

**ADAC / MCS "Preis der Stadt Stuttgart"****Runden und Sector Zeiten - Youngtimer Trophy A - Rennen 12**

<b>10</b> <b>Olaf Schley</b>					<b>Simca Rallye 2</b>				
1	33.775	<i>1:09.314</i>	46.384	2:29.473	13	33.465	1:10.107	46.841	2:30.413
2	33.015	1:09.742	46.695	2:29.452	14	33.240	1:10.254	46.608	2:30.102
3	<i>32.622</i>	1:10.304	46.510	<b>2:29.436</b>	15	33.346	1:09.924	46.847	2:30.117
4	33.005	1:09.984	47.124	2:30.113	16	33.011	1:11.156	46.560	2:30.727
5	33.781	1:11.183	47.271	2:32.235	17	33.326	1:11.945	<i>46.112</i>	2:31.383
6	33.828	1:10.285	46.995	2:31.108	18	33.142	1:10.705	46.587	2:30.434
7	33.333	1:11.285	48.254	2:32.872	19	33.290	1:11.138	46.302	2:30.730
8	35.265	1:10.481	46.512	2:32.258	20	33.093	1:10.076	46.938	2:30.107
9	33.133	1:10.082	47.207	2:30.422	21	33.408	1:10.971	46.415	2:30.794
10	33.444	1:10.489	In	2:34.579 P	22	32.945	1:10.534	47.115	2:30.594
11	Out	1:12.140	46.913	4:08.076	23	34.013	1:10.389	46.610	2:31.012
12	33.151	1:11.792	46.234	2:31.177	24	33.672	1:10.486	47.790	2:31.948

  

<b>40</b> <b>Jörg Becker</b>					<b>VW Golf GTI</b>				
1	34.735	1:06.147	47.142	2:28.024	14	31.417	1:04.874	<i>45.163</i>	<b>2:21.454</b>
2	32.067	1:06.210	47.115	2:25.392	15	31.597	1:04.934	45.351	2:21.882
3	31.868	1:05.192	46.229	2:23.289	16	32.309	<i>1:04.520</i>	In	2:23.533 P
4	31.335	1:04.854	45.962	2:22.151	17	Out	1:05.225	45.993	3:45.209
5	31.141	1:04.877	45.588	2:21.606	18	31.946	1:07.482	45.793	2:25.221
6	32.605	1:05.195	45.958	2:23.758	19	31.567	1:06.913	46.708	2:25.188
7	31.314	1:05.773	47.057	2:24.144	20	31.655	1:06.647	45.774	2:24.076
8	31.537	1:04.998	46.190	2:22.725	21	32.017	1:05.957	46.142	2:24.116
9	<i>31.069</i>	1:05.495	46.734	2:23.298	22	31.393	1:06.611	46.121	2:24.125
10	31.210	1:05.375	45.667	2:22.252	23	31.263	1:05.050	45.411	2:21.724
11	31.171	1:05.476	47.157	2:23.804	24	31.880	1:04.845	45.275	2:22.000
12	32.310	1:05.657	46.154	2:24.121	25	31.169	1:05.125	46.838	2:23.132
13	31.211	1:04.810	45.471	2:21.492	26				

  

<b>42</b> <b>Georg Schwarz</b>					<b>VW Golf GTI</b>				
1	32.796	1:05.800	44.162	2:22.758	14	30.352	<i>1:04.951</i>	43.716	<b>2:19.019</b>
2	30.873	1:06.021	43.860	2:20.754	15	31.177	1:05.506	44.538	2:21.221
3	30.587	1:05.015	In	2:19.143 P	16	31.385	1:06.138	44.247	2:21.770
4	Out	1:05.420	44.038	3:47.116	17	30.587	1:05.958	44.412	2:20.957
5	30.402	1:05.599	44.892	2:20.893	18	30.939	1:05.307	43.787	2:20.033
6	<i>30.053</i>	1:05.521	44.647	2:20.221	19	30.641	1:05.875	44.109	2:20.625
7	30.771	1:05.566	43.824	2:20.161	20	31.032	1:06.269	44.658	2:21.959
8	30.377	1:05.749	43.691	2:19.817	21	31.292	1:06.255	43.903	2:21.450
9	30.860	1:05.570	<i>43.632</i>	2:20.062	22	30.959	1:06.536	44.302	2:21.797
10	30.512	1:05.473	43.710	2:19.695	23	31.092	1:06.699	44.511	2:22.302
11	30.853	1:05.497	44.176	2:20.526	24	32.462	1:06.510	44.667	2:23.639
12	30.593	1:05.734	43.697	2:20.024	25	30.846	1:06.359	44.350	2:21.555
13	30.210	1:05.683	43.643	2:19.536	26				

  

<b>43</b> <b>Thomas Böling</b>					<b>VW Golf GTI</b>				
1	32.500	1:05.463	44.818	2:22.781	14	30.267	1:03.929	43.798	2:17.994
2	30.426	1:04.907	43.933	2:19.266	15	30.748	1:04.017	43.578	2:18.343
3	30.121	<i>1:03.577</i>	43.755	2:17.453	16	30.681	1:04.081	43.765	2:18.527
4	<i>29.980</i>	1:03.664	43.633	2:17.277	17	30.743	1:04.710	44.142	2:19.595
5	30.204	1:04.461	43.739	2:18.404	18	30.193	1:03.842	In	2:18.249 P
6	30.077	1:04.217	44.160	2:18.454	19	Out	1:04.919	44.084	3:39.158
7	30.224	1:04.424	43.730	2:18.378	20	30.346	1:04.458	43.934	2:18.738
8	31.098	1:03.988	44.116	2:19.202	21	31.500	1:07.649	45.392	2:24.541
9	30.024	1:04.867	43.576	2:18.467	22	31.100	1:05.771	44.162	2:21.033
10	29.996	1:03.626	43.579	<b>2:17.201</b>	23	31.908	1:05.330	44.334	2:21.572
11	30.137	1:03.625	<i>43.506</i>	2:17.268	24	31.240	1:05.862	44.291	2:21.393
12	30.042	1:03.984	43.683	2:17.709	25	31.509	1:05.664	44.443	2:21.616
13	30.565	1:05.295	43.687	2:19.547	26	31.285	1:06.120	45.754	2:23.159

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<b>44</b>		<b>Norbert Peters</b>			<b>VW Golf GTI</b>				
1	33.136	1:06.056	In	2:25.211 P	14	31.091	1:04.752	44.825	2:20.668
2	Out	1:05.791	45.137	3:54.119	15	31.603	1:04.285	44.565	2:20.453
3	31.223	1:05.011	44.986	2:21.220	16	30.743	1:04.278	<b>44.166</b>	2:19.187
4	33.097	1:04.692	45.176	2:22.965	17	<b>30.588</b>	<b>1:04.215</b>	44.257	<b>2:19.060</b>
5	31.906	1:05.010	44.896	2:21.812	18	30.842	1:04.785	44.475	2:20.102
6	31.567	1:04.672	45.247	2:21.486	19	31.012	1:04.804	44.347	2:20.163
7	31.468	1:06.276	44.914	2:22.658	20	30.758	1:05.127	44.816	2:20.701
8	32.795	1:05.585	44.901	2:23.281	21	31.036	1:04.572	45.437	2:21.045
9	31.169	1:04.647	44.518	2:20.334	22	30.936	1:04.782	44.648	2:20.366
10	31.308	1:05.053	44.474	2:20.835	23	30.967	1:05.310	44.397	2:20.674
11	30.776	1:04.355	44.551	2:19.682	24	30.934	1:04.722	44.411	2:20.067
12	30.903	1:05.612	44.606	2:21.121	25	31.018	1:04.332	45.331	2:20.681
13	31.270	1:04.612	44.419	2:20.301	26	30.952	1:05.140	44.848	2:20.940

