.969	116,3	1:04.817	137,2	41.930		178,8	2:18.716		9	29.804	118,4	1:03.515	141,2	In		172,8	2:19.197	P
2	30.600	117,5	1:03.524	135,5	42.662		181,5	2:16.786		10		117,9	1:03.153	139,9	41.780		172,0	4:14.050	
3	30.024	119,9	1:08.813	129,8	44.793		160,0	2:23.630		11	30.151	118,7	1:02.698	139,7	41.739		186,2	2:14.588	
4	30.887	116,6	1:17.555	51,3	1:02.585		177,0	2:51.027		12	29.625	120,0	1:02.894	138,3	42.744		183,1	2:15.263	
5	47.770	106,4	1:20.546	126,5	45.541		92,4	2:53.857		13	29.771	119,2	1:04.193	134,3	47.087		179,1	2:21.051	
6	30.205	116,8	1:02.722	138,1	40.978		179,4	2:13.905		14	30.983	116,0	1:04.827	134,8	43.012		171,4	2:18.822	
7	29.574	118,2	1:03.864	135,7	41.932		181,8	2:15.370		15	34.855	110,2	1:22.653	129,0	44.224		69,3	2:41.732	
8	29.173	118,2	1:04.097	137,6	42.179		177,6	2:15.449		16	30.080	119,1	1:04.642	136,7	43.584		183,7	2:18.306	

352 Degner-Schmitz — Opel Kadett GSI 16V

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	29.866	124,3	1:00.002	145,4	40.886		201,5	2:10.754		11	29.386	113,3	1:02.964	142,5	41.427		183,1	2:13.777	
2	29.150	121,5	1:00.965	144,4	41.234		194,2	2:11.349		12	29.895	116,0	1:02.490	143,8	41.090		186,2	2:13.475	
3	29.593	117,3	1:06.260	136,0	47.428		181,8	2:23.281		13	29.594	115,5	1:02.543	145,0	43.953		184,9	2:16.090	
4	30.979	115,8	1:24.407	65,8	1:03.195		120,4	2:58.581		14	31.350	113,9	1:05.077	140,3	49.205		174,5	2:25.632	
5	44.615	111,6	1:21.708	113,1	47.641		86,5	2:53.964		15	30.658	113,7	1:03.696	142,5	41.570		180,0	2:15.924	
6	29.891	112,6	1:03.684	142,9	41.890		192,9	2:15.465		16	38.083	110,1	1:22.904	130,3	43.870		85,0	2:44.857	
7	29.130	117,1	1:01.761	143,0	41.141		188,5	2:12.032		17	30.912	115,0	1:03.932	142,3	42.664		190,8	2:17.508	
8	29.510	111,6	1:02.312	145,0	41.260		188,5	2:13.082		18	30.150	113,0	1:02.925	142,5	In		184,9	2:22.560	P
9	28.894	118,7	1:02.094	145,4	40.729		189,8	2:11.717		19	Out	103,7	1:08.887	130,0	45.358		178,2	4:20.337	
10	28.650	117,5	1:02.585	143,2	41.102		182,1	2:12.337		20	31.083	113,3	1:07.870	132,4	44.155		176,5	2:23.108	

354 Autenrieb-Rübsteck — Opel Kadett E

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	35.027	105,7	1:07.579	135,0	48.336		183,4	2:30.942		5	35.419	104,3	1:10.198	122,9	47.403		172,2	2:33.020	
2	33.217	110,7	1:09.397	126,2	54.356		184,9	2:36.970		6	32.917	111,1	1:07.489	135,3	47.419		174,8	2:27.825	
3	37.029	89,4	1:11.674	125,6	48.975		169,8	2:37.678		7	32.588	111,5	1:07.931	132,7	48.453		176,2	2:28.972	
4	34.760	102,3	1:11.601	76,5	59.105		171,2	2:45.466		8	34.975	102,3	1:11.308	127,4	51.658		167,4	2:37.941	

