

**ADAC / MCS "Preis der Stadt Stuttgart"****Runden und Sector Zeiten - Youngtimer Trophy A - Zeittraining 2**

10		Olaf Schley				Simca Rallye 2			
1	Out	1:12.601	47.078	2:32.662	5	34.098	1:13.826	47.081	2:35.005
2	33.802	1:10.124	47.581	2:31.507	6	33.728	1:10.495	46.758	2:30.981
3	33.358	<b>1:09.538</b>	47.343	2:30.239	7	33.416	1:09.649	47.033	<b>2:30.098</b>
4	33.510	1:10.133	46.804	2:30.447	8	<b>33.283</b>	1:10.167	<b>46.670</b>	2:30.120
40		Jörg Becker				VW Golf GTI			
1	Out	1:18.417	51.975	2:47.562	5	32.259	<b>1:04.776</b>	<b>46.577</b>	<b>2:23.612</b>
2	36.201	1:13.361	49.743	2:39.305	6	<b>31.797</b>	1:05.784	47.505	2:25.086
3	33.007	1:06.683	47.168	2:26.858	7	32.073	1:06.275	47.858	2:26.206
4	32.255	1:05.955	47.464	2:25.674	8	31.886	1:05.984	In	4:03.389 P
42		Georg Schwarz				VW Golf GTI			
1	Out	1:19.477	46.971	2:43.176	5	30.450	1:05.247	<b>43.921</b>	2:19.618
2	32.181	1:20.413	44.679	2:37.273	6	30.710	1:05.364	44.510	2:20.584
3	30.799	<b>1:04.442</b>	43.960	<b>2:19.201</b>	7	<b>30.235</b>	1:05.231	45.058	2:20.524
4	30.438	1:07.976	50.620	2:29.034	8	31.267	1:04.890	45.090	2:21.247
43		Thomas Böling				VW Golf GTI			
1	Out	1:19.444	52.922	2:48.579	5	30.441	1:04.619	44.336	2:19.396
2	36.175	1:09.907	45.586	2:31.668	6	30.606	1:04.199	<b>44.217</b>	2:19.022
3	30.630	1:05.481	45.245	2:21.356	7	31.014	1:03.958	44.450	2:19.422
4	31.907	1:05.965	44.543	2:22.415	8	<b>30.340</b>	<b>1:03.828</b>	44.242	<b>2:18.410</b>
44		Norbert Peters				VW Golf GTI			
1	Out	1:14.385	48.195	2:39.417	5	<b>30.768</b>	1:04.931	44.760	2:20.459
2	31.654	1:04.548	<b>44.436</b>	2:20.638	6	30.856	<b>1:04.417</b>	44.716	<b>2:19.989</b>
3	31.115	1:04.860	44.609	2:20.584	7	31.844	1:05.155	In	2:22.443 P
4	31.701	1:05.129	44.472	2:21.302	8	Out	1:04.705	44.911	3:08.014
45		Klaus Larbig				VW Golf GTI			
1	Out	1:19.511	47.925	2:46.837	5	31.216	1:05.288	44.325	2:20.829
2	32.116	1:05.979	44.359	2:22.454	6	31.123	1:05.319	44.301	2:20.743
3	31.132	1:04.961	<b>43.872</b>	<b>2:19.965</b>	7	<b>31.086</b>	1:05.220	44.447	2:20.753
4	31.662	<b>1:04.832</b>	44.471	2:20.965	8	38.238	1:23.965	In	5:02.007 P
48		Helmut Schilles				VW Golf GTI			
1	Out	1:21.840	51.418	2:50.753	5	30.680	<b>1:03.740</b>	<b>43.851</b>	<b>2:18.271</b>
2	34.269	1:08.205	45.802	2:28.276	6	31.409	1:05.206	45.942	2:22.557
3	31.519	1:05.493	44.769	2:21.781	7	<b>30.398</b>	1:06.328	In	2:30.932 P