  

<b>45</b>		<b>Klaus Larbig</b>			<b>VW Golf GTI</b>				
1	32.697	1:06.263	44.684	2:23.644	14	30.866	<b>1:04.264</b>	43.995	<b>2:19.125</b>
2	31.117	1:04.747	44.000	2:19.864	15	31.447	1:05.504	44.731	2:21.682
3	30.810	1:04.422	43.982	2:19.214	16	31.266	1:04.680	45.475	2:21.421
4	30.876	1:04.516	44.270	2:19.662	17	30.887	1:04.879	<b>43.960</b>	2:19.726
5	31.974	1:07.941	44.699	2:24.614	18	31.139	1:11.320	44.983	2:27.442
6	31.173	1:04.667	In	2:20.712 P	19	31.397	1:05.637	44.536	2:21.570
7	Out	1:04.794	44.152	3:37.810	20	31.214	1:05.118	44.043	2:20.375
8	30.801	1:04.462	44.132	2:19.395	21	31.072	1:04.837	44.519	2:20.428
9	31.147	1:06.147	44.322	2:21.616	22	31.184	1:04.807	44.020	2:20.011
10	<b>30.644</b>	1:04.818	43.999	2:19.461	23	31.007	1:04.900	44.516	2:20.423
11	31.361	1:04.848	44.494	2:20.703	24	32.711	1:05.213	44.516	2:22.440
12	30.889	1:05.415	44.134	2:20.438	25	31.078	1:04.760	44.904	2:20.742
13	31.402	1:05.200	44.141	2:20.743	26	31.631	1:05.068	47.587	2:24.286

  

<b>48</b>		<b>Helmut Schilles</b>			<b>VW Golf GTI</b>				
1	33.093	1:05.773	44.529	2:23.395	14	Out	1:04.045	43.321	3:34.907
2	31.018	1:03.694	43.503	2:18.215	15	30.308	1:03.534	<b>42.997</b>	2:16.833
3	30.197	1:03.641	43.393	2:17.231	16	30.500	1:03.914	43.139	2:17.553
4	30.223	1:03.300	43.173	2:16.696	17	29.998	1:03.462	43.060	2:16.520
5	30.405	1:03.643	43.318	2:17.366	18	30.343	1:03.431	43.267	2:17.041
6	<b>29.915</b>	<b>1:03.284</b>	43.183	<b>2:16.382</b>	19	30.286	1:03.721	43.673	2:17.680
7	29.983	1:03.436	43.391	2:16.810	20	30.304	1:05.942	43.221	2:19.467
8	30.131	1:04.495	43.332	2:17.958	21	30.519	1:04.082	43.307	2:17.908
9	30.338	1:03.507	43.338	2:17.183	22	30.490	1:03.868	43.260	2:17.618
10	30.739	1:03.806	43.135	2:17.680	23	31.173	1:03.602	43.424	2:18.199
11	30.362	1:03.759	43.353	2:17.474	24	30.383	1:04.226	43.732	2:18.341
12	30.216	1:04.099	43.842	2:18.157	25	30.522	1:03.946	44.323	2:18.791
13	30.320	1:03.619	In	2:18.004 P	26	31.424	1:05.302	45.026	2:21.752

  

<b>50</b>		<b>Bernd Degner</b>			<b>VW Golf GTI</b>				
1	31.522	1:04.177	44.009	2:19.708	14	30.186	1:04.015	43.001	2:17.202
2	30.441	<b>1:03.549</b>	43.469	2:17.459	15	<b>30.070</b>	1:03.885	42.984	<b>2:16.939</b>
3	30.209	1:04.037	43.632	2:17.878	16	30.119	1:03.983	<b>42.912</b>	2:17.014
4	30.385	1:04.194	43.081	2:17.660	17	30.363	1:04.948	43.182	2:18.493
5	30.094	1:04.169	43.422	2:17.685	18	30.499	1:04.920	43.523	2:18.942
6	30.201	1:04.213	43.221	2:17.635	19	30.549	1:04.588	43.397	2:18.534
7	30.264	1:04.128	43.516	2:17.908	20	30.633	1:05.071	43.509	2:19.213
8	30.101	1:04.172	43.025	2:17.298	21	30.403	1:04.384	43.384	2:18.171
9	30.100	1:03.878	43.495	2:17.473	22	30.317	1:04.619	43.221	2:18.157
10	30.193	1:04.092	43.004	2:17.289	23	30.455	1:04.752	43.230	2:18.437
11	30.456	1:04.312	43.662	2:18.430	24	30.642	1:04.688	43.641	2:18.971
12	30.250	1:04.474	In	2:18.497 P	25	30.617	1:04.634	43.290	2:18.541
13	Out	1:05.046	43.266	3:37.713	26	30.714	1:06.358	44.695	2:21.767