356 Zanders-Seidel — Opel Kadett E

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	30.740	119,9	1:03.158	144,4	42.807		192,2	2:16.705		11	30.546	114,8	1:01.485	145,4	42.092		183,1	2:14.123	
2	29.777	119,2	1:02.066	145,9	42.202		197,1	2:14.045		12	29.452	122,3	1:01.241	146,1	41.611		196,4	2:12.304	
3	29.884	117,8	1:08.132	134,3	44.952		149,4	2:22.968		13	29.330	124,3	1:01.343	136,0	42.904		185,6	2:13.577	
4	31.040	121,6	1:17.079	47,3	1:02.374		165,9	2:50.493		14	30.517	121,2	1:04.660	144,2	48.697		167,4	2:23.874	
5	47.743	108,1	1:20.580	121,5	45.578		93,0	2:53.901		15	30.873	120,0	1:05.140	140,1	41.911		175,9	2:17.924	
6	31.168	116,1	1:02.263	144,8	41.700		194,6	2:15.131		16	35.958	112,3	1:23.060	125,7	44.058		81,2	2:43.076	
7	29.456	123,6	1:01.724	143,6	41.320		198,5	2:12.500		17	30.306	120,9	1:02.120	145,2	In		193,9	2:22.527	P
8	29.088	123,1	1:01.250	144,6	41.631		194,2	2:11.969		18		111,5	1:06.243	135,2	45.733		189,8	3:51.780	
9	29.256	123,9	1:00.604	146,3	41.118		196,7	2:10.978		19	31.241	116,5	1:05.379	141,9	42.658		172,0	2:19.278	
10	28.957	125,7	1:01.457	147,1	41.340		184,0	2:11.754		20	30.170	116,9	1:04.379	141,9	43.113		183,7	2:17.662	

357 Ingolf De Clemente — Alfa Romeo Giulietta Super 2,0

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	30.476	118,2	1:02.890	142,9	41.425		193,2	2:14.791		11	28.554	119,6	1:00.877	144,8	40.200		190,1	2:09.631	
2	30.409	120,8	1:01.866	142,7	41.228		193,2	2:13.503		12	28.743	118,8	1:01.346	143,8	43.956		188,8	2:14.045	
3	30.103	114,8	1:04.958	139,7	44.511		187,8	2:19.572		13	36.368	107,0	1:11.845	117,0	48.962		160,2	2:37.175	
4	30.372	114,5	1:21.177	50,5	1:01.676		169,8	2:53.225		14	29.988	118,3	1:02.568	143,0	42.087		190,8	2:14.643	
5	47.135	103,8	1:21.386	124,1	46.629		92,2	2:55.150		15	39.028	111,8	1:23.028	134,0	45.383		89,9	2:47.439	
6	29.066	121,9	1:02.148	144,4	In		193,5	2:19.723	P	16	31.017	118,9	1:02.990	141,9	41.166		188,5	2:15.173	
7		119,7	1:01.886	140,6	40.744		191,5	4:12.657		17	28.746	119,5	1:01.275	144,2	40.440		188,8	2:10.461	
8	28.712	120,4	1:00.389	145,7	40.177		191,8	2:09.278		18	29.339	117,3	1:01.133	145,0	40.523		191,2	2:10.995	
9	29.301	120,3	1:01.755	144,2	40.363		187,8	2:11.419		19	30.364	121,1	1:02.172	144,2	40.567		188,5	2:13.103	
10	28.542	119,6	1:01.921	141,9	40.802		189,5	2:11.265		20	29.103	118,3	1:01.697	144,4	40.277		186,9	2:11.077	

Schnellste Runde : 2:03.380 in Runde 6 duch nr. 36 : Wilhelm Vinke(Wilhelm Vinke) (Opel)

Zeitnahme durch : SDO SportTiming

Ergebnissen: www.raceresults.at

Preis der Stadt Stuttgart-Auftakt

Motorsport Club Stuttgart e.V.

DMSB 56/18

Youngtimer Trophy A

13 - 15 April 2018

Runden und Sektoren Zeiten - Rennen 4 (R)

Hockenheim GP - 4574 mtr.

