



Preis der Stadt Stuttgart 2010

Laps and Sector times of the Rennen 6 (R2)

<b>81</b>	<b>Heiko Fulsche</b>									<b>Seat Leon Supercopa</b>																																																																						
<b>A</b>	1	26.620	54.851	37.441	1:58.912	<b>9</b>	26.719	53.356	37.593	1:57.668	2	26.226	53.456	37.297	1:56.979	<b>10</b>	27.105	53.579	42.538	2:03.222	3	25.498	53.059	36.839	1:55.396	<b>11</b>	26.025	54.084	37.604	1:57.713	4	25.791	<b>52.732</b>	<b>36.731</b>	<b>1:55.254</b>	<b>12</b>	25.625	52.968	37.088	1:55.681	5	25.855	52.884	37.011	1:55.750	<b>13</b>	25.613	53.061	37.260	1:55.934	6	<b>25.184</b>	52.978	37.348	1:55.510	<b>14</b>	25.619	53.231	37.373	1:56.223	7			37.403	1:57.665	<b>15</b>	27.856	53.267	36.748	1:57.871	8	25.647	53.079	37.039	1:55.765	<b>16</b>	25.808	53.749	37.165	1:56.722
<b>66</b>	<b>Mirko Lubner</b>									<b>Opel Astra OPC 2.0</b>																																																																						
<b>A</b>	1	29.281	56.572	39.448	2:05.301	<b>9</b>	27.285	53.297	37.891	1:58.473	2	27.019	54.555	37.185	1:58.759	<b>10</b>	26.237	53.691	39.408	1:59.336	3	25.774	53.029	37.191	1:55.994	<b>11</b>	26.368	52.675	37.356	1:56.399	4	25.679	52.884	36.918	1:55.481	<b>12</b>	25.665	52.708	36.901	1:55.274	5	25.637	<b>52.590</b>	<b>36.841</b>	<b>1:55.068</b>	<b>13</b>	25.747	53.039	37.084	1:55.870	6	<b>25.498</b>	52.610	37.068	1:55.176	<b>14</b>	25.656	53.210	37.228	1:56.094	7			37.384	1:55.890	<b>15</b>	26.128	52.857	36.941	1:55.926	8	26.669	52.816	40.690	2:00.175	<b>16</b>	25.891	52.837	37.364	1:56.092
<b>67</b>	<b>Gerhard Füller</b>									<b>BMW M3</b>																																																																						
<b>A</b>	1	28.572	55.958	38.521	2:03.051	<b>9</b>	26.654	53.432	38.904	1:58.990	2	26.096	53.418	38.341	1:57.855	<b>10</b>	26.164	52.590	38.653	1:57.407	3	25.623	53.023	38.278	1:56.924	<b>11</b>	26.438	52.904	40.162	1:59.504	4	25.621	52.364	37.927	1:55.912	<b>12</b>	27.376	54.546	38.468	2:00.390	5	25.571	52.675	<b>37.455</b>	1:55.701	<b>13</b>	26.616	53.888	38.990	1:59.494	6	<b>25.307</b>	<b>52.213</b>	38.019	<b>1:55.539</b>	<b>14</b>	27.388	56.874	41.349	2:05.611	7			38.686	1:56.185	<b>15</b>	28.169	55.826	41.135	2:05.130	8	26.362	52.882	41.428	2:00.672	<b>16</b>	28.633	57.647	45.085	2:11.365