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51 Heinz-Josef Nekes VW Scirocco									
1	32.147	1:03.703	44.461	2:20.311	3	30.186	<i>1:03.310</i>	43.585	<b>2:17.081</b>
2	31.725	1:04.851	<i>43.451</i>	2:20.027	4	<i>30.006</i>	1:03.638	43.842	2:17.486
52 Moser-Moser VW Scirocco									
1	32.527	1:05.617	44.708	2:22.852	14	30.976	1:04.346	In	2:22.099 P
2	31.050	1:05.422	44.085	2:20.557	15	Out	1:05.099	44.664	3:40.643
3	30.748	1:03.935	<i>43.683</i>	<b>2:18.366</b>	16	32.176	1:04.811	45.107	2:22.094
4	30.733	<i>1:03.794</i>	44.411	2:18.938	17	31.158	1:05.207	44.432	2:20.797
5	<i>30.687</i>	1:05.224	44.316	2:20.221	18	30.876	1:04.518	44.596	2:19.990
6	31.848	1:04.500	43.902	2:20.250	19	31.299	1:04.538	44.860	2:20.697
7	30.866	1:04.892	44.458	2:20.216	20	31.143	1:06.246	45.512	2:22.901
8	31.117	1:05.437	43.930	2:20.484	21	30.976	1:04.543	44.504	2:20.023
9	31.219	1:04.876	44.276	2:20.371	22	30.858	1:05.057	44.412	2:20.327
10	31.424	1:04.828	43.923	2:20.175	23	30.892	1:04.575	44.726	2:20.193
11	31.252	1:04.776	44.480	2:20.508	24	30.929	1:04.586	44.250	2:19.765
12	30.750	1:04.359	44.038	2:19.147	25	30.971	1:04.956	44.299	2:20.226
13	31.229	1:04.933	45.860	2:22.022	26	31.103	1:04.883	45.125	2:21.111
61 Dieter Ohligschläger Opel Kadett C GT/E									
1	32.625	1:07.050	44.682	2:24.357	14	Out	1:04.415	43.910	3:41.758
2	30.484	1:06.088	43.649	2:20.221	15	30.319	1:03.328	43.300	2:16.947
3	31.247	1:04.164	44.105	2:19.516	16	30.073	1:03.895	43.202	2:17.170
4	30.700	1:03.654	43.050	2:17.404	17	30.542	1:04.138	44.890	2:19.570
5	<i>30.668</i>	1:03.150	<i>42.986</i>	<b>2:16.204</b>	18	30.419	1:03.901	44.306	2:18.626
6	30.483	1:03.086	43.851	2:17.420	19	30.417	1:05.846	43.358	2:19.621
7	30.754	1:04.081	44.430	2:19.265	20	30.180	1:05.060	43.694	2:18.934
8	30.674	1:03.571	44.207	2:18.452	21	30.714	1:04.317	45.237	2:20.268
9	30.186	<i>1:03.028</i>	43.316	2:16.530	22	31.083	1:04.263	43.584	2:18.930
10	30.805	1:03.345	43.198	2:17.348	23	32.583	1:03.750	43.769	2:20.102
11	30.345	1:03.349	43.391	2:17.085	24	30.258	1:03.678	43.729	2:17.665
12	30.294	1:03.554	43.605	2:17.453	25	30.889	1:03.678	43.977	2:18.544
13	30.762	1:04.960	In	2:23.928 P	26	31.116	1:04.748	49.547	2:25.411
101 Benra-Benra NSU TT									
1	33.681	1:05.291	44.313	2:23.285	11	29.977	1:02.744	42.598	2:15.319
2	31.468	1:13.526	44.665	2:29.659	12	30.627	1:02.020	42.382	2:15.029
3	30.463	1:03.180	43.236	2:16.879	13	29.963	1:01.531	42.179	2:13.673
4	30.472	1:02.975	43.968	2:17.415	14	<i>29.893</i>	<i>1:01.051</i>	<i>41.978</i>	<b>2:12.922</b>
5	31.378	1:03.509	44.181	2:19.068	15	30.078	1:01.947	42.274	2:14.299
6	30.907	1:03.474	44.012	2:18.393	16	30.996	1:02.432	42.562	2:15.990
7	32.079	1:12.623	In	3:10.944 P	17	30.477	1:01.950	42.174	2:14.601
8	Out	1:05.850	42.885	19:57.580	18	30.180	1:02.035	42.226	2:14.441
9	30.330	1:02.887	42.312	2:15.529	19	29.906	1:01.265	42.406	2:13.577
10	30.248	1:01.756	43.508	2:15.512	20				
102 Marmulla-Sälzer NSU TT									
1	33.582	1:06.340	46.595	2:26.517	14	33.281	1:07.743	46.292	2:27.316
2	32.516	1:06.865	46.059	2:25.440	15	33.416	1:08.581	45.497	2:27.494
3	31.502	<i>1:04.785</i>	45.926	2:22.213	16	32.887	1:07.657	45.315	2:25.859
4	31.429	1:05.378	45.686	2:22.493	17	32.485	1:07.880	46.932	2:27.297
5	31.405	1:05.334	45.239	2:21.978	18	32.677	1:07.219	45.774	2:25.670
6	<i>31.191</i>	1:05.218	<i>45.117</i>	<b>2:21.526</b>	19	32.271	1:07.142	45.358	2:24.771
7	31.347	1:05.223	46.762	2:23.332	20	32.727	1:07.596	45.886	2:26.209
8	31.478	1:05.451	45.858	2:22.787	21	31.895	1:09.064	47.873	2:28.832
9	32.911	1:04.861	45.486	2:23.258	22	33.353	1:09.610	48.891	2:31.854
10	32.097	1:06.653	45.409	2:24.159	23	34.090	1:11.267	47.724	2:33.081
11	31.290	1:04.924	46.147	2:22.361	24	33.342	1:08.999	46.791	2:29.132
12	31.562	1:06.976	In	2:28.451 P	25	33.747	1:10.865	49.596	2:34.208
13	Out	1:09.770	47.424	4:25.580	26				

**ADAC / MCS "Preis der Stadt Stuttgart"****Runden und Sector Zeiten - Youngtimer Trophy A - Rennen 12**

<b>110</b>		<b>Bastian Bender</b>			<b>BMW 2002</b>				
1	30.531	56.936	40.301	2:07.768	16	27.895	57.272	40.246	2:05.413
2	27.962	57.249	40.108	2:05.319	17	28.729	57.487	40.488	2:06.704
3	28.034	57.172	40.090	2:05.296	18	27.709	57.320	39.950	2:04.979
4	27.930	57.013	39.783	2:04.726	19	27.721	57.177	40.172	2:05.070
5	28.430	57.569	39.786	2:05.785	20	27.789	56.809	40.689	2:05.287
6	29.386	57.335	39.820	2:06.541	21	27.785	57.785	40.104	2:05.674
7	<i>27.559</i>	56.965	40.056	<b>2:04.580</b>	22	27.802	59.998	In	2:08.279 P
8	28.217	<i>56.772</i>	<i>39.727</i>	2:04.716	23	Out	57.085	40.018	3:26.039
9	27.681	57.354	40.291	2:05.326	24	28.107	57.962	40.430	2:06.499
10	28.168	57.365	40.464	2:05.997	25	27.658	57.586	39.974	2:05.218
11	27.776	57.062	40.350	2:05.188	26	28.878	57.497	40.425	2:06.800
12	27.782	57.246	40.058	2:05.086	27	27.781	57.316	40.077	2:05.174
13	27.925	56.897	40.074	2:04.896	28	27.950	57.278	40.512	2:05.740
14	27.760	58.115	40.591	2:06.466	29	27.620	57.327	42.186	2:07.133
15	27.990	57.792	40.077	2:05.859	30				

  

<b>112</b>		<b>Friedhelm Pffingst</b>			<b>BMW 2002</b>				
1	32.653	1:03.345	43.716	2:19.714	15	29.112	1:01.442	43.117	2:13.671
2	30.034	1:01.853	<i>41.938</i>	2:13.825	16	29.245	1:00.695	42.779	2:12.719
3	29.916	1:01.428	42.154	2:13.498	17	29.834	1:01.957	42.962	2:14.753
4	<i>29.064</i>	1:00.175	41.979	<b>2:11.218</b>	18	29.641	1:01.822	43.053	2:14.516
5	29.639	1:00.980	42.745	2:13.364	19	29.418	1:03.089	43.126	2:15.633
6	30.396	1:01.821	42.420	2:14.637	20	29.471	1:02.257	43.205	2:14.933
7	29.766	1:02.376	43.462	2:15.604	21	30.161	1:01.470	42.226	2:13.857
8	31.160	1:02.013	In	2:16.069 P	22	29.645	1:03.231	43.174	2:16.050
9	Out	1:01.782	42.732	3:32.898	23	29.145	<i>1:00.015</i>	43.713	2:12.873
10	31.365	1:02.828	43.390	2:17.583	24	30.113	1:01.344	43.928	2:15.385
11	32.136	1:02.489	43.378	2:18.003	25	30.074	1:00.866	42.448	2:13.388
12	30.320	1:00.824	In	2:15.694 P	26	29.355	1:00.702	42.506	2:12.563
13	Out	1:01.575	42.880	3:03.084	27	29.380	1:01.279	45.326	2:15.985
14	29.648	1:00.858	42.568	2:13.074	28				

  

<b>113</b>		<b>Uwe Klapproth</b>			<b>BMW 2002</b>				
1	30.958	59.871	<i>41.544</i>	<b>2:12.373</b>	2	<i>28.187</i>	<i>58.590</i>	In	2:16.615 P

  

<b>115</b>		<b>Heinz-Robert Jansen</b>			<b>Opel Manta A</b>				
1	30.535	58.639	41.386	2:10.560	15	28.480	59.473	42.046	2:09.999
2	28.172	58.323	41.279	<b>2:07.774</b>	16	28.523	59.740	41.925	2:10.188
3	28.356	58.859	41.022	2:08.237	17	29.120	59.711	41.535	2:10.366
4	<i>28.152</i>	58.719	41.603	2:08.474	18	28.696	58.886	41.407	2:08.989
5	28.289	<i>58.230</i>	41.398	2:07.917	19	28.837	59.328	41.567	2:09.732
6	28.471	59.013	41.962	2:09.446	20	29.262	59.308	42.276	2:10.846
7	28.157	59.050	41.434	2:08.641	21	28.780	1:01.364	In	2:13.751 P
8	28.179	58.494	41.865	2:08.538	22	Out	1:00.670	41.847	3:34.712
9	29.174	58.822	41.296	2:09.292	23	28.625	58.980	<i>41.002</i>	2:08.607
10	28.503	58.420	41.584	2:08.507	24	28.757	59.376	42.678	2:10.811
11	28.805	58.537	41.536	2:08.878	25	29.419	59.698	42.573	2:11.690
12	28.331	58.985	41.153	2:08.469	26	28.294	59.132	41.223	2:08.649
13	28.316	58.349	41.156	2:07.821	27	28.998	59.907	41.363	2:10.268
14	28.507	59.572	41.566	2:09.645	28	28.937	59.892	42.531	2:11.360