4	30.819	1:04.461	45.084	2:20.364	8				
50		Bernd Degner				VW Golf GTI			
1	Out	1:18.739	47.315	2:45.272	3	<b>31.710</b>	<b>1:04.462</b>	In	2:25.647 P
2	33.283	1:08.886	<b>45.154</b>	<b>2:27.323</b>	4				
51		Heinz-Josef Nekes				VW Scirocco			
52		Moser-Moser				VW Scirocco			
1	Out	1:15.453	47.074	2:39.043	6	<b>31.033</b>	<b>1:04.420</b>	45.225	<b>2:20.678</b>
2	32.042	1:05.832	45.022	2:22.896	7	31.170	1:05.056	45.332	2:21.558
3	31.265	1:04.654	45.876	2:21.795	8	31.391	1:04.619	45.232	2:21.242
4	33.082	1:05.346	45.591	2:24.019	9	31.312	1:05.036	<b>44.974</b>	2:21.322
5	31.191	1:04.886	45.736	2:21.813	10				
61		Dieter Ohligschläger				Opel Kadett C GT/E			
1	Out	1:19.099	47.005	2:42.982	5	Out	1:08.551	44.385	3:47.095
2	31.503	1:04.496	44.268	2:20.267	6	31.023	1:07.400	<b>43.391</b>	2:21.814

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3	<i>30.533</i>	<i>1:03.793</i>	44.127	<b>2:18.453</b>	7	30.703	1:06.734	44.674	2:22.111
4	30.548	1:04.693	In	2:25.027 P	8	31.114	1:06.391	44.902	2:22.407
<b>101</b>	<b>Benra-Benra</b>				<b>NSU TT</b>				
1	Out	1:19.411	50.980	2:46.124	6	30.699	1:05.446	45.835	2:21.980
2	33.464	1:03.653	43.292	2:20.409	7	30.588	1:02.590	42.731	2:15.909
3	30.936	<i>1:02.234</i>	43.511	2:16.681	8	30.540	1:03.266	42.778	2:16.584
4	30.477	1:02.318	<i>42.689</i>	2:15.484	9	<i>30.098</i>	1:02.259	42.872	<b>2:15.229</b>
5	31.339	1:06.933	44.447	2:22.719	10				
<b>102</b>	<b>Marmulla-Sälzer</b>				<b>NSU TT</b>				
1	Out	1:17.788	52.482	2:46.733	5	32.909	1:06.151	47.575	2:26.635
2	34.270	1:07.850	48.010	2:30.130	6	32.311	1:05.478	46.271	2:24.060
3	32.226	1:07.421	47.087	2:26.734	7	31.991	1:06.008	47.343	2:25.342
4	33.017	1:06.645	47.344	2:27.006	8	<i>31.549</i>	<i>1:04.451</i>	<i>46.196</i>	<b>2:22.196</b>
<b>103</b>	<b>Benra-Benra</b>				<b>NSU TT</b>				
1	Out	<i>1:15.603</i>	<i>46.861</i>	2:39.044	2				
<b>110</b>	<b>Bastian Bender</b>				<b>BMW 2002</b>				
1	Out	1:11.841	42.367	2:28.900	6	27.836	<i>56.963</i>	<i>40.052</i>	<b>2:04.851</b>
2	27.906	57.421	41.592	2:06.919	7	28.610	1:10.707	45.486	2:24.803
3	29.050	57.139	40.269	2:06.458	8	<i>27.830</i>	58.763	42.842	2:09.435
4	27.918	57.744	41.432	2:07.094	9	28.731	1:04.912	In	2:32.503 P
5	28.307	57.259	40.710	2:06.276	10				
<b>112</b>	<b>Friedhelm Pfigst</b>				<b>BMW 2002</b>				
1	Out	1:08.092	44.546	2:25.402	4	29.485	1:00.257	42.492	2:12.234