<b>82</b>	<b>Michele Caccione</b>									<b>Seat Leon Supercopa</b>																																																																						
<b>A</b>	1	27.811	54.431	38.433	2:00.675	<b>9</b>	27.327	52.842	38.512	1:58.681	2	26.510	52.625	38.634	1:57.769	<b>10</b>	26.315	53.639	39.422	1:59.376	3	26.015	52.495	38.120	1:56.630	<b>11</b>	28.575	57.640	In	2:12.451 P	4	25.651	<b>51.942</b>	<b>37.746</b>	<b>1:55.339</b>	<b>12</b>	Out		38.652	2:50.718	5	25.908	52.222	38.224	1:56.354	<b>13</b>			38.570	1:59.310	6	<b>25.635</b>	52.664	38.172	1:56.471	<b>14</b>	27.208	53.756	39.061	2:00.025	7			39.139	1:57.642	<b>15</b>	29.299	55.073	38.874	2:03.246	8	26.323	53.190	40.571	2:00.084	<b>16</b>	28.378	53.600	38.704	2:00.682
<b>44</b>	<b>Hannes Mahler</b>									<b>Samara LMS 1.6</b>																																																																						
<b>A</b>	1	31.258	1:00.650	40.932	2:12.840	<b>4</b>	29.184	57.426	<b>39.353</b>	2:05.963	2	28.164	57.457	40.224	2:05.845	<b>5</b>	<b>26.890</b>	1:04.725	In	2:27.802 P	3	27.312	<b>56.913</b>	39.569	<b>2:03.794</b>	<b>6</b>																																																						
<b>41</b>	<b>Oliver Cavaiani</b>									<b>Ford Fiesta RS</b>																																																																						
<b>A</b>	1	32.014	1:03.779	43.414	2:19.207	<b>5</b>	30.322	<b>1:01.742</b>	44.366	2:16.430	2	30.540	1:02.244	43.590	2:16.374	<b>6</b>	31.639	1:02.067	<b>43.150</b>	2:16.856	3	30.454	1:02.165	43.410	2:16.029	<b>7</b>	<b>29.864</b>	1:02.869	45.222	2:17.955	4	30.232	1:01.989	43.339	<b>2:15.560</b>	<b>8</b>	32.795	1:21.708	In	3:46.770 P																																								
<b>77</b>	<b>Meyer-Müller</b>									<b>BMW 130i Cup</b>																																																																						
<b>A</b>	1	28.968	56.192	39.375	2:04.535	<b>9</b>	27.075	55.533	39.109	2:01.717	2	27.878	1:11.078	39.385	2:18.341	<b>10</b>			39.414	2:01.627	3	27.203	55.117	39.415	2:01.735	<b>11</b>	27.121	1:04.502	39.318	2:10.941	4	26.907	54.864	39.500	2:01.271	<b>12</b>			40.012	2:03.220	5			<b>38.927</b>	2:01.766	<b>13</b>			39.439	2:02.820	6	<b>26.731</b>	<b>54.486</b>	39.054	<b>2:00.271</b>	<b>14</b>	29.046	55.427	39.890	2:04.363	7			39.222	2:01.439	<b>15</b>	29.109	57.354	40.076	2:06.539	8	27.694	54.716	38.963	2:01.373	<b>16</b>	28.558	55.393	39.599	2:03.550

