

**ADAC / MCS "Preis der Stadt Stuttgart"****Runden und Sector Zeiten - Youngtimer Trophy A - Zeittraining 1**

<b>10</b>	<b>Olaf Schley</b>	<b>Simca Rallye 2</b>							
1	Out	1:15.783	49.291	2:39.929	5	34.085	1:10.827	47.498	2:32.410
2	34.885	1:12.902	48.579	2:36.366	6	<b>33.649</b>	1:10.177	47.187	2:31.013
3	34.554	1:11.917	48.526	2:34.997	7	33.742	1:10.011	<b>47.017</b>	<b>2:30.770</b>
4	33.803	1:11.924	47.695	2:33.422	8	33.756	<b>1:09.757</b>	47.534	2:31.047
<b>40</b>	<b>Jörg Becker</b>	<b>VW Golf GTI</b>							
1	Out	1:27.606	55.215	3:00.941	5	<b>32.415</b>	1:06.485	48.435	<b>2:27.335</b>
2	38.323	1:16.054	51.853	2:46.230	6	33.753	<b>1:06.238</b>	<b>47.724</b>	2:27.715
3	34.895	1:10.526	50.476	2:35.897	7	32.627	1:06.929	48.970	2:28.526
4	33.321	1:07.078	48.722	2:29.121	8	34.536	1:11.643	In	2:50.727 P
<b>42</b>	<b>Georg Schwarz</b>	<b>VW Golf GTI</b>							
1	Out	1:25.423	50.394	2:50.937	5	Out	1:08.359	45.215	5:28.676
2	33.009	1:08.273	45.264	2:26.546	6	<b>30.164</b>	<b>1:05.474</b>	44.837	2:20.475
3	30.814	1:05.613	44.884	2:21.311	7	30.390	1:05.545	<b>44.291</b>	<b>2:20.226</b>
4	31.475	1:05.627	In	2:21.272 P	8				
<b>43</b>	<b>Thomas Böling</b>	<b>VW Golf GTI</b>							
1	Out	1:25.142	50.595	2:51.296	5	31.186	1:04.466	<b>44.207</b>	2:19.859
2	34.528	1:08.547	45.714	2:28.789	6	30.686	1:04.335	44.446	2:19.467
3	31.701	1:05.909	46.829	2:24.439	7	30.681	1:04.309	44.352	2:19.342
4	30.818	1:05.988	44.566	2:21.372	8	<b>30.590</b>	<b>1:03.977</b>	44.325	<b>2:18.892</b>
<b>44</b>	<b>Norbert Peters</b>	<b>VW Golf GTI</b>							
1	Out	1:22.765	48.965	2:47.578	6	31.083	1:04.800	45.006	2:20.889
2	33.046	1:05.401	46.516	2:24.963	7	31.516	1:04.926	45.940	2:22.382
3	33.208	1:06.712	47.096	2:27.016	8	31.066	1:04.829	44.744	2:20.639
