

**Preis der Stadt Stuttgart 2010****Laps and Sector times of the Zeittraining 2**

<b>3</b>	<b>Schumann-Schumann</b>				<b>BMW 635 CSI</b>				
1	Out	1:13.683	45.515	2:37.159	6	26.964	58.234	39.474	2:04.672
2	29.582	58.282	40.219	2:08.083	7	<b>26.940</b>	54.739	39.460	2:01.139
3	28.812	56.329	39.210	2:04.351	8	26.967	54.836	39.485	2:01.288
4	27.720	55.033	<b>38.738</b>	2:01.491	9	33.355	1:12.155	In	2:41.754 P
5	26.949	<b>54.625</b>	39.050	<b>2:00.624</b>	10				
<b>186</b>	<b>Conrad Frerichs</b>				<b>VW Scirocco</b>				
1	Out	1:19.430	48.760	2:45.699	6	28.123	56.877	39.703	2:04.703
2	30.192	1:00.137	43.130	2:13.459	7	27.872	<b>56.289</b>	39.413	2:03.574
3	29.518	57.949	41.846	2:09.313	8	27.862	57.635	39.351	2:04.848
4	31.677	1:02.181	46.496	2:20.354	9	<b>27.431</b>	56.932	<b>39.009</b>	<b>2:03.372</b>
5	28.130	57.213	40.500	2:05.843	10				
<b>187</b>	<b>Carsten Becker</b>				<b>VW Scirocco</b>				
1	Out	1:23.363	49.119	2:54.160	3	31.475	<b>1:01.588</b>	44.117	2:17.180
2	33.452	1:03.265	44.218	2:20.935	4	<b>29.850</b>	1:01.987	<b>42.653</b>	<b>2:14.490</b>
<b>188</b>	<b>Michael Schmitz</b>				<b>VW Scirocco</b>				
1	Out	1:13.927	42.867	2:31.274	5	28.275	59.314	40.273	2:07.862
2	28.844	58.848	40.580	2:08.272	6	29.258	1:03.670	42.241	2:15.169
3	28.399	58.913	40.479	2:07.791	7	31.601	1:03.585	In	2:23.596 P
4	<b>28.142</b>	<b>58.669</b>	<b>39.885</b>	<b>2:06.696</b>	8				
<b>208</b>	<b>Frank Niederhausen</b>				<b>Opel Kadett C</b>				
1	Out	1:16.003	46.593	2:42.061	5	<b>30.135</b>	1:03.241	<b>43.471</b>	2:16.847
2	31.226	1:06.275	46.931	2:24.432	6	30.251	1:01.873	44.224	<b>2:16.348</b>
3	31.188	1:02.793	44.453	2:18.434	7	31.424	<b>1:01.752</b>	46.709	2:19.885
4	30.796	1:02.107	44.150	2:17.053	8	33.638	1:10.280	In	2:32.589 P
<b>209</b>	<b>Michael Nolte</b>				<b>Opel Kadett C Coupe</b>				
1	Out	1:21.715	51.741	2:51.767	3	<b>28.863</b>	1:06.088	In	2:31.976 P
2	32.036	<b>58.646</b>	<b>43.234</b>	<b>2:13.916</b>	4				
<b>211</b>	<b>Scholz-Vinke</b>				<b>Opel Kadett C Coupe</b>				
1	Out	1:04.964	44.103	2:25.704	6	27.517	56.704	<b>39.810</b>	2:04.031
2	28.279	58.630	41.213	2:08.122	7	27.499	<b>56.200</b>	40.189	2:03.888
3	27.540	56.552	40.305	2:04.397	8	27.370	56.930	40.707	2:05.007
4	<b>27.342</b>	56.452	39.907	<b>2:03.701</b>	9	29.366	1:00.552	In	2:18.934 P
5	27.367	56.332	40.038	2:03.737	10				
<b>213</b>	<b>Wolfgang Seitz</b>				<b>Ford Escort RS 2000</b>				
1	Out	1:26.769	51.383	2:58.651	6	31.206	<b>1:01.162</b>	44.135	2:16.503
2	33.393	1:02.556	44.832	2:20.781	7	<b>30.262</b>	1:02.307	46.705	2:19.274
3	31.473	1:02.505	44.943	2:18.921	8	30.657	1:01.373	<b>43.503</b>	<b>2:15.533</b>
4	31.550	1:01.807	44.504	2:17.861	9	32.009	1:08.431	In	2:37.961 P
5	30.786	1:02.249	44.200	2:17.235	10				