Beste Zeit : 1:55.068 in Runde 5 durch Nr. 66 A : Mirko Lubner (Opel Astra OPC 2.0)

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Zeitnahme : SDO SportTiming

Ergebnisse und Rundenzeiten : [www.raceresults.at](http://www.raceresults.at)



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### Laps and Sector times of the Rennen 6 (R2)

<b>55</b>	<b>Sascha Halek</b>				<b>Cup Clio</b>				
<b>Δ</b>					<b>9</b>				
1	28.890	57.334	39.252	2:05.476	9	27.775	57.460	39.955	2:05.190
2	27.624	57.423	39.618	2:04.665	10	27.843	57.176	39.947	2:04.966
3	27.152	56.435	39.145	<b>2:02.732</b>	11	27.718	57.564	39.922	2:05.204
4	27.446	56.731	39.267	2:03.444	12	27.723	57.223	40.075	2:05.021
5	27.519	56.755	<i>39.062</i>	2:03.336	13	28.571	56.878	39.823	2:05.272
6	<i>27.102</i>	56.880	39.913	2:03.895	14	28.709	57.007	40.265	2:05.981
7	27.536	<i>56.273</i>	39.287	2:03.096	15	28.384	57.782	39.705	2:05.871
8	27.887	56.587	39.604	2:04.078	16				
<b>51</b>	<b>Marc – Philipp Schuber</b>				<b>Ford Escort RS</b>				
<b>Δ</b>					<b>9</b>				
1	28.650	57.140	40.005	2:05.795	9	27.793	57.415	40.302	2:05.510
2	27.400	57.624	40.728	2:05.752	10	28.128	58.720	41.249	2:08.097
3	<i>27.278</i>	56.990	39.797	2:04.065	11	28.017	58.554	41.547	2:08.118
4	28.319	57.412	39.933	2:05.664	12	28.206	58.902	41.677	2:08.785
5	28.255	57.545	40.324	2:06.124	13	28.523	58.761	42.074	2:09.358
6	27.451	57.723	39.902	2:05.076	14	28.839	59.983	42.329	2:11.151
7	27.397	57.010	<i>39.790</i>	2:04.197	15	28.417	59.854	43.068	2:11.339
8	27.364	<i>56.472</i>	40.009	<b>2:03.845</b>	16				
<b>31</b>	<b>Franziskus Linke</b>				<b>Lada Samara LMS</b>				
<b>Δ</b>					<b>7</b>				
1	34.476	1:05.794	41.389	2:21.659	7	<i>28.880</i>	<i>59.814</i>	41.238	2:09.932
2	2:44.390	1:01.315	41.582	4:27.287	8	28.984	1:00.398	41.005	2:10.387
3	30.696	1:00.418	40.905	2:12.019	9			40.550	<b>2:09.405</b>
4	29.136	1:03.375	41.227	2:13.738	10			42.111	2:11.942
5			40.910	2:11.291	11			40.879	2:10.916
6	29.134	1:00.016	<i>40.496</i>	2:09.646	12				