4	31.481	1:05.469	46.169	2:23.119	9	<b>30.689</b>	<b>1:04.595</b>	<b>44.521</b>	<b>2:19.805</b>
5	32.522	1:05.259	46.109	2:23.890	10				
<b>45</b>	<b>Klaus Larbig</b>	<b>VW Golf GTI</b>							
1	Out	1:28.722	51.447	2:56.328	5	31.115	1:05.265	<b>44.547</b>	2:20.927
2	36.484	1:17.762	48.949	2:43.195	6	31.302	1:04.549	45.143	2:20.994
3	31.920	1:05.332	44.632	2:21.884	7	31.429	1:04.778	44.893	2:21.100
4	31.441	1:04.983	44.940	2:21.364	8	<b>31.045</b>	<b>1:04.467</b>	44.756	<b>2:20.268</b>
<b>48</b>	<b>Helmut Schilles</b>	<b>VW Golf GTI</b>							
1	Out	1:24.857	49.720	2:50.705	5	30.604	1:05.408	44.505	2:20.517
2	32.897	1:09.356	48.594	2:30.847	6	30.882	1:03.755	44.101	<b>2:18.738</b>
3	33.591	1:06.238	49.112	2:28.941	7	30.778	1:04.467	<b>43.628</b>	2:18.873
4	32.103	1:04.216	44.914	2:21.233	8	<b>30.558</b>	<b>1:03.558</b>	44.852	2:18.968
<b>50</b>	<b>Bernd Degner</b>	<b>VW Golf GTI</b>							
1	Out	1:28.958	51.549	3:00.360	5	30.356	1:04.453	43.828	2:18.637
2	36.498	1:17.597	49.861	2:43.956	6	<b>30.321</b>	1:04.483	44.499	2:19.303
3	36.657	1:13.821	46.380	2:36.858	7	30.722	<b>1:03.498</b>	<b>42.989</b>	<b>2:17.209</b>
4	30.544	1:04.365	43.535	2:18.444	8	30.864	1:05.980	43.625	2:20.469
<b>51</b>	<b>Heinz-Josef Nekes</b>	<b>VW Scirocco</b>							
1	Out	1:21.309	49.200	2:45.799	2	<b>31.374</b>	<b>1:03.717</b>	<b>44.338</b>	<b>2:19.429</b>
<b>52</b>	<b>Moser-Moser</b>	<b>VW Scirocco</b>							
1	Out	1:12.317	<b>46.904</b>	2:34.612	3	Out	1:07.285	In	5:35.452 P
2	<b>31.795</b>	<b>1:06.460</b>	In	2:36.757 P	4				
<b>61</b>	<b>Dieter Ohligschläger</b>	<b>Opel Kadett C GT/E</b>							
1	Out	1:15.745	48.584	2:39.779	5	32.293	1:08.889	46.398	2:27.580
2	33.926	1:11.075	49.356	2:34.357	6	32.355	1:06.845	<b>45.930</b>	2:25.130