358 Brügge-Klingelberger — VW Golf 2 16 V

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	31.539	121,8	1:01.099	148,4	39.824		193,9	2:12.462		9	28.372	125,3	59.639	149,6	40.179		189,5	2:08.190	
2	28.532	123,1	59.865	149,2	40.205		191,5	2:08.602		10	28.507	124,4	1:01.070	147,9	40.406		182,7	2:09.983	
3	28.413	120,9	1:06.292	141,5	47.562		183,1	2:22.267		11	28.639	121,5	1:01.825	147,1	40.823		167,2	2:11.287	
4	31.122	121,6	1:24.198	66,6	1:03.531		119,2	2:58.851		12	28.660	123,4	1:00.337	147,9	In		181,2	2:14.347	P
5	43.685	121,8	1:22.656	103,3	46.578		95,7	2:52.919		13		120,4	1:09.471	118,7	49.520		161,2	4:30.970	
6	28.621	124,6	1:00.765	148,1	39.575		192,2	2:08.961		14	34.794	104,1	1:10.815	122,7	51.158		156,7	2:36.767	
7	28.058	125,9	1:00.384	148,8	39.831		190,8	2:08.273		15	41.287	98,1	1:23.544	132,0	47.469		114,2	2:52.300	
8	28.517	120,9	1:00.169	148,8	40.346		189,1	2:09.032		16	29.644	124,0	1:00.455	148,1	40.538		185,2	2:10.637	

359 Koch-Koch — Opel Kadett E

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	30.449	121,8	1:00.387	152,5	41.026		194,2	2:11.862		11		121,2	59.516	148,6	40.473		204,5	4:24.254	
2	28.589	124,6	58.910	151,5	40.428		206,1	2:07.927		12	28.545	122,3	59.507	138,1	45.089		198,9	2:13.141	
3	29.173	124,4	1:06.369	139,9	47.055		153,2	2:22.597		13	31.979	116,9	1:10.360	122,6	49.048		145,4	2:31.387	
4	30.990	123,6	1:24.477	67,2	1:03.572		114,8	2:59.039		14	30.639	121,6	1:01.987	146,7	43.044		173,6	2:15.670	
5	43.434	113,0	1:23.313	105,6	46.606		94,5	2:53.353		15	38.483	115,9	1:23.114	132,0	44.597		86,7	2:46.194	
6	29.399	123,9	1:00.816	151,0	41.327		203,4	2:11.542		16	31.312	119,3	1:01.202	147,1	41.502		192,2	2:14.016	
7	29.193	122,2	1:01.657	143,8	42.228		208,1	2:13.078		17	30.012	121,2	59.708	144,6	40.741		199,6	2:10.461	
8	29.616	122,2	1:01.290	152,1	41.966		200,7	2:12.872		18	28.374	120,0	1:00.070	153,4	41.043		206,5	2:09.487	
9	28.508	125,6	59.410	153,4	41.426		204,5	2:09.344		19	29.143	120,3	1:02.005	150,0	41.007		179,7	2:12.155	
10	28.544	123,9	1:00.843	152,1	In		185,2	2:18.603	P	20	28.601	115,6	1:01.148	151,9	40.363		196,0	2:10.112	

361 Verhoeven-Pechtheyden — Opel Kadett E

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	31.398	120,4	1:04.348	142,5	43.034		187,2	2:18.780		11	29.653	113,9	1:02.015	144,8	41.994		190,8	2:13.662	
2	29.407	120,3	1:02.813	145,7	41.982		195,3	2:14.202		12	30.299	118,3	1:01.900	138,6	42.014		193,9	2:14.213	
3	30.551	118,0	1:07.239	135,8	45.169		169,8	2:22.959		13	29.404	119,6	1:02.488	141,9	42.496		190,8	2:14.388	
4	30.754	113,2	1:16.244	50,1	1:02.094		175,9	2:49.092		14	29.350	116,6	1:03.902	142,9	48.968		192,9	2:22.220	
5	49.178	115,4	1:19.625	123,0	45.306		100,9	2:54.109		15	30.357	117,0	1:04.585	139,2	43.379		183,7	2:18.321	
6	29.702	117,3	1:03.147	144,2	42.075		184,3	2:14.924		16	34.992	113,6	1:23.111	138,1	43.705		73,7	2:41.808	
7	29.110	116,1	1:01.692	142,5	41.400		191,2	2:12.202		17	30.075	117,9	1:04.617	143,6	In		198,2	2:25.092	P
8	28.707	119,7	1:01.561	149,4	41.850		195,3	2:12.118		18		118,9	1:06.397	136,5	43.112		184,6	6:44.155	
9	28.757	121,9	1:00.916	146,7	41.467		197,4	2:11.140		19	31.021	110,2	1:04.394	139,5	42.852		171,2	2:18.267	
10	28.669	121,5	1:01.487	146,3	41.551		193,2	2:11.707		20									