2	31.152	1:01.956	43.668	2:16.776	5	29.522	1:00.121	43.060	2:12.703
3	30.466	<i>59.125</i>	<i>41.676</i>	<b>2:11.267</b>	6	<i>28.934</i>	1:00.081	42.625	2:11.640
<b>113</b>	<b>Uwe Klapproth</b>				<b>BMW 2002</b>				
1	Out	1:12.490	42.861	2:28.383	6	30.244	57.983	41.668	2:09.895
2	28.777	58.614	42.419	2:09.810	7	28.403	58.232	42.425	2:09.060
3	29.808	57.410	<i>40.745</i>	2:07.963	8	<i>28.331</i>	58.838	41.008	2:08.177
4	28.406	58.275	41.664	2:08.345	9	29.110	1:01.203	In	2:39.023 P
5	28.650	<i>57.340</i>	41.350	<b>2:07.340</b>	10				
<b>115</b>	<b>Heinz-Robert Jansen</b>				<b>Opel Manta A</b>				
1	Out	1:14.407	44.165	2:36.088	5	29.061	59.157	<i>40.608</i>	2:08.826
2	29.187	1:00.850	In	2:17.558 P	6	28.654	<i>58.179</i>	40.666	<b>2:07.499</b>
3	Out	58.820	40.811	4:19.207	7	<i>28.351</i>	1:06.148	In	2:27.612 P
4	28.637	59.468	42.812	2:10.917	8				
<b>116</b>	<b>Bender-Lohmann</b>				<b>BMW 2002</b>				
1	Out	1:12.821	46.579	2:35.970	6	30.312	<i>1:00.281</i>	43.126	2:13.719
2	30.091	1:08.681	47.969	2:26.741	7	<i>29.984</i>	1:00.722	<i>42.585</i>	<b>2:13.291</b>
3	31.044	1:02.063	46.453	2:19.560	8	29.995	1:03.614	44.139	2:17.748
4	30.367	1:01.358	42.995	2:14.720	9	30.451	1:01.193	42.824	2:14.468
5	30.663	1:00.367	43.150	2:14.180	10				
<b>119</b>	<b>Gebauer-Bischoff</b>				<b>BMW 2002ti</b>				
1	Out	1:01.817	41.213	2:15.343	6	27.720	55.930	<i>39.336</i>	2:02.986
2	27.858	56.013	40.345	2:04.216	7	27.945	57.412	39.881	2:05.238
3	27.626	<i>55.572</i>	39.375	<b>2:02.573</b>	8	27.291	56.213	39.726	2:03.230
4	28.319	55.810	40.938	2:05.067	9	<i>27.062</i>	56.415	39.802	2:03.279
5	30.315	1:04.643	39.794	2:14.752	10	30.291	1:02.922	46.746	2:19.959
<b>121</b>	<b>Vinke-Scholz</b>				<b>Opel Kadett B 1900</b>				
1	Out	1:01.834	40.157	2:12.765	6	27.650	56.352	39.182	2:03.184

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2	28.392	56.321	39.838	2:04.551	7	28.361	59.885	39.992	2:08.238
3	27.890	<i>55.530</i>	<i>39.163</i>	2:02.583	8	<i>27.139</i>	55.757	39.387	<b>2:02.283</b>
4	28.127	55.697	39.899	2:03.723	9	29.152	1:00.158	41.322	2:10.632
5	30.083	1:03.941	39.563	2:13.587	10	27.252	57.525	In	3:22.915 P
<b>122</b>	<b>Seher-Keul</b>				<b>BMW 2002</b>				
1	Out	1:12.078	45.314	2:34.573	5	32.843	1:21.217	42.750	2:36.810
2	30.550	1:00.394	43.078	2:14.022	6	30.181	1:01.102	42.122	2:13.405
3	28.578	59.797	<i>41.128</i>	<b>2:09.503</b>	7	<i>28.358</i>	1:00.112	41.189	2:09.659