**ADAC / MCS "Preis der Stadt Stuttgart"****Runden und Sector Zeiten - Youngtimer Trophy A - Zeittraining 1**

3	34.150	1:11.486	48.146	2:33.782	7	<i>31.874</i>	<i>1:06.446</i>	46.590	<b>2:24.910</b>
4	32.073	1:08.088	46.027	2:26.188	8	32.916	1:10.059	In	2:36.530 P
<b>100</b>	<b>Arcidiacorne-Malms</b>				<b>Opel Kadett A</b>				
<b>101</b>	<b>Benra-Benra</b>				<b>NSU TT</b>				
1	Out	1:24.884	48.306	2:51.073	6	31.242	1:02.623	43.208	2:17.073
2	34.341	1:06.501	44.577	2:25.419	7	30.362	1:04.740	44.978	2:20.080
3	31.560	1:03.619	44.315	2:19.494	8	31.281	1:03.692	43.519	2:18.492
4	30.853	1:02.956	44.398	2:18.207	9	<i>30.175</i>	<i>1:02.138</i>	<i>42.584</i>	<b>2:14.897</b>
5	32.160	1:05.071	45.180	2:22.411	10				
<b>102</b>	<b>Marmulla-Sälzer</b>				<b>NSU TT</b>				
1	Out	1:21.081	49.862	2:47.756	5	<i>30.700</i>	1:07.842	48.696	2:27.238
2	31.652	<i>1:03.461</i>	47.617	2:22.730	6	31.103	1:03.685	44.356	2:19.144
3	32.543	1:09.604	45.843	2:27.990	7	30.997	1:03.519	<i>44.227</i>	<b>2:18.743</b>
4	31.311	1:04.673	44.394	2:20.378	8	34.025	1:06.050	In	2:30.952 P
<b>103</b>	<b>Benra-Benra</b>				<b>NSU TT</b>				
1	Out	1:18.700	48.852	2:43.316	6	30.691	1:01.801	42.791	2:15.283
2	31.813	1:01.994	42.594	2:16.401	7	30.169	1:01.821	<i>42.153</i>	2:14.143
3	30.492	1:02.297	43.513	2:16.302	8	30.105	1:13.162	45.395	2:28.662
4	31.759	1:18.291	50.920	2:40.970	9	<i>29.704</i>	<i>1:01.392</i>	42.250	<b>2:13.346</b>
5	30.370	1:02.418	43.167	2:15.955	10				
<b>110</b>	<b>Bastian Bender</b>				<b>BMW 2002</b>				
1	Out	1:14.352	48.021	2:38.977	6	28.016	<i>56.925</i>	<i>40.942</i>	<b>2:05.883</b>
2	29.704	58.303	41.364	2:09.371	7	28.304	1:02.827	40.968	2:12.099
3	28.597	1:18.357	54.558	2:41.512	8	28.044	57.577	41.199	2:06.820
4	28.287	57.868	40.952	2:07.107	9	31.295	1:07.227	In	2:30.045 P
5	<i>27.974</i>	57.782	41.645	2:07.401	10				
<b>112</b>	<b>Friedhelm Pffingst</b>				<b>BMW 2002</b>				
1	Out	1:22.133	47.801	2:45.443	6	<i>28.950</i>	1:00.754	43.082	2:12.786
2	31.141	1:03.405	44.731	2:19.277	7	29.524	59.953	<i>42.369</i>	2:11.846
3	29.922	1:01.135	43.578	2:14.635	8	29.048	<i>59.834</i>	42.872	<b>2:11.754</b>
4	29.749	1:02.000	44.334	2:16.083	9	29.650	1:00.690	42.827	2:13.167
5	29.556	1:01.589	43.616	2:14.761	10				
<b>113</b>	<b>Uwe Klapproth</b>				<b>BMW 2002</b>				
1	Out	1:18.780	In	2:47.398 P	6	28.633	58.411	41.319	<b>2:08.363</b>
2	Out	1:00.334	42.017	3:07.239	7	<i>28.437</i>	57.842	42.188	2:08.467
3	29.117	58.885	<i>40.946</i>	2:08.948	8	28.505	<i>57.464</i>	42.841	2:08.810
4	28.563	59.803	41.840	2:10.206	9	29.737	1:01.363	In	2:26.955 P
5	28.699	58.862	43.153	2:10.714	10				
<b>115</b>	<b>Heinz-Robert Jansen</b>				<b>Opel Manta A</b>				
1	Out	1:20.114	48.488	2:46.260	5	28.718	59.050	41.644	2:09.412
2	31.730	1:00.397	42.988	2:15.115	6	28.522	59.375	<i>41.181</i>	2:09.078
3	30.078	59.825	In	2:17.940 P	7	<i>28.513</i>	<i>58.509</i>	41.794	<b>2:08.816</b>
4	Out	1:01.977	42.329	4:11.475	8	28.788	1:01.132	42.399	2:12.319
<b>116</b>	<b>Bender-Lohmann</b>				<b>BMW 2002</b>				
1	Out	1:25.785	54.431	2:56.255	6	<i>29.467</i>	59.786	43.156	2:12.409
2	32.634	1:05.997	44.562	2:23.193	7	30.118	1:00.244	42.369	2:12.731
3	31.354	1:02.459	45.454	2:19.267	8	30.173	1:02.077	42.385	2:14.635
4	30.471	1:03.553	43.246	2:17.270	9	29.590	<i>59.399</i>	<i>41.896</i>	<b>2:10.885</b>
5	31.279	1:01.315	42.748	2:15.342	10				