362 Schwarz-Tillmanns — Opel Kadett E GSI 16V

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	31.804	112,9	1:03.952	142,3	41.697		198,2	2:17.453		10	29.257	120,4	1:03.024	142,3	42.765		168,8	2:15.046	
2	29.877	120,4	1:01.168	140,6	41.691		197,8	2:12.736		11	29.265	119,6	1:03.035	140,6	41.993		178,2	2:14.293	
3	30.031	118,3	1:05.175	138,1	43.902		164,9	2:19.108		12	29.548	118,9	1:03.086	141,4	42.453		177,6	2:15.087	
4	30.555	116,1	1:21.892	52,8	1:01.961		165,1	2:54.408		13	30.053	117,3	1:05.437	140,4	42.862		184,3	2:18.352	
5	46.700	113,3	1:21.522	128,7	46.621		92,3	2:54.843		14	30.386	121,3	1:03.411	137,4	46.041		190,5	2:19.838	
6	29.322	124,0	1:01.073	143,2	41.222		196,7	2:11.617		15	32.201	109,0	1:14.908	114,9	In		129,3	2:43.923	P
7	29.398	115,3	1:01.834	141,2	41.221		191,2	2:12.453		16	Out	107,0	1:05.956	137,4	In		187,5	7:14.686	P
8	30.178	113,2	1:02.145	141,0	42.008		186,9	2:14.331		17	Out	112,6	1:07.023	136,2	46.989		181,2	4:17.042	
9	29.400	120,3	1:01.427	141,7	41.050		190,5	2:11.877		18	33.092	111,6	1:05.845	135,3	44.483		185,2	2:23.420	

365 Norbert Peters — Volkswagen Scirocco 53b

lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	32.386	115,4	1:07.372	139,9	44.285		187,8	2:24.043		11	30.461	115,6	1:03.696	141,7	42.130		182,4	2:16.287	
2	30.538	115,6	1:04.479	141,0	43.663		185,2	2:18.680		12	30.340	116,8	1:03.725	141,0	43.224		184,3	2:17.289	
3	37.482	101,4	1:15.345	105,6	44.943		128,0	2:37.770		13	31.446	113,9	1:08.035	139,9	43.708		128,6	2:23.189	
4	32.158	107,1	1:05.682	138,6	53.543		178,8	2:31.383		14	31.795	113,8	1:07.129	140,6	44.018		147,9	2:22.942	
5	51.249	98,5	1:21.204	126,2	In		119,1	3:03.910	P	15	30.881	115,6	1:10.788	130,9	44.431		158,8	2:26.100	
6		112,9	1:03.411	142,7	42.191		176,5	4:10.929		16	29.437	120,1	1:02.487	142,5	44.825		186,2	2:16.749	
7	29.594	117,3	1:03.758	144,2	41.795		183,1	2:15.147		17	30.147	116,9	1:03.261	142,9	43.635		182,4	2:17.043	
8	29.337	118,3	1:03.255	141,7	41.544		184,6	2:14.136		18	29.864	117,6	1:04.389	140,8	42.426		183,1	2:16.679	

Schnellste Runde : 2:03.380 in Runde 6 duch nr. 36 : Wilhelm Vinke(Wilhelm Vinke) (Opel)

Zeitnahme durch : SDO SportTiming

Ergebnissen: www.raceresults.at

Preis der Stadt Stuttgart-Auftakt

Motorsport Club Stuttgart e.V.

DMSB 56/18

Youngtimer Trophy A

13 - 15 April 2018

Runden und Sektoren Zeiten - Rennen 4 (R)

Hockenheim GP - 4574 mtr.