<b>52</b>	<b>Jan Frommhold</b>				<b>Ford Fiesta</b>				
<b>Δ</b>					<b>8</b>				
1	32.641	1:00.109	37.347	2:10.097	8	<i>28.733</i>	59.257	41.781	2:09.771
2	35.131	59.503	<i>35.692</i>	2:10.326	9	28.783	59.447	41.899	2:10.129
3	34.707	59.206	36.372	2:10.285	10			41.359	<b>2:08.743</b>
4	33.820	59.391	36.790	2:10.001	11			42.117	2:11.084
5	33.692	<i>59.000</i>	39.712	2:12.404	12			41.973	2:11.013
6			41.634	2:11.175	13	29.781	59.980	41.906	2:11.667
7	29.423	59.426	42.305	2:11.154	14	29.894	59.451	42.085	2:11.430
<b>71</b>	<b>Kai Kording</b>				<b>BMW M3</b>				
<b>Δ</b>					<b>8</b>				
1	29.034	55.865	39.462	2:04.361	8	35.573	1:09.549	45.628	2:30.750
2	27.225	55.795	<i>38.946</i>	2:01.966	9	34.489	1:11.989	51.782	2:38.260
3	26.826	55.135	39.398	2:01.359	10	38.464	1:13.462	46.006	2:37.932
4	<i>26.531</i>	54.792	38.982	<b>2:00.305</b>	11			47.125	2:46.575
5			38.999	2:00.372	12	30.780	1:05.586	45.238	2:21.604
6	26.646	<i>54.756</i>	39.395	2:00.797	13	33.974	1:09.534	47.263	2:30.771
7			43.611	2:17.204	14	32.789	1:08.519	47.921	2:29.229
<b>42</b>	<b>Ronny Reinsberger</b>				<b>Ford Fiesta ST</b>				
<b>Δ</b>					<b>9</b>				
1	31.595	1:02.491	41.447	2:15.533	9	28.893	59.442	42.971	2:11.306
2	29.921	59.931	41.812	2:11.664	10	29.491	1:00.505	41.358	2:11.354
3	29.609	58.998	40.585	2:09.192	11	29.096	59.472	41.420	2:09.988
4	<i>28.569</i>	59.252	40.580	<b>2:08.401</b>	12	29.335	1:01.643	41.462	2:12.440
5	28.591	58.900	40.963	2:08.454	13	29.470	1:00.805	41.539	2:11.814
6	28.758	59.129	<i>40.564</i>	2:08.451	14	31.197	1:01.518	42.212	2:14.927
7	28.659	<i>58.746</i>	41.024	2:08.429	15	29.688	59.820	41.731	2:11.239
8	28.747	59.179	41.295	2:09.221	16				
<b>34</b>	<b>Michael Krings</b>				<b>Lada Samara</b>				
<b>Δ</b>					<b>9</b>				
1	31.767	1:03.689	41.690	2:17.146	9	29.729	1:00.430	41.732	2:11.891
2	29.956	1:03.240	40.919	2:14.115	10	28.956	1:00.411	40.889	2:10.256
3	29.900	1:00.118	41.528	2:11.546	11	29.242	59.772	40.793	2:09.807