**ADAC / MCS "Preis der Stadt Stuttgart"****Runden und Sector Zeiten - Youngtimer Trophy A - Zeittraining 1**

<b>119</b>	<b>Gebauer-Bischoff</b>	<b>BMW 2002ti</b>							
1	Out	1:20.167	43.598	2:42.181	6	28.323	56.254	<b>39.943</b>	2:04.520
2	30.630	1:05.485	49.588	2:25.703	7	<b>27.094</b>	55.791	41.022	2:03.907
3	31.569	56.965	43.213	2:11.747	8	27.382	<b>55.600</b>	40.624	2:03.606
4	27.798	57.370	40.945	2:06.113	9	27.566	55.683	40.069	<b>2:03.318</b>
5	27.604	56.473	40.714	2:04.791	10				
<b>121</b>	<b>Vinke-Scholz</b>	<b>Opel Kadett B 1900</b>							
1	Out	1:06.286	42.813	2:22.680	6	27.470	57.317	In	2:14.632 P
2	28.922	59.569	40.313	2:08.804	7	Out	57.143	40.702	4:02.214
3	27.438	56.174	40.194	<b>2:03.806</b>	8	27.625	56.276	40.590	2:04.491
4	27.929	<b>55.844</b>	40.301	2:04.074	9	27.997	56.403	<b>39.936</b>	2:04.336
5	<b>27.370</b>	57.278	40.724	2:05.372	10				
<b>122</b>	<b>Seher-Keul</b>	<b>BMW 2002</b>							
1	Out	1:16.556	49.069	2:40.804	5	Out	1:02.291	43.926	3:56.835
2	33.258	1:01.577	43.698	2:18.533	6	29.639	1:00.346	44.392	2:14.377
3	29.429	1:01.381	44.569	2:15.379	7	29.220	<b>59.467</b>	<b>42.433</b>	<b>2:11.120</b>
4	35.920	1:08.248	In	2:35.973 P	8	<b>29.076</b>	1:02.331	In	2:24.545 P
<b>123</b>	<b>Bernd Gottmann</b>	<b>BMW 2002</b>							
1	Out	1:09.380	45.987	2:28.961	6	30.521	59.427	41.760	2:11.708
2	30.727	1:01.711	48.728	2:21.166	7	29.754	58.994	42.001	2:10.749
3	30.788	1:02.306	43.305	2:16.399	8	28.674	58.931	42.152	2:09.757
4	30.213	1:00.384	44.196	2:14.793	9	<b>28.614</b>	<b>58.762</b>	42.208	<b>2:09.584</b>
5	30.027	59.258	<b>41.457</b>	2:10.742	10				
<b>124</b>	<b>Oliver Hartmann</b>	<b>BMW 2002tii</b>							
1	Out	1:19.299	48.141	2:44.032	6	30.299	1:01.122	44.717	2:16.138
2	30.998	1:03.210	46.372	2:20.580	7	30.563	1:00.894	44.419	2:15.876
3	30.624	1:01.367	44.896	2:16.887	8	29.834	1:00.549	44.585	<b>2:14.968</b>
4	30.369	1:02.927	<b>43.887</b>	2:17.183	9	29.991	<b>59.980</b>	45.001	2:14.972
5	<b>29.820</b>	1:10.077	45.016	2:24.913	10				
<b>127</b>	<b>Clemens Diewald</b>	<b>Opel Commodore</b>							
1	Out	1:18.741	47.052	2:43.508	6	<b>29.107</b>	1:01.015	<b>41.862</b>	<b>2:11.984</b>
2	31.544	1:03.709	45.232	2:20.485	7	29.538	1:00.537	43.249	2:13.324
3	30.375	1:01.775	45.942	2:18.092	8	29.539	<b>1:00.146</b>	42.748	2:12.433
4	30.033	1:00.708	42.639	2:13.380	9	42.396	1:28.107	59.305	3:09.808
5	29.768	1:00.598	43.150	2:13.516	10				
<b>130</b>	<b>Norbert Blessing</b>	<b>Simca 1000</b>							
1	Out	1:18.312	47.446	2:42.715	4	<b>29.824</b>	<b>1:01.784</b>	<b>43.937</b>	<b>2:15.545</b>
2	31.633	1:03.551	47.112	2:22.296	5	31.733	1:21.234	In	2:57.979 P
3	30.885	1:02.020	45.111	2:18.016	6	Out	1:09.638	In	4:08.372 P
<b>131</b>	<b>Frank Breidenstein</b>	<b>Simca 1000 Spezial</b>							
1	Out	1:24.554	48.090	2:52.394	5	30.156	1:00.375	<b>41.321</b>	2:11.852
2	30.422	1:02.675	42.595	2:15.692	6	29.469	<b>1:00.103</b>	41.744	<b>2:11.316</b>
3	30.813	1:00.561	42.044	2:13.418	7	31.737	1:25.417	In	3:02.045 P
4	<b>29.163</b>	1:01.559	43.123	2:13.845	8				
<b>132</b>	<b>Denis-Schmitz</b>	<b>Simca Rallye 2</b>							
1	Out	1:14.313	46.307	2:38.132	5	29.386	1:00.588	42.080	2:12.054
2	32.032	1:02.691	44.527	2:19.250	6	29.973	1:04.033	In	2:19.268 P
3	29.897	1:02.109	42.594	2:14.600	7	Out	1:00.131	<b>40.647</b>	3:29.123
4	29.974	1:02.446	42.305	2:14.725	8	<b>28.578</b>	<b>59.430</b>	40.775	<b>2:08.783</b>