9	29.483	116,5	1:03.744	140,8	42.625		176,2	2:15.852	19	29.457	118,2	1:06.308	141,9	42.529		156,1	2:18.294
10	30.082	116,8	1:04.240	139,7	42.269		176,2	2:16.591	20	29.450	115,9	1:04.529	143,6	41.849		178,5	2:15.828

369	Rafael Roscher									VW Golf 2 16V									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	32.061	113,0	1:02.679	143,8	41.279		191,5	2:16.019		10	28.354	122,4	1:01.401	146,5	40.198		171,4	2:09.953	
2	28.902	122,9	1:01.080	146,3	42.389		192,2	2:12.371		11	28.418	121,9	1:01.193	144,6	40.758		187,5	2:10.369	
3	28.692	122,9	1:04.110	144,0	44.221		169,5	2:17.023		12	28.387	122,7	1:00.829	145,6	In		188,8	2:16.798	P
4	29.897	119,7	1:25.270	50,9	1:02.471		126,3	2:57.638		13		112,6	1:06.032	131,4	45.446		155,6	4:22.434	
5	45.529	109,8	1:21.127	113,8	46.992		99,4	2:53.648		14	34.375	109,5	1:11.019	123,6	51.381		154,9	2:36.775	
6	28.837	121,9	1:01.029	146,1	39.940		190,5	2:09.806		15	41.894	109,1	1:23.582	137,2	46.470		108,8	2:51.946	
7	28.355	123,3	1:01.147	144,2	41.451		187,5	2:10.953		16	29.812	119,7	1:01.086	146,3	39.491		191,5	2:10.389	
8	28.906	120,4	1:00.742	143,4	40.437		192,2	2:10.085		17	27.948	122,6	1:00.150	149,4	40.260		188,2	2:08.358	
9	28.579	123,6	1:00.653	146,9	40.028		190,5	2:09.260		18	28.973	122,7	1:01.391	148,4	40.164		175,9	2:10.528	

370	Bierbaum-Lorscheiter									BMW 318is									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.933	99,0	1:09.336	126,6	48.422		173,6	2:31.691		11	31.575	109,3	1:08.167	130,6	45.367		167,2	2:25.109	
2	32.911	96,4	1:09.725	128,6	47.393		169,0	2:30.029		12	32.405	107,1	1:07.988	129,3	In		172,8	2:39.338	P
3	35.744	107,5	1:10.139	129,8	45.135		165,6	2:31.018		13		105,5	1:11.862	121,1	52.936		148,4	4:37.546	
4	32.671	104,4	1:10.609	123,7	45.840		172,8	2:29.120		14	40.238	109,9	1:23.227	121,3	49.214		101,1	2:52.679	
5	48.845	90,4	1:20.585	118,9	47.059		132,0	2:56.489		15	32.489	115,9	1:08.248	131,1	45.790		184,6	2:26.527	
6	32.090	108,0	1:06.854	130,3	45.127		178,8	2:24.071		16	31.478	114,6	1:06.859	132,8	46.716		182,1	2:25.053	
7	31.834	105,6	1:07.591	131,7	44.604		178,5	2:24.029		17	33.087	115,0	1:06.988	134,5	45.592		179,7	2:25.667	
8	31.449	108,1	1:07.456	130,1	44.807		173,9	2:23.712		18	31.319	114,0	1:06.799	132,5	45.128		179,1	2:23.246	
9	31.857	107,6	1:06.666	131,2	45.278		177,0	2:23.801		19	31.170	115,8	1:06.662	134,0	45.100		181,5	2:22.932	
10	31.250	109,8	1:08.152	130,1	45.547		171,2	2:24.949		20									

378	Unverhau-Hartwig									Opel Kadett GSI									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	31.706	110,9	1:04.898	143,8	43.716		187,8	2:20.320		2	34.376	87,9	1:27.164	117,9	In		154,5	3:07.287	P

Schnellste Runde : 2:03.380 in Runde 6 duch nr. 36 : Wilhelm Vinke(Wilhelm Vinke) (Opel)

Zeitnahme durch : SDO SportTiming

Ergebnissen: www.raceresults.at