



Preis der Stadt Stuttgart  
MCS Stuttgart e.V.



GTWC by ADMV - Rennen 7 (R2)  
Runden und Sector Zeiten -

19 - 22 April 2012  
Hockenheim-GP - 4574 mtr.

<b>31</b>	<b>Michael Krings</b>				<b>Lada Samara MTX</b>				
1	31.724	1:03.963	43.597	2:19.284	6	31.599	1:05.026	43.439	2:20.064
2	31.472	1:01.500	42.032	2:15.004	7	31.671	1:05.561	46.585	2:23.817
3	30.263	1:02.446	40.722	2:13.431	8	37.582	1:16.002	49.728	2:43.312
4	<del>28.989</del>	<del>1:00.463</del>	<del>40.574</del>	<del>2:10.006</del>	9	34.297	1:14.643	55.393	2:44.333
5	33.007	1:02.838	43.341	2:19.186	10				
<b>32</b>	<b>Tobias Müller</b>				<b>Lada 2105</b>				
1	32.307	1:02.068	47.575	2:21.970	6	31.410	1:04.073	44.039	2:19.522
2	31.012	1:01.074	42.443	2:14.529	7	31.859	1:05.450	47.378	2:24.687
3	30.011	1:03.458	<del>40.835</del>	2:14.304	8	36.481	1:16.297	49.254	2:42.032
4	<del>29.094</del>	<del>1:00.515</del>	41.590	<del>2:11.199</del>	9	34.452	1:15.512	54.385	2:44.349
5	31.619	1:02.968	44.197	2:18.784	10				
<b>34</b>	<b>Felix Walther</b>				<b>Lada Samara LMS</b>				
1	34.005	1:06.722	43.543	2:24.270	5	32.455	1:06.320	45.393	2:24.168
2	31.826	<del>1:04.500</del>	44.777	2:21.163	6	31.896	1:08.687	45.964	2:26.547
3	32.586	1:05.942	43.317	2:21.845	7	34.143	1:13.384	49.275	2:36.802
4	<del>31.003</del>	1:04.978	<del>43.214</del>	<del>2:19.795</del>	8	33.997	1:25.085	1:00.918	3:00.000
<b>41</b>	<b>Sven Ribbecke</b>				<b>Lada Samara LMS</b>				
1	33.598	1:02.103	42.452	2:18.153	6	31.107	1:04.308	43.862	2:19.277
2	31.404	1:02.766	43.351	2:17.521	7	31.982	1:07.538	45.412	2:24.932
3	31.446	1:02.715	42.011	2:16.172	8	37.085	1:16.959	48.340	2:42.384
4	<del>29.913</del>	<del>1:00.815</del>	<del>40.529</del>	<del>2:11.257</del>	9	35.364	1:14.283	55.110	2:44.757
5	30.215	1:00.978	42.527	2:13.720	10				
<b>51</b>	<b>Franziskus Linke</b>				<b>Opel Astra OPC</b>				
1	30.597	58.223	40.485	2:09.305	6	27.925	57.021	39.664	2:04.610
2	27.999	56.152	41.373	2:05.524	7	28.023	58.403	41.817	2:08.243
3	27.697	57.716	<del>38.117</del>	2:03.530	8	29.467	1:00.698	43.511	2:13.676
4	27.818	55.556	38.462	2:01.836	9	34.975	1:33.037	58.080	3:06.092
5	<del>27.055</del>	<del>55.273</del>	38.531	<del>2:00.859</del>	10				
<b>53</b>	<b>Jan Fromhold</b>				<b>Ford Fiesta</b>				
1	30.534	1:00.529	<del>42.976</del>	2:14.039	3	30.690	1:08.095	ln	2:37.367 p
2	<del>28.887</del>	<del>58.586</del>	43.221	<del>2:10.644</del>	4				
<b>54</b>	<b>Fabian Engel</b>				<b>Renault Clio Cup</b>				
1	30.880	58.915	39.630	2:09.425	6	28.230	59.414	40.158	2:07.802
2	<del>27.989</del>	58.166	39.558	2:05.663	7	29.215	1:07.667	53.637	2:30.519
3	28.387	57.816	39.063	2:05.266	8	30.889	1:07.171	48.662	2:26.722
4	28.707	<del>57.289</del>	<del>38.755</del>	<del>2:04.751</del>	9	31.593	1:05.668	52.094	2:29.355
5	28.707	58.287	40.039	2:07.033	10				
<b>55</b>	<b>Alexander Groß</b>				<b>Renault Clio Cup</b>				
1	31.512	1:02.947	43.670	2:18.129	6	<del>29.211</del>	1:00.765	41.648	2:11.624
2	30.146	1:00.524	41.878	2:12.548	7	29.762	1:02.083	50.238	2:22.083
3	29.238	1:00.857	41.076	2:11.171	8	34.986	1:19.051	57.114	2:51.151
4	29.217	<del>59.582</del>	<del>40.831</del>	<del>2:09.630</del>	9	41.269	1:19.742	55.675	2:56.686
5	29.830	1:00.428	42.068	2:12.326	10				
<b>57</b>	<b>Daniel Nyffeler</b>				<b>Renault New Clio Cup</b>				
1	31.411	1:01.875	41.321	2:14.607	6	30.889	59.902	40.919	2:11.710
2	29.222	59.516	39.155	2:07.893	7	30.151	1:01.665	46.840	2:18.656
3	28.489	59.708	38.899	2:07.096	8	33.085	1:09.834	47.754	2:30.673
4	<del>28.282</del>	<del>58.925</del>	<del>38.592</del>	<del>2:05.779</del>	9	33.186	1:07.074	48.013	2:28.273
5	29.858	59.224	41.193	2:10.275	10				