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### Laps and Sector times of the Rennen 6 (R2)

4	29.968	1:00.261	41.160	2:11.389	12	29.619	59.781	<i>40.369</i>	2:09.769
5	30.094	1:00.004	41.653	2:11.751	13	<i>28.552</i>	<i>59.736</i>	41.477	<b>2:09.765</b>
6	29.523	1:00.476	41.199	2:11.198	14	29.396	1:00.583	41.830	2:11.809
7	30.298	1:01.409	41.620	2:13.327	15	30.451	1:00.268	43.045	2:13.764
8	30.131	59.835	40.998	2:10.964	16				
<b>33</b>	<b>Uwe Hahn</b> Lada 2105								
<b>A</b>									
1	31.791	1:02.843	43.368	2:18.002	8	29.245	1:01.266	42.950	2:13.461
2	29.863	1:01.132	42.854	2:13.849	9	<i>28.847</i>	1:00.005	42.552	2:11.404
3	29.979	1:01.052	42.754	2:13.785	10	29.281	1:00.486	42.639	2:12.406
4	30.182	1:01.090	41.947	2:13.219	11	29.873	1:00.852	42.334	2:13.059
5	29.802	1:03.496	43.066	2:16.364	12	29.852	1:01.157	42.338	2:13.347
6	29.640	1:00.246	41.766	2:11.652	13	30.417	1:02.083	42.829	2:15.329
7	29.336	<i>59.798</i>	<i>41.740</i>	<b>2:10.874</b>	14	30.534	1:02.338	42.637	2:15.509
<b>35</b>	<b>Marcus Gesell</b> Lada Samara								
<b>A</b>									
1	31.065	1:00.865	41.905	2:13.835	9	29.238	1:00.333	42.037	2:11.608
2	29.350	1:01.060	<i>41.440</i>	2:11.850	10	28.983	1:00.126	42.321	2:11.430
3	29.517	1:00.257	41.798	2:11.572	11	29.295	1:00.263	41.694	2:11.252
4	29.440	1:00.336	41.641	2:11.417	12	<i>28.764</i>	<i>59.712</i>	41.513	<b>2:09.989</b>
5	29.273	1:00.401	42.010	2:11.684	13	28.978	1:01.262	42.622	2:12.862
6	28.981	1:00.510	41.742	2:11.233	14	30.881	1:02.641	44.076	2:17.598
7	29.891	1:00.947	41.589	2:12.427	15	30.291	1:03.018	45.105	2:18.414
8	29.777	1:00.297	41.703	2:11.777	16				
<b>54</b>	<b>Wilfried Lechte</b> BMW 318 is								
<b>A</b>									
1	34.274	1:02.525	43.110	2:19.909	8	28.947	58.948	42.007	2:09.902
2	30.075	1:00.979	43.018	2:14.072	9	<i>28.561</i>	59.111	42.054	<b>2:09.726</b>
3	29.576	1:01.285	42.922	2:13.783	10	28.811	59.496	42.738	2:11.045
4	29.790	1:00.668	43.259	2:13.717	11	29.619	1:00.007	42.327	2:11.953
5	29.498	1:01.744	43.128	2:14.370	12	29.264	59.754	42.957	2:11.975
6	29.948	1:00.928	43.355	2:14.231	13	32.104	<i>58.896</i>	<i>41.648</i>	2:12.648
7	29.121	59.145	42.565	2:10.831	14	29.633	59.589	42.108	2:11.330
<b>62</b>	<b>Sven Bütow</b> BMW M3								
<b>A</b>									
1	28.599	55.961	39.303	2:03.863	9	26.764	<i>53.457</i>	39.873	2:00.094
2	27.567	54.066	39.222	2:00.855	10	26.892	54.114	40.244	2:01.250
3	27.035	54.501	38.914	2:00.450	11	27.151	53.908	38.943	2:00.002
4	26.943	54.316	38.812	2:00.071	12	27.509	54.062	38.871	2:00.442
5	<i>26.575</i>	54.027	38.486	1:59.088	13			39.569	2:00.679
6	26.712	53.509	38.521	<b>1:58.742</b>	14	26.663	55.559	38.843	2:01.065
7			38.775	1:58.841	15	28.675	55.205	41.428	2:05.308
8	27.075	53.938	<i>38.298</i>	1:59.311	16	28.147	56.623	41.161	2:05.931
<b>100</b>	<b>Marc Frey</b> BMW E30 325i								
<b>A</b>									
1	31.151	1:00.494	41.836	2:13.481	9	28.714	1:00.449	40.755	2:09.918
2	28.822	59.845	41.296	2:09.963	10	27.968	1:00.402	42.370	2:10.740
3	28.019	<i>58.521</i>	<i>40.356</i>	<b>2:06.896</b>	11	<i>27.833</i>	58.672	41.022	2:07.527
4	28.001	59.346	40.930	2:08.277	12			41.026	2:08.376
5			40.884	2:08.390	13	28.547	58.674	40.889	2:08.110
6	29.098	1:01.099	41.875	2:12.072	14	29.172	1:01.180	41.314	2:11.666
7			41.252	2:07.799	15			41.473	2:09.210
8	28.867	59.574	40.605	2:09.046	16				
<b>101</b>	<b>Uwe Claus</b> BMW E30 325i								
<b>A</b>									
1	28.852	1:00.366	41.237	2:10.455	8	28.463	59.719	41.144	2:09.326
2	28.639	1:00.245	41.513	2:10.397	9	28.697	1:00.190	40.911	2:09.798
3	28.744	59.529	41.166	2:09.439	10	<i>27.728</i>	1:00.515	42.022	2:10.265
4	28.641	59.502	<i>40.764</i>	2:08.907	11	28.045	59.606	41.127	2:08.778
5			41.283	2:08.778	12			40.913	2:08.780
6	28.805	1:00.109	41.343	2:10.257	13	28.009	<i>59.155</i>	41.097	<b>2:08.261</b>



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### Laps and Sector times of the Rennen 6 (R2)