  

<b>116</b>		<b>Bender-Lohmann</b>			<b>BMW 2002</b>				
1	32.136	1:01.279	42.612	2:16.027	14	29.745	1:02.982	43.027	2:15.754
2	29.525	1:00.194	41.801	2:11.520	15	29.705	1:05.272	48.743	2:23.720
3	29.767	1:00.643	42.307	2:12.717	16	35.192	1:13.897	48.220	2:37.309
4	32.047	1:03.233	42.610	2:17.890	17	33.641	1:13.095	In	2:36.865 P
5	29.637	1:00.176	43.861	2:13.674	18	Out	1:00.656	41.815	3:55.624
6	29.410	1:00.029	42.020	2:11.459	19	28.904	1:01.688	41.427	2:12.019
7	29.267	59.984	41.828	2:11.079	20	29.069	<i>58.875</i>	42.332	2:10.276

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8	28.904	1:00.153	42.392	2:11.449	21	29.113	59.210	42.001	2:10.324
9	30.566	1:00.213	42.903	2:13.682	22	29.064	59.528	41.509	2:10.101
10	30.068	1:00.379	42.064	2:12.511	23	28.599	59.197	<b>41.159</b>	<b>2:08.955</b>
11	29.839	1:06.955	In	2:32.914 P	24	28.560	59.450	41.770	2:09.780
12	Out	1:02.576	42.731	4:50.286	25	<b>28.515</b>	58.957	41.488	2:08.960
13	30.276	1:02.333	43.253	2:15.862	26	28.921	1:01.941	46.067	2:16.929
<b>119</b>	<b>Gebauer-Bischoff</b>				<b>BMW 2002ti</b>				
1	29.445	56.061	39.464	2:04.970	10	27.347	56.250	39.303	2:02.900
2	27.378	55.489	39.249	2:02.116	11	27.320	56.091	39.815	2:03.226
3	27.620	55.880	<b>39.162</b>	2:02.662	12	27.646	<b>55.285</b>	39.291	2:02.222
4	27.130	55.682	39.985	2:02.797	13	27.339	55.408	40.231	2:02.978
5	27.342	56.757	39.215	2:03.314	14	27.343	56.073	39.558	2:02.974
6	27.377	55.386	39.178	<b>2:01.941</b>	15	27.599	1:02.926	In	2:11.404 P
7	<b>27.127</b>	55.328	39.715	2:02.170	16	Out	57.100	40.636	3:28.351
8	27.492	55.859	39.839	2:03.190	17	28.807	56.993	41.265	2:07.065
9	27.281	55.640	39.800	2:02.721	18	28.535	1:04.613	In	2:30.161 P
<b>121</b>	<b>Vinke-Scholz</b>				<b>Opel Kadett B 1900</b>				
1	29.358	56.044	39.606	2:05.008	12	28.014	55.573	39.694	2:03.281
2	27.420	56.182	39.714	2:03.316	13	27.134	55.754	39.892	2:02.780
3	27.558	55.693	39.244	2:02.495	14	27.090	55.856	39.662	2:02.608
4	27.347	55.759	39.718	2:02.824	15	27.346	56.326	39.322	2:02.994
5	27.157	56.511	39.243	2:02.911	16	27.507	55.575	39.795	2:02.877
6	28.058	55.734	39.260	2:03.052	17	27.506	55.942	39.446	2:02.894
7	27.448	55.857	<b>39.183</b>	2:02.488	18	27.436	56.286	39.532	2:03.254
8	27.050	<b>55.354</b>	39.387	<b>2:01.791</b>	19	27.458	57.047	41.036	2:05.541
9	27.590	56.458	39.318	2:03.366	20	27.370	55.605	39.373	2:02.348
10	27.505	56.587	39.204	2:03.296	21	27.208	56.108	In	2:05.422 P
11	<b>27.033</b>	55.857	39.716	2:02.606	22				
<b>122</b>	<b>Seher-Keul</b>				<b>BMW 2002</b>				
1	33.776	1:03.790	44.150	2:21.716	15	29.484	1:01.340	In	2:21.219 P
2	29.839	1:00.209	42.853	2:12.901	16	Out	1:01.893	42.294	3:37.988
3	29.259	1:01.038	42.449	2:12.746	17	29.146	1:00.576	<b>41.588</b>	2:11.310
4	28.740	59.710	41.993	2:10.443	18	29.271	1:01.245	42.292	2:12.808
5	29.319	59.496	42.429	2:11.244	19	29.445	1:00.632	42.646	2:12.723
6	<b>28.218</b>	<b>58.652</b>	42.828	<b>2:09.698</b>	20	29.848	1:02.607	42.613	2:15.068
7	28.926	59.875	42.286	2:11.087	21	29.547	1:00.398	43.207	2:13.152
8	29.287	1:00.062	42.665	2:12.014	22	29.645	59.730	42.733	2:12.108
9	29.263	59.204	41.966	2:10.433	23	29.155	1:00.257	42.006	2:11.418
10	29.304	59.665	41.833	2:10.802	24	29.368	59.804	42.411	2:11.583
11	29.165	59.927	42.687	2:11.779	25	29.288	59.419	42.431	2:11.138
12	29.012	59.512	42.883	2:11.407	26	29.232	59.627	44.715	2:13.574
13	28.960	1:00.517	45.091	2:14.568	27	29.841	59.954	43.293	2:13.088
14	29.763	1:01.139	43.607	2:14.509	28				
<b>123</b>	<b>Bernd Gottmann</b>				<b>BMW 2002</b>				
1	31.056	59.077	42.359	2:12.492	15	29.047	1:00.573	In	2:18.740 P
2	28.734	59.995	41.591	2:10.320	16	Out	1:01.720	42.468	3:41.942
3	28.829	59.631	41.982	2:10.442	17	30.232	58.973	42.579	2:11.784
4	28.813	58.934	42.865	2:10.612	18	30.185	59.961	42.005	2:12.151
5	29.249	59.304	43.494	2:12.047	19	29.395	1:00.560	42.193	2:12.148
6	29.371	59.860	42.500	2:11.731	20	29.981	1:00.049	42.039	2:12.069
7	29.142	59.150	41.938	2:10.230	21	28.857	59.869	42.742	2:11.468
8	29.966	1:00.259	42.311	2:12.536	22	29.211	59.632	42.629	2:11.472
9	28.675	59.112	41.909	2:09.696	23	29.067	59.380	41.902	2:10.349
10	29.048	<b>58.570</b>	42.033	<b>2:09.651</b>	24	29.375	59.760	41.631	2:10.766
11	29.055	59.377	41.574	2:10.006	25	29.369	59.827	42.364	2:11.560
12	28.941	1:00.072	42.274	2:11.287	26	29.078	1:00.040	<b>41.557</b>	2:10.675
13	<b>28.496</b>	58.968	42.272	2:09.736	27	28.957	59.353	41.978	2:10.288
14	29.210	1:00.003	43.625	2:12.838	28	28.752	58.945	42.911	2:10.608