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<b>59</b>	<b>Rene Gilomen</b>				<b>Renault Clio RS</b>				
1	30.271	1:00.068	52.102	2:22.441	6	29.797	1:00.394	42.537	2:12.728
2	<del>28.783</del>	59.824	43.203	2:11.810	7	30.058	1:03.772	49.822	2:23.652
3	30.028	1:02.642	41.587	2:14.257	8	32.467	1:14.210	55.226	2:41.903
4	28.816	<del>59.227</del>	<del>41.431</del>	<b>2:09.474</b>	9	40.845	1:19.863	55.695	2:56.403
5	30.251	1:00.387	42.669	2:13.307	10				
<b>71</b>	<b>Jens Feucht</b>				<b>BMW 130i GTR</b>				
1	30.122	<del>56.780</del>	38.848	2:05.730	6	30.441	1:01.097	41.510	2:13.048
2	<del>27.228</del>	57.198	38.750	<b>2:03.176</b>	7	29.483	1:00.955	1:04.263	2:34.701
3	29.985	58.100	<del>38.150</del>	2:06.235	8	38.987	1:21.520	59.533	3:00.040
4	40.114	58.567	39.575	2:18.256	9	39.630	1:18.471	58.194	2:56.295
5	30.008	59.215	41.821	2:11.044	10				
<b>77</b>	<b>Marcus Gsell</b>				<b>Seat Leon Supercopa</b>				
1	29.168	58.335	41.918	2:09.421	6	29.547	59.088	43.255	2:11.890
2	27.646	<del>57.047</del>	<del>41.412</del>	<b>2:06.105</b>	7	29.463	1:02.546	50.564	2:22.573
3	<del>27.615</del>	1:07.403	42.247	2:17.265	8	36.871	1:20.504	58.000	2:55.375
4	29.019	57.942	41.508	2:08.469	9	38.934	1:20.857	55.209	2:55.000
5	29.463	58.888	42.790	2:11.141	10				
<b>81</b>	<b>Klaus Werner</b>				<b>Porsche GT3 RS</b>				
1	30.167	57.100	38.690	2:05.957	6	27.400	54.462	39.834	2:01.696
2	26.948	<del>53.365</del>	<del>37.494</del>	<b>1:57.807</b>	7	28.783	56.843	42.688	2:08.314
3	28.876	54.062	37.924	2:00.862	8	30.214	1:00.951	49.317	2:20.482
4	27.625	54.058	37.744	1:59.427	9	45.928	1:32.241	59.407	3:17.576
5	<del>26.887</del>	54.059	37.655	1:58.581	10				
<b>82</b>	<b>Bastian Braun</b>				<b>Nissan 370Z</b>				
1	30.445	1:01.068	41.831	2:13.344	6	29.863	59.424	41.307	2:10.594
2	28.000	<del>58.123</del>	40.247	2:06.370	7	28.498	59.807	43.955	2:12.260
3	<del>27.929</del>	58.170	<del>39.635</del>	<b>2:05.734</b>	8	29.948	1:07.922	48.770	2:26.640
4	28.617	59.072	40.077	2:07.766	9	30.777	1:06.487	53.986	2:31.250
5	28.920	1:00.698	40.913	2:10.531	10				
<b>83</b>	<b>Christian Neubecker</b>				<b>Porsche 997 GT3 Cup</b>				
1	28.427	54.795	<del>38.313</del>	2:01.535	6	29.144	58.571	40.788	2:08.503
2	<del>26.571</del>	<del>53.339</del>	38.860	<b>1:58.710</b>	7	29.794	58.172	44.594	2:12.560
3	27.025	54.190	38.512	1:59.727	8	30.105	1:03.112	47.416	2:20.633
4	28.106	53.433	39.730	2:01.269	9	42.967	1:32.317	59.476	3:14.760
5	26.810	54.308	39.434	2:00.552	10				
<b>306</b>	<b>Cees de Haan</b>				<b>Seat Leon Supercopa</b>				
1	28.521	55.864	37.605	2:01.990	6	35.958	57.894	42.071	2:15.923
2	<del>26.530</del>	<del>55.029</del>	37.670	<b>1:59.259</b>	7	29.886	1:00.259	43.630	2:13.775
3	26.988	56.288	37.775	2:01.051	8	30.932	1:03.433	46.247	2:20.612
4	27.584	55.280	<del>36.983</del>	1:59.847	9	34.744	1:32.406	59.347	3:06.497
5	26.973	55.309	37.420	1:59.702	10				
<b>810</b>	<b>Parick Salzmann</b>				<b>Renault Clio RS</b>				
1	30.566	58.797	39.801	2:09.164	6	29.152	59.454	41.313	2:09.919
2	27.634	58.472	39.400	2:05.506	7	28.570	1:01.350	43.643	2:13.563
3	<del>27.520</del>	58.633	39.301	<b>2:05.454</b>	8	30.277	1:04.465	48.056	2:22.798
4	29.649	57.686	<del>39.051</del>	2:06.386	9	31.380	1:11.939	1:00.551	2:43.870
5	28.239	<del>57.514</del>	40.981	2:06.734	10				
<b>861</b>	<b>Thomas Zürcher</b>				<b>Renault Clio RS</b>				
1	28.686	57.477	39.335	2:05.498	6	28.830	57.789	39.540	2:06.159
2	<del>27.137</del>	56.854	39.169	<b>2:03.160</b>	7	28.157	59.139	42.140	2:09.436