**ADAC / MCS "Preis der Stadt Stuttgart"****Runden und Sector Zeiten - Youngtimer Trophy A - Zeittraining 1**

<b>135</b>	<b>Jörg Chmiela</b>	Alfa Romeo Alfa Sud							
<b>136</b>	<b>Alexander Köppen</b>	Alfa Romeo Alfasud							
1	Out	1:20.319	48.736	2:44.265	4	29.031	1:00.486	40.437	2:09.954
2	36.278	1:07.498	41.575	2:25.351	5	<b>28.204</b>	<b>1:00.066</b>	<b>40.232</b>	<b>2:08.502</b>
3	29.504	1:01.688	43.195	2:14.387	6	31.094	1:02.563	In	2:21.671 P
<b>138</b>	<b>Christoph Wilde</b>	Simca Rallye 2							
1	Out	1:11.804	47.748	2:34.086	6	28.571	59.071	40.745	2:08.387
2	<b>27.083</b>	1:01.207	42.437	2:10.727	7	28.293	59.150	<b>40.266</b>	<b>2:07.709</b>
3	30.806	1:00.414	41.834	2:13.054	8	28.247	1:00.300	40.432	2:08.979
4	28.655	1:01.251	42.047	2:11.953	9	28.391	<b>59.021</b>	40.378	2:07.790
5	28.775	1:03.445	41.991	2:14.211	10				
<b>139</b>	<b>Reiner Wohlberg</b>	Simca 1000 EC							
<b>140</b>	<b>Pürkner-Ehrenreich</b>	Simca Rallye 2							
1	Out	1:16.744	45.105	2:37.427	5	30.601	1:03.036	44.202	2:17.839
2	31.611	1:04.204	43.191	2:19.006	6	30.905	1:02.342	44.390	2:17.637
3	30.617	1:02.753	<b>43.086</b>	2:16.456	7	36.232	1:12.986	In	2:42.242 P
4	<b>30.399</b>	<b>1:02.239</b>	43.443	<b>2:16.081</b>	8				
<b>141</b>	<b>Peter-Peter</b>	VW Scirocco							
1	Out	1:25.985	58.996	3:04.069	4	Out	1:11.664	50.629	5:11.071
2	38.257	1:15.952	52.871	2:47.080	5	38.403	<b>1:10.006</b>	<b>49.012</b>	<b>2:37.421</b>
3	<b>35.646</b>	1:14.256	In	2:47.909 P	6				
<b>145</b>	<b>Thomas Fröhlingsdorf</b>	Ford Escort MK I							
1	Out	<b>1:06.949</b>	<b>44.705</b>	2:23.507	2	<b>30.875</b>	3:18.251	In	7:07.114 P
<b>149</b>	<b>Heinz-Wilhelm Schäfer</b>	BMW 2002							
1	Out	1:21.114	49.203	2:46.843	5	29.197	1:00.435	42.194	2:11.826
2	32.532	1:01.075	42.116	2:15.723	6	<b>28.661</b>	<b>58.496</b>	42.396	<b>2:09.553</b>
3	29.824	59.370	<b>41.563</b>	2:10.757	7	29.680	1:00.130	In	2:16.432 P
4	28.861	58.937	41.779	2:09.577	8				
<b>151</b>	<b>Peter Brzezinski</b>	Ford Escort MK I							
1	Out	1:19.308	48.187	2:46.906	3	30.733	1:03.709	47.545	2:21.987
2	31.554	<b>1:03.238</b>	<b>44.756</b>	<b>2:19.548</b>	4				
<b>155</b>	<b>Dieter Karl Anton</b>	Ford BDG Escort RS 1600							
1	Out	1:08.385	42.956	2:26.767	6	27.438	56.572	39.578	2:03.588
2	28.294	55.480	39.605	2:03.379	7	<b>27.208</b>	55.153	40.815	2:03.176
3	27.476	<b>54.912</b>	<b>39.372</b>	<b>2:01.760</b>	8	27.449	55.076	39.829	2:02.354
4	27.468	55.828	In	2:07.689 P	9	27.566	55.317	40.153	2:03.036
5	Out	58.876	40.034	3:30.912	10				
<b>170</b>	<b>Andreas Hannig</b>	Audi 50							
1	Out	1:14.319	44.425	2:34.196	6	29.472	1:00.014	<b>40.927</b>	2:10.413
2	30.661	1:01.458	42.140	2:14.259	7	29.377	1:00.549	42.004	2:11.930
3	30.485	1:01.662	44.454	2:16.601	8	<b>28.925</b>	1:00.475	41.532	2:10.932
4	29.492	1:02.761	42.092	2:14.345	9	29.227	<b>59.900</b>	40.976	<b>2:10.103</b>
5	29.219	1:00.008	41.380	2:10.607	10				
<b>173</b>	<b>Sebastian Schemmann</b>	VW Polo							
1	Out	1:16.495	51.941	2:44.889	5	<b>33.067</b>	1:07.873	<b>47.271</b>	<b>2:28.211</b>