<b>223</b>	<b>Uwe Ratz</b>				<b>Alfa Romeo GTV 6</b>				
1	Out	1:16.097	48.153	2:44.647	6	30.950	1:04.738	50.901	2:26.589
2	31.063	1:03.041	44.827	2:18.931	7	<b>30.031</b>	1:02.537	<b>43.017</b>	<b>2:15.585</b>
3	31.248	1:03.841	45.512	2:20.601	8	30.475	1:02.661	43.301	2:16.437
4	31.085	1:03.488	44.922	2:19.495	9	30.821	<b>1:02.275</b>	49.038	2:22.134
5	31.326	1:03.552	43.705	2:18.583	10				
<b>227</b>	<b>Yann Munhoben</b>				<b>BMW 323i</b>				
1	Out	1:18.796	49.312	2:46.560	6	27.642	56.039	40.423	2:04.104
2	30.334	59.918	44.673	2:14.925	7	<b>27.094</b>	<b>54.789</b>	<b>38.943</b>	<b>2:00.826</b>
3	29.385	1:00.092	43.182	2:12.659	8	30.154	1:02.485	41.931	2:14.570

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4	27.806	56.785	41.973	2:06.564	9	28.299	58.328	In	2:15.674 P
5	27.728	57.772	39.912	2:05.412	10				
<b>301</b>	<b>Jürgen Lehmann</b>				<b>Porsche 911 Carrera</b>				
1	Out	1:12.634	44.489	2:33.295	6	27.498	56.706	40.388	2:04.592
2	29.613	58.802	41.548	2:09.963	7	27.412	<b>56.380</b>	40.628	<b>2:04.420</b>
3	27.885	59.327	41.110	2:08.322	8	27.409	56.876	<b>40.231</b>	2:04.516
4	27.931	57.515	40.629	2:06.075	9	27.528	56.631	40.864	2:05.023
5	27.641	57.073	40.932	2:05.646	10	<b>27.362</b>	58.041	48.652	2:14.055
<b>312</b>	<b>Ralf Heisig</b>				<b>Porsche Carrera</b>				
<b>314</b>	<b>Joos-Schön</b>				<b>Porsche 911 RSR</b>				
1	Out	1:07.568	43.258	2:27.719	5	28.486	55.691	In	2:11.314 P
2	27.490	55.875	40.018	2:03.383	6	Out	52.602	37.902	3:40.993
3	25.790	<b>52.320</b>	37.580	1:55.690	7	25.567	52.756	<b>37.121</b>	<b>1:55.444</b>
4	<b>25.424</b>	52.570	37.472	1:55.466	8	28.157	55.131	In	2:05.976 P
<b>316</b>	<b>Michael Schrey</b>				<b>Porsche 911 RSR</b>				
1	Out	1:11.780	41.089	2:28.265	5	Out	54.286	37.185	3:53.968
2	27.517	56.057	37.396	2:00.970	6	<b>25.291</b>	51.735	36.686	1:53.712
3	26.093	52.745	36.614	1:55.452	7	25.676	52.439	<b>36.167</b>	1:54.282
4	25.515	52.742	In	1:57.952 P	8	25.456	<b>51.607</b>	36.241	<b>1:53.304</b>
<b>319</b>	<b>Daniel Schrey</b>				<b>Porsche 911 RSR</b>				
1	Out	1:26.055	In	3:11.838 P	5	25.397	52.592	<b>36.020</b>	<b>1:54.009</b>
2	Out	56.700	39.775	2:22.526	6	<b>25.233</b>	<b>52.088</b>	37.582	1:54.903
3	25.240	52.176	36.693	1:54.109	7	30.677	52.648	In	2:03.351 P
4	25.822	56.313	45.678	2:07.813	8				
<b>335</b>	<b>Völkel-Joho</b>				<b>Porsche 924</b>				
1	Out	1:14.821	48.017	2:35.943	6	31.048	1:05.494	44.630	2:21.172
2	31.460	1:04.675	45.036	2:21.171	7	30.750	1:03.437	44.840	2:19.027
3	31.201	1:04.780	45.504	2:21.485	8	30.854	<b>1:03.033</b>	<b>43.961</b>	<b>2:17.848</b>
4	30.967	1:05.316	44.254	2:20.537	9	30.716	1:03.744	In	2:37.655 P
5	<b>30.594</b>	1:03.651	44.335	2:18.580	10				
<b>336</b>	<b>Thomas Baltzer</b>				<b>Porsche 924</b>				