7			41.179	2:09.274	14	28.148	5:43.240	In	7:10.345 p
<b>102</b>	<b>Baier-Guggolz</b>				<b>BMW E30 325i</b>				
1	31.096	1:00.860	43.373	2:15.329	9	29.369	1:00.096	42.147	2:11.612
2	30.061	1:00.932	42.447	2:13.440	10			41.900	<b>2:10.160</b>
3	32.992	1:01.913	42.312	2:17.217	11	29.269	1:00.099	42.073	2:11.441
4	29.411	1:00.029	42.357	2:11.797	12			41.916	2:10.524
5	29.669	59.969	42.366	2:12.004	13	<b>29.155</b>	<b>59.673</b>	42.511	2:11.339
6			41.899	2:11.041	14	32.730	1:00.754	44.207	2:17.691
7	29.167	1:00.340	43.527	2:13.034	15	30.080	1:00.974	42.303	2:13.357
8	29.335	59.687	<b>41.640</b>	2:10.662	16				
<b>103</b>	<b>Jens Hösel</b>				<b>BMW E30 325i</b>				
1	31.754	1:01.905	41.984	2:15.643	9	28.747	59.986	41.279	2:10.012
2	29.563	59.142	41.220	2:09.925	10	29.275	59.143	42.525	2:10.943
3	28.348	58.974	40.914	2:08.236	11	28.371	58.883	40.913	<b>2:08.167</b>
4	28.373	59.137	40.949	2:08.459	12			41.321	2:08.687
5			41.162	2:09.367	13	<b>28.285</b>	59.452	<b>40.821</b>	2:08.558
6	28.423	<b>58.820</b>	40.986	2:08.229	14	29.229	59.152	41.002	2:09.383
7			40.933	2:08.407	15			41.079	2:09.289
8	28.347	59.528	40.954	2:08.829	16				
<b>105</b>	<b>Marek Müller</b>				<b>BMW E30 325i</b>				
1	30.376	59.378	41.443	2:11.197	9	28.896	1:00.872	40.991	2:10.759
2	29.237	59.030	42.117	2:10.384	10	28.735	59.703	42.738	2:11.176
3	28.686	58.855	41.009	2:08.550	11	<b>28.015</b>	<b>58.295</b>	40.952	<b>2:07.262</b>
4	28.782	59.964	40.884	2:09.630	12			40.866	2:09.027
5			41.082	2:08.356	13	29.561	58.386	<b>40.826</b>	2:08.773
6	28.698	1:00.305	40.840	2:09.843	14	29.468	1:00.098	41.041	2:10.607
7			42.337	2:09.910	15			43.142	2:11.116
8	28.095	58.801	41.299	2:08.195	16				
<b>106</b>	<b>Huhnke-König</b>				<b>BMW E30 325i</b>				
<b>108</b>	<b>Mario Kressel</b>				<b>BMW E 30 325i</b>				
1	28.368	59.556	41.541	2:09.465	9	28.126	58.560	42.068	2:08.754
2	28.020	58.889	41.475	2:08.384	10	28.145	58.598	41.615	2:08.358
3	28.126	58.340	41.183	2:07.649	11	<b>27.769</b>	59.099	41.649	2:08.517
4	28.540	<b>58.078</b>	41.178	2:07.796	12	28.464	58.531	41.519	2:08.514
5			<b>41.150</b>	<b>2:07.429</b>	13	28.224	58.950	41.588	2:08.762
6	28.074	58.441	41.500	2:08.015	14	28.750	58.873	41.386	2:09.009
7			42.166	2:08.868	15	28.258	1:00.838	41.592	2:10.688
8	28.486	58.773	41.272	2:08.531	16				
<b>109</b>	<b>Martin Aregger</b>				<b>BMW E30 325i</b>				
1			42.462	2:15.131	8	28.972	1:00.032	41.247	2:10.251
2	2:42.666	59.707	42.266	4:24.639	9	28.921	59.818	41.481	2:10.220
3			41.334	<b>2:08.835</b>	10			41.812	2:10.595
4			41.570	2:10.190	11			41.931	2:10.429
5	<b>28.685</b>	59.796	41.307	2:09.788	12			41.653	2:11.129
6			<b>41.195</b>	2:09.297	13	29.647	1:00.591	41.561	2:11.799
7	29.855	<b>59.537</b>	41.497	2:10.889	14	29.800	59.709	42.675	2:12.184
<b>112</b>	<b>Michael Herter</b>				<b>BMW 318i</b>				
1			42.653	2:19.199	8	29.740	1:02.381	44.074	2:16.195
2	2:44.595	<b>1:01.345</b>	43.139	4:29.079	9	29.683	1:03.782	43.144	2:16.609
3	29.916	1:01.406	42.432	2:13.754	10			42.835	2:15.822
4	29.500	1:01.837	<b>42.405</b>	2:13.742	11	30.247	1:01.771	42.916	2:14.934
5			44.285	2:15.880	12	31.033	1:01.913	42.883	2:15.829
6	<b>29.190</b>	1:01.456	42.722	<b>2:13.368</b>	13	29.570	1:03.068	43.099	2:15.737