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<b>3</b>	28.279	57.600	39.013	2:04.892	<b>8</b>	29.539	1:01.904	44.113	2:15.556
<b>4</b>	27.978	<del>56.527</del>	<del>38.759</del>	2:03.264	<b>9</b>	34.856	1:33.052	58.879	3:06.787
<b>5</b>	28.337	56.777	39.133	2:04.247	<b>10</b>				
<b>869</b>	<b>Daniel Borer</b>				<b>Renault Clio RS</b>				
<b>1</b>	28.533	56.583	38.575	2:03.691	<b>6</b>	30.226	58.419	40.056	2:08.701
<b>2</b>	<del>26.801</del>	<del>56.432</del>	38.642	<b>2:01.875</b>	<b>7</b>	28.728	58.757	42.583	2:10.068
<b>3</b>	27.653	58.108	38.899	2:04.660	<b>8</b>	29.728	1:01.707	44.435	2:15.870
<b>4</b>	28.554	57.326	<del>38.195</del>	2:04.075	<b>9</b>	34.851	1:32.659	59.349	3:06.859
<b>5</b>	27.836	56.515	38.793	2:03.144	<b>10</b>				
<b>880</b>	<b>Reto Kummer</b>				<b>Renault New Clio Cup</b>				
<b>1</b>	30.427	1:02.927	40.753	2:14.107	<b>6</b>	29.677	59.832	40.892	2:10.401
<b>2</b>	28.498	59.371	40.055	2:07.924	<b>7</b>	28.942	1:00.141	43.654	2:12.737
<b>3</b>	<del>28.252</del>	<del>58.198</del>	<del>39.225</del>	<b>2:05.670</b>	<b>8</b>	30.644	1:07.893	47.262	2:25.799
<b>4</b>	28.826	59.079	39.872	2:07.777	<b>9</b>	30.918	1:04.225	56.929	2:32.072
<b>5</b>	29.111	59.032	40.147	2:08.290	<b>10</b>				