4	28.563	<i>59.554</i>	41.943	2:10.060	8	29.158	1:00.064	In	2:15.765 P
<b>123</b>	<b>Bernd Gottmann</b>				<b>BMW 2002</b>				
1	Out	1:01.795	42.181	2:12.269	6	30.710	<i>58.759</i>	<i>41.160</i>	2:10.629
2	29.445	1:00.413	41.981	2:11.839	7	<i>28.390</i>	59.123	41.552	<b>2:09.065</b>
3	30.945	1:00.589	42.633	2:14.167	8	28.866	59.398	41.906	2:10.170
4	30.208	1:00.443	43.119	2:13.770	9	29.940	59.922	42.653	2:12.515
5	29.281	59.317	42.841	2:11.439	10	34.356	1:06.866	In	2:51.522 P
<b>124</b>	<b>Oliver Hartmann</b>				<b>BMW 2002tii</b>				
1	Out	1:13.707	46.350	2:33.977	2	<i>30.350</i>	<i>1:01.377</i>	<i>45.294</i>	<b>2:17.021</b>
<b>127</b>	<b>Clemens Diewald</b>				<b>Opel Commodore</b>				
1	Out	1:11.424	44.268	2:31.630	5	<i>28.770</i>	1:00.808	42.076	2:11.654
2	30.337	1:01.473	43.627	2:15.437	6	29.543	1:01.058	42.760	2:13.361
3	30.052	1:00.064	42.029	2:12.145	7	29.993	<i>1:00.063</i>	<i>41.461</i>	<b>2:11.517</b>
4	29.583	1:00.758	42.237	2:12.578	8	37.976	1:18.674	In	3:01.982 P
<b>130</b>	<b>Norbert Blessing</b>				<b>Simca 1000</b>				
1	Out	1:21.902	46.513	2:46.478	3	33.176	<i>1:08.310</i>	In	2:31.522 P
2	<i>32.840</i>	1:09.753	<i>45.366</i>	<b>2:27.959</b>	4				
<b>131</b>	<b>Frank Breidenstein</b>				<b>Simca 1000 Spezial</b>				
1	Out	1:21.231	46.542	2:43.717	4	29.955	1:01.220	42.255	2:13.430
2	29.671	1:00.353	42.014	2:12.038	5	<i>28.943</i>	<i>1:00.138</i>	<i>41.776</i>	<b>2:10.857</b>
3	29.189	1:00.489	44.402	2:14.080	6	34.733	1:06.605	In	2:33.918 P
<b>132</b>	<b>Denis-Schmitz</b>				<b>Simca Rallye 2</b>				
1	Out	1:15.326	<i>42.503</i>	2:33.292	2	<i>29.847</i>	<i>1:06.850</i>	In	2:26.920 P
<b>136</b>	<b>Alexander Köppen</b>				<b>Alfa Romeo Alfasud</b>				
1	Out	1:08.825	41.829	2:22.602	5	30.628	1:02.185	40.531	2:13.344
2	29.163	1:01.253	40.908	2:11.324	6	<i>28.361</i>	<i>1:00.399</i>	<i>40.368</i>	<b>2:09.128</b>
3	29.222	1:01.779	40.866	2:11.867	7	29.220	1:01.501	In	2:11.520 P
4	28.666	1:01.935	40.872	2:11.473	8				
<b>138</b>	<b>Christoph Wilde</b>				<b>Simca Rallye 2</b>				
1	Out	1:10.490	42.243	2:26.970	4	<i>28.319</i>	1:00.197	<i>40.500</i>	2:09.016
2	29.022	1:00.253	40.878	2:10.153	5	28.460	1:02.100	43.127	2:13.687
3	28.696	<i>59.473</i>	40.560	<b>2:08.729</b>	6				
<b>139</b>	<b>Reiner Wohlberg</b>				<b>Simca 1000 EC</b>				
1	Out	1:25.062	53.148	2:56.175	3	36.616	<i>1:15.652</i>	<i>51.568</i>	<b>2:43.836</b>