1	Out	1:23.164	48.763	2:51.017	6	31.049	<b>1:02.186</b>	44.207	<b>2:17.442</b>
2	33.870	1:04.211	46.788	2:24.869	7	31.026	1:02.340	44.911	2:18.277
3	32.053	1:04.985	45.792	2:22.830	8	<b>30.989</b>	1:02.567	44.117	2:17.673
4	31.229	1:03.244	44.977	2:19.450	9	36.061	1:07.559	In	2:39.429 P
5	31.130	1:03.343	<b>44.044</b>	2:18.517	10				
<b>341</b>	<b>Robert Keil</b>				<b>Opel Ascona 400</b>				
1	Out	1:00.898	42.666	2:12.679	6	<b>27.186</b>	55.986	39.669	<b>2:02.841</b>
2	27.612	55.954	40.048	2:03.614	7	27.965	55.837	39.731	2:03.533
3	27.651	56.259	40.312	2:04.222	8	27.767	<b>55.769</b>	40.918	2:04.454
4	27.439	55.925	40.000	2:03.364	9	27.668	56.353	41.999	2:06.020
5	27.941	56.215	<b>39.669</b>	2:03.825	10	30.102	1:00.365	In	2:26.732 P
<b>342</b>	<b>Erik Raab v.d. Heyde</b>				<b>Alfa Romeo GTV Turbo</b>				
1	Out	1:22.263	43.641	2:43.711	5	32.036	1:15.341	In	2:40.186 P
2	29.086	59.575	42.270	2:10.931	6	Out	1:11.880	43.519	3:45.808
3	29.470	1:00.250	41.229	2:10.949	7	<b>28.594</b>	59.381	40.931	2:08.906
4	28.650	1:00.013	<b>40.656</b>	2:09.319	8	28.783	<b>59.152</b>	40.901	<b>2:08.836</b>
<b>344</b>	<b>Meinert-Lange</b>				<b>Porsche 911 SC</b>				
1	Out	1:25.284	1:04.722	3:05.263	5	<b>29.027</b>	1:01.303	46.466	2:16.796

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2	30.291	59.911	43.455	2:13.657	6	29.137	59.201	42.963	2:11.301
3	29.699	1:01.322	47.538	2:18.559	7	29.375	<i>58.093</i>	<i>41.960</i>	<b>2:09.428</b>
4	29.634	1:02.694	44.384	2:16.712	8	29.305	1:13.454	In	2:41.832 P
<b>349</b>	<b>Andreas Sczepansky</b>				<b>Porsche 911 SC</b>				
1	Out	1:13.121	45.954	2:39.037	6	26.272	56.539	40.787	2:03.598
2	27.932	59.437	41.511	2:08.880	7	26.156	53.590	40.698	2:00.444
3	27.864	57.027	40.945	2:05.836	8	26.141	53.819	38.992	1:58.952
4	26.455	57.545	In	2:07.664 P	9	<i>26.067</i>	<i>53.420</i>	<i>38.137</i>	<b>1:57.624</b>
5	Out	59.984	39.842	2:59.115	10				
<b>350</b>	<b>Nicolas Bühler</b>				<b>BMW M1</b>				
1	Out	1:00.680	42.333	2:14.058	6	<i>26.200</i>	53.078	38.468	1:57.746
2	27.328	53.971	38.917	2:00.216	7	26.417	54.298	39.400	2:00.115
3	26.552	54.835	39.187	2:00.574	8	27.779	52.644	<i>38.458</i>	1:58.881
4	27.365	52.641	38.484	1:58.490	9	26.519	<i>52.449</i>	38.574	<b>1:57.542</b>
5	28.699	54.876	38.562	2:02.137	10	26.305	52.700	38.888	1:57.893
<b>401</b>	<b>Peter Fischer</b>				<b>BMW M3</b>				
1	Out	1:16.289	45.918	2:37.874	6	29.638	1:01.847	43.676	2:15.161
2	30.766	1:02.415	45.877	2:19.058	7	29.621	1:00.998	<i>43.273</i>	2:13.892
3	30.994	1:05.393	45.252	2:21.639	8	<i>29.292</i>	<i>59.555</i>	44.117	<b>2:12.964</b>
4	30.204	1:02.984	43.773	2:16.961	9	30.102	1:00.835	45.689	2:16.626
5	29.923	1:00.467	44.023	2:14.413	10				
<b>402</b>	<b>Werner-Werner</b>				<b>BMW M3</b>				