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<b>127</b>		<b>Clemens Diewald</b>			<b>Opel Commodore</b>				
1	32.614	1:02.242	42.347	2:17.203	15	29.799	1:00.871	42.382	2:13.052
2	<b>28.887</b>	<b>59.685</b>	<b>41.647</b>	<b>2:10.219</b>	16	29.822	1:00.838	42.576	2:13.236
3	29.517	1:01.022	41.968	2:12.507	17	30.400	1:01.813	43.865	2:16.078
4	30.065	1:01.478	41.754	2:13.297	18	29.456	1:00.723	42.562	2:12.741
5	31.851	1:01.286	In	2:19.457 P	19	30.024	1:01.135	42.472	2:13.631
6	Out	1:01.605	42.459	3:25.208	20	29.692	1:01.467	42.534	2:13.693
7	29.417	1:00.484	42.626	2:12.527	21	29.606	1:01.405	42.988	2:13.999
8	29.336	1:00.800	42.221	2:12.357	22	29.518	1:01.239	41.796	2:12.553
9	29.575	1:01.084	41.953	2:12.612	23	29.211	1:00.385	42.040	2:11.636
10	29.654	1:00.347	42.167	2:12.168	24	29.367	1:00.726	42.578	2:12.671
11	29.616	59.920	41.937	2:11.473	25	29.065	1:00.962	41.844	2:11.871
12	29.643	1:00.339	41.853	2:11.835	26	29.635	1:00.444	41.992	2:12.071
13	29.485	1:00.738	41.931	2:12.154	27	30.021	1:00.844	43.275	2:14.140
14	28.915	1:00.122	42.162	2:11.199	28				

  

<b>130</b>		<b>Norbert Blessing</b>			<b>Simca 1000</b>				
1	33.588	1:04.226	43.915	2:21.729	11	29.735	1:02.873	42.641	2:15.249
2	30.803	1:03.441	42.483	2:16.727	12	29.573	1:02.027	43.266	2:14.866
3	<b>29.549</b>	1:03.205	43.387	2:16.141	13	30.043	14:08.855	In	15:46.822 P
4	30.731	<b>1:01.273</b>	<b>42.186</b>	2:14.190	14	Out	1:14.400	46.160	6:02.785
5	29.645	1:02.013	42.813	2:14.471	15	31.810	1:04.511	In	2:24.455 P
6	30.008	1:02.458	42.980	2:15.446	16	Out	1:03.143	43.351	3:25.006
7	29.913	1:02.058	43.640	2:15.611	17	30.872	1:02.750	42.809	2:16.431
8	30.032	1:02.653	42.922	2:15.607	18	30.155	1:01.915	42.372	2:14.442
9	30.328	1:02.883	42.441	2:15.652	19	29.654	1:02.212	46.109	2:17.975
10	29.754	1:01.712	42.253	<b>2:13.719</b>	20				

  

<b>131</b>		<b>Frank Breidenstein</b>			<b>Simca 1000 Spezial</b>				
1	32.269	1:02.070	42.674	2:17.013	5	29.721	<b>1:01.092</b>	42.285	2:13.098
2	29.428	1:01.111	<b>41.561</b>	<b>2:12.100</b>	6	29.541	1:03.095	42.099	2:14.735
3	29.383	1:01.965	41.779	2:13.127	7	<b>29.225</b>	1:02.183	42.521	2:13.929
4	29.767	1:01.256	41.848	2:12.871	8	29.425	1:01.167	47.080	2:17.672

  

<b>136</b>		<b>Alexander Köppen</b>			<b>Alfa Romeo Alfesud</b>				
1	30.512	1:00.942	40.488	2:11.942	8	28.383	1:01.100	40.427	2:09.910
2	28.129	1:00.387	40.365	2:08.881	9	28.541	1:00.978	40.040	2:09.559
3	28.165	<b>1:00.025</b>	40.023	<b>2:08.213</b>	10	28.617	1:00.806	<b>39.941</b>	2:09.364
4	<b>27.942</b>	1:00.746	40.646	2:09.334	11	28.197	1:00.711	40.087	2:08.995
5	28.790	1:03.199	In	2:51.253 P	12	29.940	1:00.562	40.067	2:10.569
6	Out	1:02.758	40.645	34:40.964	13	29.452	1:00.653	40.689	2:10.794
7	28.297	1:01.441	41.372	2:11.110	14				

  

<b>138</b>		<b>Christoph Wilde</b>			<b>Simca Rallye 2</b>				
1	31.019	1:00.020	40.877	2:11.916	15	4:38.456	1:01.079	41.573	6:21.108
2	28.728	59.505	40.704	2:08.937	16	28.741	1:00.014	41.117	2:09.872
3	28.125	59.409	41.197	2:08.731	17	28.626	1:00.293	41.271	2:10.190
4	28.335	59.290	41.354	2:08.979	18	28.605	1:00.342	41.302	2:10.249
5	28.507	<b>59.261</b>	<b>40.349</b>	<b>2:08.117</b>	19	29.555	1:00.692	41.053	2:11.300
6	28.405	59.465	40.495	2:08.365	20	28.886	1:02.175	41.969	2:13.030
7	28.728	59.761	40.387	2:08.876	21	28.691	1:00.772	40.933	2:10.396
8	28.479	59.828	40.753	2:09.060	22	28.571	59.582	40.888	2:09.041
9	28.213	59.623	41.053	2:08.889	23	28.693	1:00.272	40.611	2:09.576
10	28.484	59.769	40.882	2:09.135	24	28.848	1:00.980	41.349	2:11.177
11	28.369	59.347	40.537	2:08.253	25	28.833	1:01.491	41.205	2:11.529
12	28.149	1:00.037	40.968	2:09.154	26	28.912	1:00.662	42.641	2:12.215
13	28.439	59.711	40.810	2:08.960	27	<b>27.997</b>	1:00.663	45.192	2:13.852
14	28.496	1:00.595	40.626	2:09.717	28				



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**Runden und Sector Zeiten - Youngtimer Trophy A - Rennen 12**