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7	31.131	1:01.898	42.945	2:15.974	14				
<b>851</b>	<b>Alessandro Pederzoli</b>				<b>Renault Clio</b>				
1	31.855	1:01.545	42.430	2:15.830	9	27.902	<i>56.741</i>	43.098	2:07.741
2	30.393	59.556	41.356	2:11.305	10	27.663	56.944	40.869	2:05.476
3	29.587	57.836	40.779	2:08.202	11	27.973	57.137	40.431	2:05.541
4	28.127	57.728	40.247	2:06.102	12	28.180	57.100	40.534	2:05.814
5			40.477	2:06.003	13	27.797	57.302	40.564	2:05.663
6	28.031	59.189	41.269	2:08.489	14	28.308	57.534	40.511	2:06.353
7			40.364	<b>2:04.946</b>	15	27.712	56.983	40.353	2:05.048
8	<i>27.629</i>	57.229	<i>40.240</i>	2:05.098	16				
<b>855</b>	<b>René Gilomen</b>				<b>Renault Clio</b>				
1	28.209	56.169	39.548	2:03.926	9	27.361	<i>55.855</i>	39.226	<b>2:02.442</b>
2	27.800	56.784	39.786	2:04.370	10			39.715	2:03.338
3	<i>27.149</i>	56.660	39.508	2:03.317	11	27.328	57.911	<i>39.176</i>	2:04.415
4	27.161	55.969	39.495	2:02.625	12			39.794	2:04.030
5			39.392	2:02.942	13			39.648	2:03.702
6	27.185	56.012	39.342	2:02.539	14	27.629	56.228	39.750	2:03.607
7			39.674	2:02.707	15	29.810	56.405	39.808	2:06.023
8	27.224	55.882	39.452	2:02.558	16	29.118	56.295	40.195	2:05.608
<b>860</b>	<b>Frederic Leuenberger</b>				<b>Renault Clio</b>				
1	27.830	55.775	39.329	2:02.934	9	26.978	55.804	39.188	2:01.970
2	27.607	56.631	38.746	2:02.984	10	27.317	56.323	39.026	2:02.666
3	<i>26.826</i>	55.162	38.690	2:00.678	11	26.927	55.164	39.343	2:01.434
4	27.012	55.205	38.660	2:00.877	12			40.109	2:03.000
5			<i>38.620</i>	2:01.147	13			38.900	2:01.599
6	26.918	55.235	38.779	2:00.932	14	27.024	55.835	39.069	2:01.928
7			38.665	2:00.765	15	27.458	55.867	38.979	2:02.304
8	26.828	<i>54.864</i>	38.931	<b>2:00.623</b>	16			39.742	2:02.494
<b>864</b>	<b>Thomas Schaffner</b>				<b>Renault Clio</b>				
1	27.783	55.879	39.434	2:03.096	9	26.982	55.885	39.283	2:02.150
2	27.447	56.495	39.473	2:03.415	10	26.952	55.940	39.681	2:02.573
3	26.909	55.620	39.175	<b>2:01.704</b>	11	26.885	<i>55.548</i>	39.384	2:01.817
4	<i>26.700</i>	56.010	39.079	2:01.789	12			39.506	2:04.081
5			39.465	2:02.041	13			39.756	2:02.721
6	26.742	55.826	39.448	2:02.016	14	26.976	55.805	39.174	2:01.955
7			39.173	2:01.884	15	27.325	56.498	39.085	2:02.908
8	26.794	55.907	<i>39.023</i>	2:01.724	16	27.789	55.648	39.322	2:02.759
<b>867</b>	<b>Erwin Spiess</b>				<b>Renault Clio</b>				
1	27.846	55.904	39.234	2:02.984	9	27.155	55.477	39.069	2:01.701
2	27.322	57.029	38.776	2:03.127	10	27.300	56.329	39.162	2:02.791
3	<i>26.552</i>	55.343	38.689	<b>2:00.584</b>	11	27.001	55.704	39.169	2:01.874
4	27.007	<i>55.225</i>	38.630	2:00.862	12	26.869	56.319	39.162	2:02.350
5	26.871	55.508	38.823	2:01.202	13	27.953	55.339	38.811	2:02.103
6	26.862	55.224	38.748	2:00.834	14	26.712	55.811	38.932	2:01.455
7	26.810	55.354	<i>38.554</i>	2:00.718	15	28.691	55.815	38.958	2:03.464
8	27.569	55.400	38.759	2:01.728	16	26.859	55.537	39.273	2:01.669
<b>868</b>	<b>Patrick Salzmann</b>				<b>Renault Clio</b>				
1	35.304	57.232	39.651	2:12.187	9	27.543	55.878	39.142	2:02.563
2	27.596	56.017	38.868	2:02.481	10			39.618	2:03.177
3	26.868	55.446	39.624	2:01.938	11	27.247	58.781	39.285	2:05.313
4	27.586	<i>54.990</i>	<i>38.867</i>	2:01.443	12			39.596	2:02.907
5			39.352	2:01.940	13			39.899	2:03.369
6	<i>26.841</i>	55.297	39.089	<b>2:01.227</b>	14	27.428	55.609	39.371	2:02.408
7			39.291	2:01.986	15	28.449	55.551	39.613	2:03.613
8	27.280	55.944	39.532	2:02.756	16	27.557	55.965	39.908	2:03.430