1	Out	1:18.791	50.379	2:47.939	5	Out	1:04.094	45.174	3:52.470
2	33.611	1:05.091	47.242	2:25.944	6	30.877	<i>1:01.846</i>	45.130	<b>2:17.853</b>
3	31.631	1:03.885	47.867	2:23.383	7	30.871	1:02.486	<i>44.629</i>	2:17.986
4	34.778	1:03.558	In	2:30.314 P	8	<i>30.439</i>	1:02.687	46.353	2:19.479
<b>407</b>	<b>Friedhelm Tang</b>				<b>BMW M3</b>				
1	Out	1:32.927	56.195	3:03.233	4	29.804	1:00.617	41.998	2:12.419
2	29.709	59.621	42.318	2:11.648	5	30.410	<i>58.527</i>	<i>41.064</i>	<b>2:10.001</b>
3	29.674	58.696	42.001	2:10.371	6	<i>27.915</i>	1:01.277	In	2:15.199 P
<b>431</b>	<b>Harald Schilling</b>				<b>BMW 325i</b>				
1	Out	1:22.939	50.282	2:52.434	6	28.668	59.354	40.648	2:08.670
2	32.104	1:03.635	46.446	2:22.185	7	<i>27.871</i>	58.610	<i>40.571</i>	<b>2:07.052</b>
3	29.970	59.807	57.043	2:26.820	8	28.428	58.863	40.739	2:08.030
4	28.808	1:01.481	41.406	2:11.695	9	28.227	<i>58.598</i>	52.666	2:19.491
5	28.401	58.942	41.280	2:08.623	10				
<b>434</b>	<b>Bahr-Röver</b>				<b>BMW M3</b>				
1	Out	1:20.395	50.296	2:49.973	5	29.892	1:01.801	42.963	<b>2:14.656</b>
2	33.446	1:07.032	54.064	2:34.542	6	<i>29.370</i>	<i>1:00.554</i>	In	2:14.722 P
3	31.804	1:04.018	44.602	2:20.424	7	Out	1:05.273	<i>42.202</i>	5:24.314
4	30.246	1:05.085	44.198	2:19.529	8				
<b>437</b>	<b>Ulfried Baumert</b>				<b>BMW M3</b>				
1	Out	1:02.398	42.424	2:18.361	4	<i>26.919</i>	57.100	<i>39.217</i>	2:03.236
2	27.639	58.870	40.759	2:07.268	5	27.057	<i>55.692</i>	40.176	<b>2:02.925</b>
3	27.800	56.842	39.670	2:04.312	6	30.016	1:10.409	In	2:27.622 P
<b>439</b>	<b>Gutowski-Heubach</b>				<b>BMW 325i</b>				
1	Out	1:13.252	46.257	2:40.255	6	26.869	56.646	39.779	2:03.294
2	31.599	57.777	42.042	2:11.418	7	<i>26.721</i>	56.284	<i>39.483</i>	<b>2:02.488</b>
3	28.884	57.501	42.608	2:08.993	8	26.978	56.954	40.242	2:04.174
4	27.965	57.554	40.125	2:05.644	9	27.129	<i>56.211</i>	39.855	2:03.195
5	27.113	56.755	39.736	2:03.604	10	29.226	1:00.695	42.773	2:12.694



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<b>440</b>	<b>Wolfgang Hartmann</b>				<b>BMW M3</b>				
1	Out	1:16.929	47.960	2:42.992	5	26.920	<i>55.024</i>	<i>38.657</i>	<b>2:00.601</b>
2	31.864	56.911	39.722	2:08.497	6	<i>26.671</i>	55.769	39.056	2:01.496
3	26.704	56.381	41.163	2:04.248	7	27.306	55.393	In	2:10.218 P
4	27.335	56.144	39.310	2:02.789	8				
<b>441</b>	<b>Friedrich Herkströter</b>				<b>BMW 325i</b>				
1	Out	1:16.031	47.499	3:01.376	6	29.322	58.921	42.848	2:11.091
2	31.293	59.976	43.646	2:14.915	7	29.674	1:00.005	42.274	2:11.953
3	29.848	1:00.320	43.848	2:14.016	8	<i>28.980</i>	58.323	<i>41.758</i>	<b>2:09.061</b>
4	29.971	1:00.428	43.368	2:13.767	9	30.538	<i>57.982</i>	42.941	2:11.461
5	29.611	1:00.284	42.254	2:12.149	10				
<b>447</b>	<b>Sassenrath-Löw</b>				<b>BMW M3</b>				