<b>139</b>	<b>Reiner Wohlberg</b>				<b>Simca 1000 EC</b>				
1	37.371	1:14.256	<i>49.958</i>	<b>2:41.585</b>	2	<i>36.039</i>	<i>1:13.252</i>	In	2:49.291 P
<b>140</b>	<b>Pürkner-Ehrenreich</b>				<b>Simca Rallye 2</b>				
1	31.336	1:03.636	43.259	2:18.231	14	30.858	1:03.410	In	2:21.439 P
2	30.594	<i>1:02.485</i>	42.936	2:16.015	15	Out	1:04.549	44.867	3:49.727
3	30.561	1:04.627	43.691	2:18.879	16	31.495	1:04.521	44.391	2:20.407
4	30.586	1:02.684	<i>42.730</i>	<b>2:16.000</b>	17	31.225	1:06.026	45.908	2:23.159
5	<i>30.221</i>	1:03.573	42.777	2:16.571	18	30.756	1:05.219	45.387	2:21.362
6	30.363	1:03.629	43.867	2:17.859	19	32.958	1:08.685	44.976	2:26.619
7	30.586	1:03.696	43.361	2:17.643	20	31.799	1:07.205	46.094	2:25.098
8	30.786	1:03.140	44.723	2:18.649	21	31.706	1:07.857	44.973	2:24.536
9	30.352	1:03.137	43.319	2:16.808	22	32.234	1:08.254	45.058	2:25.546
10	30.384	1:03.023	45.006	2:18.413	23	32.459	1:09.763	45.201	2:27.423
11	30.696	1:03.082	43.445	2:17.223	24	31.993	1:07.478	44.829	2:24.300
12	30.720	1:03.459	43.801	2:17.980	25	31.813	1:07.022	44.826	2:23.661
13	30.681	1:04.044	43.839	2:18.564	26	32.671	1:06.897	47.540	2:27.108
<b>141</b>	<b>Peter-Peter</b>				<b>VW Scirocco</b>				
1	38.312	1:11.602	50.868	2:40.782	8	32.587	1:05.809	46.818	2:25.214
2	35.454	1:09.729	48.083	2:33.266	9	33.860	1:06.562	49.409	2:29.831
3	33.495	1:06.360	47.784	2:27.639	10	34.254	1:12.886	In	2:43.226 P
4	32.151	1:08.130	48.108	2:28.389	11	Out	1:08.386	47.739	5:40.753
5	34.601	1:05.792	46.908	2:27.301	12	32.220	1:06.249	46.914	2:25.383
6	32.570	<i>1:04.467</i>	47.264	2:24.301	13	<i>31.927</i>	1:05.645	45.968	<b>2:23.540</b>
7	32.741	1:04.964	46.253	2:23.958	14	32.884	1:05.471	<i>45.814</i>	2:24.169
<b>145</b>	<b>Thomas Fröhlingdorf</b>				<b>Ford Escort MK I</b>				
1	30.042	59.008	41.086	2:10.136	3	28.040	58.400	<i>40.739</i>	2:07.179
2	27.925	<i>58.207</i>	41.021	<b>2:07.153</b>	4	<i>27.767</i>	1:04.980	In	2:19.914 P
<b>149</b>	<b>Heinz-Wilhelm Schäfer</b>				<b>BMW 2002</b>				
1	33.080	1:06.082	43.212	2:22.374	15	29.308	59.516	In	2:12.234 P
2	30.045	1:00.356	42.175	2:12.576	16	Out	59.552	42.426	3:36.803
3	29.539	58.916	40.932	2:09.387	17	28.843	59.281	42.040	2:10.164
4	29.511	58.521	<i>40.706</i>	2:08.738	18	28.945	58.499	43.295	2:10.739
5	29.167	58.970	40.996	2:09.133	19	29.008	58.884	41.854	2:09.746
6	28.519	<i>57.995</i>	41.742	2:08.256	20	28.710	1:00.504	41.891	2:11.105
7	28.432	58.104	41.113	<b>2:07.649</b>	21	28.787	58.731	41.560	2:09.078
8	30.287	58.573	41.506	2:10.366	22	29.138	1:00.157	42.199	2:11.494
9	28.733	58.474	41.906	2:09.113	23	30.444	58.914	41.834	2:11.192
10	28.435	58.482	40.916	2:07.833	24	28.918	59.068	41.252	2:09.238
11	<i>28.428</i>	58.806	42.385	2:09.619	25	28.869	59.109	42.815	2:10.793
12	29.128	59.307	42.261	2:10.696	26	29.772	1:00.492	43.031	2:13.295
13	29.054	58.423	42.756	2:10.233	27	29.967	1:00.073	41.875	2:11.915
14	29.163	59.681	42.569	2:11.413	28	29.089	59.793	45.855	2:14.737
<b>151</b>	<b>Peter Brzezinski</b>				<b>Ford Escort MK I</b>				
1	34.110	1:04.744	In	2:30.192 P	14	31.302	1:01.863	44.060	2:17.225
2	Out	1:02.335	44.468	3:44.442	15	30.688	1:02.789	43.944	2:17.421
3	30.102	1:01.356	45.178	2:16.636	16	31.619	1:01.876	45.202	2:18.697
4	31.300	1:02.761	44.818	2:18.879	17	31.022	1:02.242	45.323	2:18.587
5	30.462	<i>1:00.953</i>	43.636	<b>2:15.051</b>	18	30.726	1:02.146	45.780	2:18.652
6	30.580	1:01.271	43.968	2:15.819	19	31.568	1:04.768	45.016	2:21.352
7	30.925	1:02.388	45.314	2:18.627	20	30.999	1:03.729	45.099	2:19.827
8	<i>30.083</i>	1:01.940	44.114	2:16.137	21	30.692	1:02.166	44.443	2:17.301
9	30.594	1:01.794	44.827	2:17.215	22	30.900	1:02.119	44.717	2:17.736
10	30.709	1:01.677	46.608	2:18.994	23	30.456	1:02.692	45.623	2:18.771
11	30.472	1:01.673	<i>43.603</i>	2:15.748	24	30.582	1:02.788	44.254	2:17.624
12	30.443	1:01.528	44.043	2:16.014	25	32.816	1:01.766	44.609	2:19.191

**ADAC / MCS "Preis der Stadt Stuttgart"****Runden und Sector Zeiten - Youngtimer Trophy A - Rennen 12**

13	30.736	1:02.446	44.620	2:17.802	26	31.142	1:03.278	45.069	2:19.489
<b>155</b>	<b>Dieter Karl Anton</b>				<b>Ford BDG Escort RS 1600</b>				
1	28.855	55.443	39.813	2:04.111	16	27.782	55.615	39.752	2:03.149
2	27.718	55.027	39.368	2:02.113	17	27.769	55.462	39.768	2:02.999
3	27.510	55.759	39.292	2:02.561	18	27.914	55.868	39.993	2:03.775
4	27.483	55.363	39.397	2:02.243	19	28.144	57.006	40.268	2:05.418
5	27.763	55.912	39.483	2:03.158	20	28.026	54.991	In	2:03.495 P
6	28.787	<b>54.924</b>	<b>39.280</b>	2:02.991	21	Out	58.465	40.295	3:27.847
7	27.508	55.488	39.875	2:02.871	22	28.054	55.474	40.127	2:03.655
8	28.105	55.023	39.828	2:02.956	23	27.852	55.646	40.100	2:03.598
9	27.598	55.336	39.919	2:02.853	24	27.935	55.711	40.136	2:03.782
10	<b>27.445</b>	55.787	39.636	2:02.868	25	28.634	55.974	40.004	2:04.612
11	27.471	55.502	40.449	2:03.422	26	28.497	56.508	39.954	2:04.959
12	27.548	55.021	39.537	<b>2:02.106</b>	27	28.282	56.766	40.007	2:05.055
13	27.497	55.567	39.901	2:02.965	28	28.435	56.385	40.859	2:05.679
14	27.480	55.976	39.735	2:03.191	29	29.742	57.087	40.654	2:07.483
15	27.541	55.212	39.564	2:02.317	30				
<b>170</b>	<b>Andreas Hannig</b>				<b>Audi 50</b>				
1	31.854	1:01.605	41.699	2:15.158	7	29.129	1:00.692	41.463	2:11.284
2	29.104	1:01.117	41.776	2:11.997	8	28.875	1:01.207	41.655	2:11.737
3	29.244	1:01.905	42.111	2:13.260	9	29.023	1:00.333	41.301	2:10.657
4	29.323	1:00.517	41.605	2:11.445	10	<b>28.727</b>	1:00.884	41.477	2:11.088
5	30.693	1:00.542	41.498	2:12.733	11	28.818	1:01.085	<b>41.240</b>	2:11.143
6	29.067	<b>1:00.105</b>	41.437	<b>2:10.609</b>	12	28.966	1:01.588	In	2:31.100 P
<b>173</b>	<b>Sebastian Schemmann</b>				<b>VW Polo</b>				
1	34.553	1:08.069	47.576	2:30.198	13	32.441	1:08.097	48.064	2:28.602
2	34.154	1:08.011	47.104	2:29.269	14	33.411	1:08.283	48.635	2:30.329
3	32.347	1:07.671	46.835	2:26.853	15	32.720	1:07.570	46.664	2:26.954
4	32.764	1:08.250	47.590	2:28.604	16	33.274	1:07.952	47.270	2:28.496
5	34.846	1:08.505	47.737	2:31.088	17	32.694	1:07.506	In	2:29.395 P
6	33.056	1:08.615	46.580	2:28.251	18	Out	1:09.510	47.423	3:56.138
7	32.789	1:09.245	47.038	2:29.072	19	32.741	1:08.067	48.409	2:29.217
8	32.804	1:07.454	47.159	2:27.417	20	33.345	1:08.337	48.760	2:30.442
9	32.216	<b>1:06.635</b>	46.673	<b>2:25.524</b>	21	33.495	1:08.244	47.667	2:29.406
10	34.342	1:07.238	<b>46.415</b>	2:27.995	22	33.071	1:07.765	48.148	2:28.984
11	32.928	1:07.047	46.931	2:26.906	23	33.989	1:13.186	52.540	2:39.715
12	<b>31.983</b>	1:07.375	46.516	2:25.874	24	36.094	1:12.770	50.901	2:39.765
<b>175</b>	<b>Schmitz-Schmitz</b>				<b>Audi 50</b>				
1	32.018	1:01.957	42.708	2:16.683	15	29.525	1:01.345	41.982	2:12.852
2	29.444	1:01.683	41.672	2:12.799	16	29.628	1:01.435	In	2:14.113 P
3	28.996	1:00.907	41.574	2:11.477	17	Out	1:02.786	42.889	3:40.205
4	29.314	1:02.005	41.693	2:13.012	18	29.774	1:02.962	44.352	2:17.088
5	29.331	1:00.708	43.046	2:13.085	19	30.217	1:01.181	42.176	2:13.574
6	28.779	1:00.494	41.496	<b>2:10.769</b>	20	29.525	1:02.385	42.121	2:14.031
7	29.069	1:01.245	41.664	2:11.978	21	29.357	1:02.060	41.590	2:13.007
8	<b>28.739</b>	1:00.993	42.407	2:12.139	22	29.395	1:01.265	41.864	2:12.524
9	29.298	1:01.312	41.378	2:11.988	23	29.110	1:01.036	41.496	2:11.642
10	28.990	1:00.841	41.449	2:11.280	24	30.408	1:00.894	43.101	2:14.403
11	28.881	1:01.322	41.332	2:11.535	25	29.012	1:01.234	41.070	2:11.316
12	28.803	1:01.268	42.241	2:12.312	26	29.573	<b>1:00.327</b>	<b>40.960</b>	2:10.860
13	28.945	1:02.352	41.535	2:12.832	27	28.858	1:00.904	43.301	2:13.063
14	29.344	1:02.002	41.962	2:13.308	28				
<b>176</b>	<b>Thomas Schröder</b>				<b>VW Derby</b>				