2	38.295	1:17.842	53.701	2:49.838	4	<i>36.082</i>	1:18.157	In	3:03.248 P
<b>140</b>	<b>Pürkner-Ehrenreich</b>				<b>Simca Rallye 2</b>				
1	Out	1:13.689	45.630	2:37.010	5	Out	<i>1:03.091</i>	44.633	3:41.312
2	31.018	1:05.458	43.489	2:19.965	6	31.849	1:03.520	43.340	2:18.709
3	30.625	1:03.238	<i>43.159</i>	<b>2:17.022</b>	7	<i>30.322</i>	1:04.146	44.322	2:18.790
4	30.584	1:04.797	In	2:20.248 P	8	30.578	1:03.265	44.111	2:17.954

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<b>141</b>	<b>Peter-Peter</b>	VW Scirocco							
<b>145</b>	<b>Thomas Fröhlingdorf</b>	Ford Escort MK I							
1	Out	1:10.432	44.936	2:31.514	4	28.360	<i>57.277</i>	<i>40.810</i>	<b>2:06.447</b>
2	29.499	58.325	41.529	2:09.353	5	<i>27.914</i>	57.968	41.871	2:07.753
3	28.373	57.554	41.146	2:07.073	6	32.873	1:14.914	In	2:48.976 P
<b>149</b>	<b>Heinz-Wilhelm Schäfer</b>	BMW 2002							
1	Out	1:28.690	43.582	2:47.395	5	29.731	1:04.265	42.876	2:16.872
2	29.929	1:00.493	<i>41.470</i>	2:11.892	6	<i>28.809</i>	59.494	42.035	<b>2:10.338</b>
3	32.979	1:01.270	In	2:19.125 P	7	29.071	59.214	43.879	2:12.164
4	Out	<i>59.150</i>	42.646	3:37.106	8	31.443	1:09.780	48.335	2:29.558
<b>151</b>	<b>Peter Brzezinski</b>	Ford Escort MK I							
1	Out	1:12.949	47.755	2:36.525	6	29.932	1:02.232	43.598	2:15.762
2	31.400	1:02.539	44.774	2:18.713	7	32.449	1:00.453	43.867	2:16.769
3	31.534	1:01.304	47.420	2:20.258	8	<i>29.643</i>	<i>1:00.273</i>	44.743	2:14.659
4	31.288	1:02.514	44.317	2:18.119	9	30.691	1:00.476	<i>43.122</i>	<b>2:14.289</b>
5	30.625	1:01.192	43.321	2:15.138	10				
<b>155</b>	<b>Dieter Karl Anton</b>	Ford BDG Escort RS 1600							
1	Out	1:10.144	42.838	2:29.016	6	27.728	55.099	39.248	2:02.075
2	28.926	56.155	40.481	2:05.562	7	27.602	<i>54.571</i>	39.909	2:02.082
3	27.950	54.882	<i>39.056</i>	2:01.888	8	28.860	55.585	46.034	2:10.479
4	<i>27.404</i>	55.426	39.409	2:02.239	9	27.664	54.888	39.164	<b>2:01.716</b>
5	28.147	55.083	39.326	2:02.556	10	27.461	54.804	40.448	2:02.713
<b>170</b>	<b>Andreas Hannig</b>	Audi 50							
1	Out	1:15.731	45.613	2:37.537	6	29.069	<i>1:00.405</i>	42.191	2:11.665
2	30.353	1:02.101	42.154	2:14.608	7	29.981	1:00.450	41.340	2:11.771
3	29.276	1:01.066	43.215	2:13.557	8	28.991	1:00.717	<i>40.699</i>	<b>2:10.407</b>
4	29.479	1:01.278	42.122	2:12.879	9	<i>28.862</i>	1:00.722	40.957	2:10.541
5	29.231	1:01.307	42.490	2:13.028	10				