1	<i>27.311</i>	56.663	40.101	2:04.075	6	27.739	56.461	40.300	2:04.500
2	27.515	55.892	<i>39.850</i>	<b>2:03.257</b>	7	28.480	56.404	40.254	2:05.138
3	29.709	56.868	40.172	2:06.749	8	27.385	55.977	40.470	2:03.832
4	28.100	<i>55.565</i>	41.366	2:05.031	9	27.346	56.274	In	2:19.031 P
5	28.882	57.838	40.899	2:07.619	10				
<b>449</b>	<b>Günter Bechtluft</b>				<b>BMW 325i</b>				
1	Out	1:15.182	47.480	2:43.271	2	<i>31.107</i>	<i>1:01.598</i>	<i>44.415</i>	<b>2:17.120</b>
<b>451</b>	<b>Johannes Mutsch</b>				<b>BMW M3</b>				
1	Out	1:18.541	49.641	2:46.378	5	<i>27.024</i>	56.013	39.317	2:02.354
2	29.039	56.549	In	2:10.438 P	6	27.530	<i>53.923</i>	<i>38.896</i>	<b>2:00.349</b>
3	Out	59.195	39.680	3:51.368	7	27.056	54.832	38.988	2:00.876
4	27.130	55.583	39.417	2:02.130	8	28.509	1:03.031	In	2:17.520 P
<b>452</b>	<b>Walter Leupold</b>				<b>Mercedes-Benz 190E 2.3</b>				
1	Out	1:13.517	46.087	2:39.132	5	27.645	<i>56.845</i>	40.259	<b>2:04.749</b>
2	29.090	59.003	41.736	2:09.829	6	<i>27.594</i>	57.024	40.441	2:05.059
3	27.823	56.874	<i>40.195</i>	2:04.892	7	28.381	57.436	40.372	2:06.189
4	27.773	57.234	40.578	2:05.585	8	31.484	1:03.653	In	2:20.619 P
<b>458</b>	<b>Seyffert-Arnold</b>				<b>Alfa Romeo 75 V6</b>				
1	Out	1:14.111	48.289	2:42.437	6	29.063	59.815	41.881	2:10.759
2	30.723	1:00.982	46.276	2:17.981	7	<i>28.617</i>	59.937	41.070	2:09.624
3	31.234	1:00.135	42.674	2:14.043	8	28.855	<i>59.391</i>	<i>40.813</i>	<b>2:09.059</b>
4	28.905	1:00.126	43.278	2:12.309	9	31.693	1:03.786	47.780	2:23.259
5	29.518	1:00.299	41.793	2:11.610	10				
<b>462</b>	<b>Pius Bannwart</b>				<b>Porsche 911 SC</b>				
1	Out	1:17.830	47.638	2:44.070	6	28.906	57.920	In	2:15.576 P
2	30.741	58.650	43.078	2:12.469	7	Out	58.774	42.784	3:35.386
3	28.704	57.649	43.091	2:09.444	8	<i>28.116</i>	<i>57.288</i>	<i>42.501</i>	<b>2:07.905</b>
4	28.953	57.784	42.509	2:09.246	9	28.484	57.779	In	2:22.512 P
5	28.417	57.720	42.740	2:08.877	10				
<b>463</b>	<b>Andre Bannwart</b>				<b>Porsche 944 turbo</b>				
1	Out	1:29.071	52.469	3:04.808	5	29.686	59.297	43.784	2:12.767
2	36.540	1:17.146	46.867	2:40.553	6	29.407	<i>58.575</i>	<i>43.053</i>	<b>2:11.035</b>
3	30.506	59.146	44.176	2:13.828	7	<i>29.097</i>	1:00.094	In	2:23.850 P
4	31.066	1:00.549	45.247	2:16.862	8	Out	59.708	In	3:58.688 P
<b>476</b>	<b>Georges Kuhn</b>				<b>Porsche 911</b>				
1	Out	1:09.757	45.467	2:33.153	6	<i>27.064</i>	56.425	39.667	2:03.156
2	30.577	55.942	39.970	2:06.489	7	28.274	<i>54.644</i>	39.582	<b>2:02.500</b>
3	27.070	58.131	40.928	2:06.129	8	27.182	54.987	40.441	2:02.610

**Preis der Stadt Stuttgart 2010****Laps and Sector times of the Zeittraining 2**

4	27.519	57.012	40.559	2:05.090	9	27.498	57.174	In	2:09.492 p
5	28.044	55.423	<i>39.573</i>	2:03.040	10				