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<b>178</b>		<b>Bernd Runkel</b>		<b>VW Polo</b>					
1	33.853	1:03.177	43.933	2:20.963	15	Out	1:01.145	42.678	3:40.958
2	30.699	1:02.459	43.126	2:16.284	16	29.662	1:02.170	42.972	2:14.804
3	30.084	1:03.193	43.557	2:16.834	17	30.345	1:01.360	43.158	2:14.863
4	30.441	1:00.923	42.516	2:13.880	18	29.826	1:01.591	44.628	2:16.045
5	30.108	1:00.797	42.830	2:13.735	19	30.911	1:03.794	42.922	2:17.627
6	29.814	<b>1:00.453</b>	42.792	2:13.059	20	30.193	1:03.494	43.094	2:16.781
7	29.762	1:00.471	42.578	<b>2:12.811</b>	21	30.127	1:02.277	44.124	2:16.528
8	29.667	1:01.276	<b>42.166</b>	2:13.109	22	30.255	1:01.404	43.557	2:15.216
9	30.314	1:01.333	42.814	2:14.461	23	29.738	1:01.310	42.923	2:13.971
10	29.640	1:02.840	43.710	2:16.190	24	29.998	1:02.386	43.170	2:15.554
11	30.047	1:00.853	42.379	2:13.279	25	29.811	1:02.679	43.511	2:16.001
12	30.083	1:01.581	43.138	2:14.802	26	29.629	1:01.349	44.242	2:15.220
13	30.232	1:01.072	42.661	2:13.965	27	30.877	1:02.885	43.233	2:16.995
14	<b>29.536</b>	1:01.717	In	2:16.915 P	28				

  

<b>179</b>		<b>Dietmar Simon</b>		<b>Audi 50</b>					
1	32.498	1:03.974	43.791	2:20.263	11	30.034	1:02.908	42.688	2:15.630
2	30.906	1:02.608	42.855	2:16.369	12	30.087	1:01.938	In	2:17.281 P
3	30.362	1:03.823	43.240	2:17.425	13	Out	1:02.962	43.501	3:42.136
4	31.603	1:03.272	43.366	2:18.241	14	30.647	1:02.316	43.257	2:16.220
5	29.886	1:02.043	42.762	<b>2:14.691</b>	15	30.812	1:03.008	43.036	2:16.856
6	29.740	1:02.609	43.440	2:15.789	16	29.721	1:02.072	43.194	2:14.987
7	29.873	1:02.675	42.921	2:15.469	17	30.333	1:02.693	43.339	2:16.365
8	29.882	1:02.604	42.819	2:15.305	18	29.812	1:02.654	42.964	2:15.430
9	30.549	1:02.468	<b>42.673</b>	2:15.690	19	29.930	1:04.107	43.428	2:17.465
10	<b>29.567</b>	<b>1:01.718</b>	43.473	2:14.758	20				

  

<b>180</b>		<b>Anders-Simon</b>		<b>Audi 50</b>					
1	32.133	1:00.713	42.161	2:15.007	14	29.196	1:00.205	41.412	2:10.813
2	29.608	1:00.487	41.865	2:11.960	15	29.199	1:00.346	41.460	2:11.005
3	29.079	1:01.562	42.212	2:12.853	16	28.790	1:00.425	41.711	2:10.926
4	29.318	1:00.273	41.556	2:11.147	17	29.041	1:05.832	41.987	2:16.860
5	30.685	1:00.454	41.872	2:13.011	18	29.300	1:00.421	41.442	2:11.163
6	29.421	1:01.007	42.761	2:13.189	19	29.168	1:00.588	42.030	2:11.786
7	29.004	1:00.616	58.638	2:28.258	20	28.735	<b>1:00.136</b>	41.313	<b>2:10.184</b>
8	31.157	1:00.848	In	2:15.606 P	21	29.120	1:00.513	<b>41.170</b>	2:10.803
9	Out	1:02.214	42.748	3:43.290	22	29.186	1:00.910	41.189	2:11.285
10	29.993	1:01.141	41.435	2:12.569	23	28.747	1:00.876	41.223	2:10.846
11	29.834	1:02.057	41.583	2:13.474	24	29.425	1:00.228	42.180	2:11.833
12	29.138	1:00.278	41.276	2:10.692	25	28.933	1:00.594	41.623	2:11.150
13	28.979	1:00.374	41.442	2:10.795	26	29.370	1:00.693	41.208	2:11.271

  

<b>333</b>		<b>Ludger Ulke</b>		<b>Porsche 924</b>					
1	38.175	1:14.102	50.150	2:42.427	12	36.410	1:18.141	In	2:47.349 P
2	36.455	1:12.977	49.439	2:38.871	13	Out	1:15.619	54.113	4:19.250
3	36.278	1:14.565	50.896	2:41.739	14	36.429	1:17.873	50.013	2:44.315
4	35.669	1:12.588	51.300	2:39.557	15	36.810	1:16.630	50.314	2:43.754
5	36.305	1:15.097	49.415	2:40.817	16	36.677	1:18.134	50.827	2:45.638
6	34.449	1:13.153	50.091	2:37.693	17	36.786	1:14.795	50.524	2:42.105
7	36.128	1:11.569	48.709	2:36.406	18	36.616	1:19.329	52.018	2:47.963
8	<b>34.301</b>	<b>1:11.460</b>	<b>48.583</b>	<b>2:34.344</b>	19	36.702	1:17.603	50.625	2:44.930
9	34.990	1:13.190	49.456	2:37.636	20	36.074	1:18.780	51.121	2:45.975
10	36.178	1:13.183	51.064	2:40.425	21	38.576	1:16.065	51.926	2:46.567
11	35.926	1:15.483	49.843	2:41.252	22	36.332	1:13.708	52.000	2:42.040