<b>173</b>	<b>Sebastian Schemmann</b>	VW Polo							
1	Out	1:28.599	53.921	3:01.474	5	33.774	1:08.040	<i>46.671</i>	2:28.485
2	35.018	1:09.593	In	2:40.304 P	6	<i>32.558</i>	<i>1:07.858</i>	47.721	<b>2:28.137</b>
3	Out	1:12.880	49.087	3:47.164	7	33.004	1:08.354	49.964	2:31.322
4	32.987	1:08.206	47.624	2:28.817	8				
<b>175</b>	<b>Schmitz-Schmitz</b>	Audi 50							
1	Out	1:11.921	44.574	2:31.854	6	28.931	1:00.687	41.579	2:11.197
2	30.725	1:02.056	42.144	2:14.925	7	<i>28.718</i>	1:01.080	41.299	<b>2:11.097</b>
3	29.893	<i>1:00.324</i>	<i>41.122</i>	2:11.339	8	28.960	1:00.875	41.270	2:11.105
4	30.823	1:02.306	41.906	2:15.035	9	29.532	1:01.088	43.669	2:14.289
5	29.368	1:03.648	43.383	2:16.399	10				
<b>176</b>	<b>Thomas Schröder</b>	VW Derby							
1	Out	1:16.458	46.547	2:38.871	6	31.069	1:04.395	46.026	2:21.490
2	31.881	1:05.444	45.392	2:22.717	7	30.941	1:04.790	51.851	2:27.582
3	31.604	1:03.070	45.498	2:20.172	8	30.528	1:02.257	<i>44.221</i>	<b>2:17.006</b>
4	31.163	1:03.150	45.207	2:19.520	9	<i>30.425</i>	<i>1:01.707</i>	In	2:45.475 P
5	30.675	1:03.323	45.366	2:19.364	10				
<b>178</b>	<b>Bernd Runkel</b>	VW Polo							
1	Out	1:15.231	45.173	2:36.235	6	30.869	1:00.799	43.502	2:15.170
2	30.665	1:03.610	44.568	2:18.843	7	30.679	<i>59.878</i>	<i>41.838</i>	<b>2:12.395</b>
3	30.354	1:01.622	44.945	2:16.921	8	29.871	1:01.457	42.785	2:14.113

Schnellste Zeit : 2:01.716 in Runde 9 durch Nr. 155 : Dieter Karl Anton (Ford)

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**ADAC / MCS "Preis der Stadt Stuttgart"****Runden und Sector Zeiten - Youngtimer Trophy A - Zeittraining 2**

4	31.072	1:02.238	44.328	2:17.638	9	<i>29.702</i>	1:00.719	43.007	2:13.428
5	32.083	1:01.234	42.578	2:15.895	10				
<b>179</b>	<b>Dietmar Simon</b>				<b>Audi 50</b>				
1	Out	1:12.945	47.513	2:33.445	6	<i>29.185</i>	1:01.480	42.368	<b>2:13.033</b>
2	31.770	1:04.390	43.694	2:19.854	7	29.962	1:01.947	42.423	2:14.332
3	30.169	1:01.980	43.326	2:15.475	8	29.294	1:02.549	43.247	2:15.090
4	31.555	1:03.256	42.905	2:17.716	9	30.286	1:01.664	42.322	2:14.272
5	30.518	<i>1:01.172</i>	<i>41.924</i>	2:13.614	10				
<b>180</b>	<b>Anders-Simon</b>				<b>Audi 50</b>				
1	Out	1:19.644	46.018	2:42.185	6	28.751	1:00.720	41.729	2:11.200
2	31.074	1:00.860	41.969	2:13.903	7	<i>28.696</i>	<i>1:00.201</i>	<i>41.020</i>	<b>2:09.917</b>
3	29.778	1:00.878	42.636	2:13.292	8	28.844	1:00.585	41.589	2:11.018