**ADAC / MCS "Preis der Stadt Stuttgart"****Runden und Sector Zeiten - Youngtimer Trophy A - Zeittraining 1**

2	35.498	1:10.896	51.761	2:38.155	6	34.224	1:09.914	47.293	2:31.431
3	36.063	1:08.703	48.756	2:33.522	7	33.546	1:07.939	48.276	2:29.761
4	33.661	<b>1:07.781</b>	47.643	2:29.085	8	34.210	1:08.615	47.884	2:30.709
<b>175</b>	<b>Schmitz-Schmitz</b>				<b>Audi 50</b>				
1	Out	1:16.844	46.033	2:37.569	6	29.981	1:00.623	42.013	2:12.617
2	31.507	1:03.884	42.835	2:18.226	7	30.142	1:00.592	<b>41.796</b>	2:12.530
3	29.945	1:01.291	42.355	2:13.591	8	29.216	<b>1:00.317</b>	42.628	2:12.161
4	<b>29.155</b>	1:07.511	43.865	2:20.531	9	29.163	1:00.477	42.018	<b>2:11.658</b>
5	29.205	1:01.495	42.490	2:13.190	10				
<b>176</b>	<b>Thomas Schröder</b>				<b>VW Derby</b>				
1	Out	1:17.460	48.928	2:42.989	5	32.251	1:05.417	47.891	2:25.559
2	33.818	1:06.494	46.991	2:27.303	6	31.529	1:03.897	<b>45.241</b>	2:20.667
3	32.291	1:05.391	In	2:30.498 P	7	<b>31.145</b>	<b>1:02.822</b>	45.281	<b>2:19.248</b>
4	Out	1:06.715	45.767	5:28.760	8				
<b>178</b>	<b>Bernd Runkel</b>				<b>VW Polo</b>				
1	Out	1:20.956	In	2:54.509 P	5	30.653	1:01.615	44.594	2:16.862
2	Out	1:06.020	45.891	5:38.055	6	30.950	1:02.953	43.550	2:17.453
3	<b>30.077</b>	1:01.914	43.968	2:15.959	7	31.767	1:02.658	43.806	2:18.231
4	31.049	<b>1:01.293</b>	<b>43.045</b>	<b>2:15.387</b>	8				
<b>179</b>	<b>Dietmar Simon</b>				<b>Audi 50</b>				
1	Out	1:18.840	49.389	2:45.666	6	30.721	1:02.912	42.728	2:16.361
2	33.329	1:07.733	43.983	2:25.045	7	31.861	1:02.435	<b>42.172</b>	2:16.468
3	31.026	1:03.299	46.167	2:20.492	8	<b>29.686</b>	<b>1:01.696</b>	42.314	<b>2:13.696</b>
4	31.044	1:03.741	43.473	2:18.258	9	29.828	1:02.767	42.462	2:15.057
5	32.486	1:03.343	43.764	2:19.593	10				
<b>180</b>	<b>Anders-Simon</b>				<b>Audi 50</b>				
1	Out	1:13.856	47.077	2:35.467	6	<b>29.452</b>	1:00.855	42.980	2:13.287
2	31.128	1:02.855	43.304	2:17.287	7	29.959	1:00.887	43.375	2:14.221
3	29.932	1:01.072	43.422	2:14.426	8	29.783	1:01.167	42.505	2:13.455
4	29.595	1:00.440	42.497	2:12.532	9	30.060	1:01.086	42.706	2:13.852
5	29.958	<b>1:00.304</b>	<b>42.237</b>	<b>2:12.499</b>	10				
<b>333</b>	<b>Ludger Ulke</b>				<b>Porsche 924</b>				
1	Out	1:27.978	55.505	3:05.581	5	35.955	1:14.112	50.503	2:40.570
2	38.597	1:20.699	56.826	2:56.122	6	36.033	<b>1:13.446</b>	<b>49.724</b>	<b>2:39.203</b>
3	38.348	1:16.679	51.875	2:46.902	7	<b>35.743</b>	1:14.159	50.705	2:40.607
4	36.225	1:13.934	50.520	2:40.679	8				
<b>411</b>	<b>Gerz-Gerz</b>				<b>Suzuki Swift GTI</b>				
1	Out	1:24.469	49.052	2:52.253	5	32.101	1:05.453	<b>44.495</b>	2:22.049
2	33.990	1:10.064	46.511	2:30.565	6	<b>31.461</b>	1:05.965	46.282	2:23.708
3	33.717	1:05.783	46.213	2:25.713	7	31.542	1:04.903	45.077	<b>2:21.522</b>
4	32.144	1:06.633	45.800	2:24.577	8	32.455	<b>1:04.786</b>	45.277	2:22.518
<b>413</b>	<b>Meyer-Koch</b>				<b>Suzuki Swift</b>				
1	Out	1:23.567	56.168	3:00.497	4	32.021	1:04.156	47.183	2:23.360
2	37.085	1:10.904	In	2:45.063 P	5	<b>31.148</b>	<b>1:04.007</b>	<b>44.585</b>	<b>2:19.740</b>
3	Out	1:09.714	46.967	4:04.455	6	31.361	1:04.033	46.330	2:21.724
<b>420</b>	<b>Mario Wiedner</b>				<b>Peugeot 205 GTI</b>				
1	Out	1:25.286	50.453	2:55.085	6	30.464	<b>1:02.111</b>	44.829	2:17.404
2	34.187	1:03.756	46.397	2:24.340	7	<b>29.775</b>	1:03.053	44.287	2:17.115
3	32.475	1:02.730	45.655	2:20.860	8	29.888	1:02.741	44.456	<b>2:17.085</b>
4	30.401	1:05.783	46.265	2:22.449	9	29.818	1:03.430	<b>44.138</b>	2:17.386
5	30.831	1:04.286	46.801	2:21.918	10				