  

<b>411</b>		<b>Gerz-Gerz</b>		<b>Suzuki Swift GTI</b>					
1	34.003	1:06.041	44.810	2:24.854	14	30.894	1:05.611	45.666	2:22.171
2	30.847	1:04.682	43.755	2:19.284	15	30.593	1:06.166	45.403	2:22.162
3	31.394	1:04.234	43.989	2:19.617	16	33.068	1:07.887	46.235	2:27.190
4	31.294	1:04.511	44.490	2:20.295	17	33.157	1:09.427	49.136	2:31.720

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5	32.612	1:04.764	In	2:21.994 P	18	35.436	1:12.887	48.006	2:36.329
6	Out	1:04.358	44.101	3:39.892	19	34.548	1:11.888	49.243	2:35.679
7	<b>30.107</b>	1:04.157	43.633	2:17.897	20	34.545	1:14.691	50.090	2:39.326
8	30.469	<b>1:03.570</b>	<b>43.451</b>	<b>2:17.490</b>	21	33.808	1:11.414	48.787	2:34.009
9	30.220	1:04.070	44.098	2:18.388	22	36.690	1:13.524	50.177	2:40.391
10	31.223	1:04.306	43.901	2:19.430	23	33.956	1:10.982	48.218	2:33.156
11	30.307	1:04.768	43.903	2:18.978	24	36.886	1:16.133	56.805	2:49.824
12	30.581	1:04.326	43.894	2:18.801	25	39.655	1:15.558	54.396	2:49.609
13	30.797	1:04.954	44.789	2:20.540	26				
<b>413</b>	<b>Meyer-Koch</b>				<b>Suzuki Swift</b>				
1	33.908	1:05.935	45.618	2:25.461	8	31.323	1:05.171	46.179	2:22.673
2	30.978	1:04.460	45.456	2:20.894	9	31.173	1:05.290	46.300	2:22.763
3	30.399	1:04.304	<b>44.313</b>	<b>2:19.016</b>	10	32.086	1:06.208	44.834	2:23.128
4	<b>30.287</b>	<b>1:03.852</b>	45.454	2:19.593	11	31.379	1:08.428	47.696	2:27.503
5	31.003	1:06.407	46.248	2:23.658	12	31.622	1:09.837	In	2:33.462 P
6	31.893	1:04.476	47.627	2:23.996	13	Out	1:07.050	In	4:01.784 P
7	30.492	1:04.456	48.194	2:23.142	14				
<b>420</b>	<b>Mario Wiedner</b>				<b>Peugeot 205 GTI</b>				
1	32.647	1:03.677	43.948	2:20.272	10	29.030	1:00.759	42.821	2:12.610
2	30.660	1:00.328	42.176	2:13.164	11	<b>28.645</b>	1:01.442	41.920	2:12.007
3	29.398	1:00.778	42.590	2:12.766	12	29.197	1:01.649	42.726	2:13.572
4	29.141	1:00.684	42.072	<b>2:11.897</b>	13	28.938	1:00.298	42.693	2:11.929
5	29.052	1:00.636	42.926	2:12.614	14	29.261	1:00.683	42.270	2:12.214
6	29.988	1:00.530	<b>41.904</b>	2:12.422	15	29.289	1:00.972	In	2:16.229 P
7	28.921	1:00.458	42.583	2:11.962	16	Out	1:01.754	43.213	3:33.400
8	29.397	<b>59.831</b>	42.957	2:12.185	17	29.844	1:01.627	42.809	2:14.280
9	29.190	59.909	43.231	2:12.330	18	29.382	1:00.751	43.339	2:13.472
<b>426</b>	<b>Karl Eduard Reinders</b>				<b>Peugeot 205 GTI</b>				
1	31.317	1:00.411	42.218	2:13.946	15	29.590	59.645	41.950	2:11.185
2	29.213	1:00.663	42.317	2:12.193	16	29.135	59.902	41.597	2:10.634
3	29.250	59.733	42.262	2:11.245	17	29.331	59.779	41.925	2:11.035
4	29.144	1:00.113	41.798	2:11.055	18	29.232	59.947	In	2:11.946 P
5	29.118	59.893	<b>41.507</b>	2:10.518	19	Out	1:00.214	42.322	3:20.219
6	29.554	1:00.239	41.550	2:11.343	20	28.970	59.858	41.750	2:10.578
7	29.124	59.987	42.088	2:11.199	21	29.025	1:00.174	41.871	2:11.070
8	29.144	1:00.157	42.392	2:11.693	22	28.948	1:01.481	42.192	2:12.621
9	28.912	59.783	42.081	2:10.776	23	30.566	1:00.769	42.117	2:13.452
10	28.910	59.874	41.671	2:10.455	24	29.263	1:00.317	42.134	2:11.714
11	<b>28.798</b>	59.671	41.975	2:10.444	25	29.642	1:00.580	42.063	2:12.285
12	28.919	<b>59.571</b>	42.206	2:10.696	26	29.582	1:00.478	42.254	2:12.314
13	28.965	59.599	41.689	<b>2:10.253</b>	27	29.233	1:01.122	42.574	2:12.929
14	29.043	1:00.134	41.863	2:11.040	28	29.448	1:00.481	42.863	2:12.792
<b>429</b>	<b>Sascha Korte</b>				<b>VW Golf GTI</b>				
1	31.736	1:02.718	45.700	2:20.154	3	29.399	1:02.111	42.743	2:14.253
2	<b>28.471</b>	<b>1:01.562</b>	<b>42.246</b>	<b>2:12.279</b>	4	29.720	1:03.519	43.652	2:16.891
<b>430</b>	<b>Oliver Weinmeyer</b>				<b>Renault R 5 GT turbo</b>				
1	31.576	59.659	41.040	2:12.275	14	<b>28.245</b>	59.808	In	2:11.875 P
2	28.739	59.985	41.766	2:10.490	15	Out	1:00.501	41.036	3:31.424
3	29.076	59.639	41.354	2:10.069	16	28.624	1:00.419	41.714	2:10.757
4	29.071	<b>59.115</b>	42.257	2:10.443	17	29.889	1:00.482	<b>40.668</b>	2:11.039
5	28.386	59.226	41.471	<b>2:09.083</b>	18	28.536	1:00.750	41.704	2:10.990
6	28.865	1:00.419	41.293	2:10.577	19	30.552	1:12.245	55.464	2:38.261
7	29.133	1:01.031	41.821	2:11.985	20	38.462	1:15.804	57.718	2:51.984
8	29.552	1:00.009	41.409	2:10.970	21	40.578	1:29.142	54.713	3:04.433
9	29.497	1:00.744	41.948	2:12.189	22	42.751	1:24.491	59.990	3:07.232
10	29.431	1:00.492	41.251	2:11.174	23	45.150	1:27.967	1:02.835	3:15.952
11	29.292	59.232	42.010	2:10.534	24	41.685	1:26.582	57.455	3:05.722

**ADAC / MCS "Preis der Stadt Stuttgart"****Runden und Sector Zeiten - Youngtimer Trophy A - Rennen 12**

12	29.283	1:00.405	44.029	2:13.717	25	42.576	1:24.577	1:01.070	3:08.223
13	29.498	59.589	40.846	2:09.933	26				