4	30.428	1:01.385	41.695	2:13.508	9	28.870	1:00.583	41.076	2:10.529
5	29.834	1:00.914	41.340	2:12.088	10				
<b>333</b>	<b>Ludger Ulke</b>				<b>Porsche 924</b>				
1	Out	1:23.531	51.588	2:53.278	5	Out	1:18.259	51.356	4:15.342
2	37.664	1:18.469	52.736	2:48.869	6	<i>36.422</i>	<i>1:12.589</i>	<i>50.867</i>	<b>2:39.878</b>
3	37.608	1:15.541	51.175	2:44.324	7	39.070	1:23.107	55.719	2:57.896
4	37.712	1:24.015	In	3:03.182 P	8				
<b>411</b>	<b>Gerz-Gerz</b>				<b>Suzuki Swift GTI</b>				
1	Out	1:13.373	45.231	2:32.860	6	30.127	1:04.841	43.641	2:18.609
2	32.031	1:04.384	44.191	2:20.606	7	31.125	<i>1:03.612</i>	<i>43.358</i>	2:18.095
3	31.020	1:04.511	43.594	2:19.125	8	30.258	1:04.549	44.263	2:19.070
4	30.139	1:04.692	43.867	2:18.698	9	32.357	1:05.384	49.587	2:27.328
5	<i>29.951</i>	1:04.020	43.809	<b>2:17.780</b>	10				
<b>413</b>	<b>Meyer-Koch</b>				<b>Suzuki Swift</b>				
1	Out	1:23.595	51.709	2:53.103	3	<i>30.707</i>	1:09.801	In	2:32.687 P
2	34.429	<i>1:06.272</i>	<i>45.551</i>	<b>2:26.252</b>	4	Out	1:26.177	In	3:58.510 P
<b>420</b>	<b>Mario Wiedner</b>				<b>Peugeot 205 GTI</b>				
1	Out	1:19.083	50.749	2:47.554	6	29.539	1:00.747	43.500	2:13.786
2	33.211	1:02.479	45.391	2:21.081	7	30.511	<i>1:00.577</i>	<i>42.408</i>	<b>2:13.496</b>
3	30.013	1:02.195	46.492	2:18.700	8	29.355	1:01.577	42.701	2:13.633
4	<i>29.326</i>	1:01.210	43.926	2:14.462	9	30.352	1:01.297	45.937	2:17.586
5	30.983	1:01.550	43.546	2:16.079	10				
<b>426</b>	<b>Karl Eduard Reinders</b>				<b>Peugeot 205 GTI</b>				
1	Out	1:10.350	44.229	2:30.149	5	29.369	1:01.249	<i>42.059</i>	2:12.677
2	30.118	1:00.638	43.450	2:14.206	6	<i>29.211</i>	1:00.988	In	2:14.309 P
3	29.325	1:00.744	42.182	2:12.251	7	Out	1:05.230	44.890	3:38.215
4	29.333	<i>1:00.067</i>	42.194	<b>2:11.594</b>	8	30.696	1:07.068	In	2:38.690 P
<b>429</b>	<b>Sascha Korte</b>				<b>VW Golf GTI</b>				
1	Out	1:18.103	52.427	2:47.293	4	<i>29.733</i>	1:02.201	<i>42.747</i>	2:14.681
2	31.822	1:04.525	43.576	2:19.923	5	30.046	<i>1:01.656</i>	44.556	2:16.258
3	30.044	1:01.693	42.798	<b>2:14.535</b>	6	29.847	1:03.031	In	2:20.820 P
<b>430</b>	<b>Oliver Weinmeyer</b>				<b>Renault R 5 GT turbo</b>				
1	Out	1:19.162	50.685	2:48.283	4	<i>36.325</i>	1:21.037	50.388	2:47.750
2	39.649	1:16.905	48.328	2:44.882	5	40.640	1:20.961	In	3:02.419 P
3	36.578	<i>1:09.522</i>	<i>44.154</i>	<b>2:30.254</b>	6				