**ADAC / MCS "Preis der Stadt Stuttgart"****Runden und Sector Zeiten - Youngtimer Trophy A - Zeittraining 1**

<b>426 Karl Eduard Reinders</b>		<b>Peugeot 205 GTI</b>							
1	Out	1:15.997	47.149	2:41.931	5	29.393	1:01.582	In	2:18.722 P
2	32.266	1:03.446	42.986	2:18.698	6	Out	1:03.089	43.965	4:15.691
3	29.836	1:02.267	44.222	2:16.325	7	<b>29.176</b>	<b>1:00.163</b>	43.282	<b>2:12.621</b>
4	29.826	1:01.692	<b>42.853</b>	2:14.371	8	30.595	1:00.857	In	2:21.738 P

<b>429 Sascha Korte</b>		<b>VW Golf GTI</b>							
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<b>430 Oliver Weinmeyer</b>		<b>Renault R 5 GT turbo</b>							
1	Out	1:16.383	49.238	2:41.389	6	28.925	1:01.286	41.371	2:11.582
2	33.205	1:06.108	42.720	2:22.033	7	28.992	1:01.634	<b>41.000</b>	2:11.626
3	29.350	1:01.754	42.693	2:13.797	8	28.739	1:02.031	41.148	2:11.918
4	28.906	1:01.685	41.505	2:12.096	9	<b>28.392</b>	<b>1:00.156</b>	41.151	<b>2:09.699</b>
5	29.110	1:01.817	41.338	2:12.265	10				