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869 Daniel Borer					Renault Clio				
1	30.386	59.443	40.152	2:09.981	9	<i>26.731</i>	55.704	39.667	2:02.102
2	28.565	57.223	39.536	2:05.324	10	27.125	<i>55.389</i>	39.514	2:02.028
3	28.191	56.312	<i>39.071</i>	2:03.574	11	26.948	55.925	39.645	2:02.518
4	28.442	56.166	39.173	2:03.781	12			39.608	2:02.864
5			39.479	2:02.861	13			39.429	2:03.159
6	27.242	55.966	39.364	2:02.572	14	27.732	56.453	39.734	2:03.919
7			39.310	2:02.008	15	28.028	56.616	39.779	2:04.423
8	27.154	55.594	39.191	<b>2:01.939</b>	16	28.602	56.392	39.827	2:04.821

  

871 Marcel Wolf					Renault Clio				
1	27.835	55.731	39.130	2:02.696	9	27.335	55.316	39.383	2:02.034
2	27.534	56.749	39.094	2:03.377	10	27.509	56.096	41.562	2:05.167
3	<i>26.565</i>	55.332	<i>38.925</i>	2:00.822	11	27.644	55.420	39.527	2:02.591
4	26.758	54.850	39.038	<b>2:00.646</b>	12	27.654	55.512	40.162	2:03.328
5	26.780	55.081	39.081	2:00.942	13	27.598	55.634	39.892	2:03.124
6	26.904	<i>54.778</i>	39.178	2:00.860	14	27.321	55.905	39.581	2:02.807
7	26.986	54.923	39.105	2:01.014	15	28.147	56.618	40.003	2:04.768
8	27.172	54.871	39.165	2:01.208	16	27.794	55.664	40.002	2:03.460