

**Youngtimer A - Zeittraining 1**  
Runden und Sector Zeiten -19 - 22 April 2012  
Hockenheim-GP - 4574 mtr.

<b>3</b>	<b>Karl Eduard Reinders</b>				Peugeot 205 GTI				
1	Out	1:14.691	45.451	2:42.783	5	29.038	1:01.157	41.342	2:11.537
2	30.504	1:02.373	44.562	2:17.439	6	<del>29.011</del>	<del>1:00.998</del>	41.271	<b>2:11.280</b>
3	29.974	1:01.467	41.624	2:13.065	7	32.137	1:11.337	In	2:33.903 <b>P</b>
4	29.452	1:01.191	<del>41.20</del>	2:11.913	8				
<b>35</b>	<b>Fröhlingsdorf-Reinders</b>				Ford Fiesta				
1	Out	1:15.035	46.945	2:34.593	5	33.062	1:12.370	45.806	2:31.238
2	33.839	1:12.546	47.595	2:33.980	6	32.833	1:12.280	46.309	2:31.422
3	<del>32.591</del>	1:13.135	45.572	2:31.298	7	33.368	1:12.079	45.169	<b>2:30.616</b>
4	34.839	<del>1:11.643</del>	46.152	2:32.634	8	34.247	1:12.935	<del>45.010</del>	2:32.192
<b>40</b>	<b>Jörg Becker</b>				VW Golf GTI				
1	Out	1:19.305	48.438	2:52.455	5	32.975	<del>1:05.826</del>	46.172	2:25.973
2	33.640	1:07.792	45.972	2:27.404	6	32.715	1:08.188	In	2:34.773 <b>P</b>
3	<del>31.855</del>	1:08.501	<del>45.688</del>	2:26.044	7	Out	1:09.676	46.492	3:34.707
4	31.921	1:07.350	45.823	<b>2:25.094</b>	8				
<b>41</b>	<b>Rosteck-Schrey</b>				VW Golf GTI				
1	Out	1:27.697	54.764	3:07.672	5	32.123	1:07.472	<del>44.912</del>	2:24.507
2	35.643	1:13.162	48.099	2:36.904	6	31.667	1:06.681	45.628	<b>2:23.976</b>
3	36.822	1:10.757	47.127	2:34.706	7	32.110	1:06.893	45.284	2:24.287
4	33.208	1:10.188	46.618	2:30.014	8	<del>31.520</del>	<del>1:05.536</del>	48.722	2:26.778
<b>42</b>	<b>Georg Schwarz</b>				VW Golf GTI				
1	Out	1:19.255	46.195	2:46.528	5	30.974	1:20.264	51.977	2:43.215
2	33.457	1:07.589	44.850	2:25.896	6	31.096	1:07.141	42.993	2:21.230
3	32.936	1:07.184	43.205	2:23.326	7	30.901	1:07.337	<del>42.788</del>	2:21.026
4	<del>30.688</del>	<del>1:05.523</del>	42.992	<b>2:20.203</b>	8	35.099	1:10.913	In	2:29.322 <b>P</b>
<b>43</b>	<b>Thomas Böling</b>				VW Golf GTI				
1	Out	1:16.687	49.828	2:50.927	5	30.602	<del>1:05.317</del>	<del>43.214</del>	<b>2:19.133</b>
2	31.363	1:06.926	43.739	2:22.028	6	<del>30.469</del>	1:05.526	43.320	2:19.315
3	31.030	1:07.219	45.150	2:23.399	7	30.928	1:06.205	43.710	2:20.843
4	31.536	1:05.600	44.991	2:22.127	8	32.472	1:07.393	45.961	2:25.826
<b>44</b>	<b>Peters-Ritterbecks</b>				VW Golf GTI				
1	Out	1:18.895	46.679	2:47.666	5	31.339	1:09.908	<del>43.431</del>	2:24.678
2	33.963	1:09.706	44.366	2:28.035	6	30.886	1:06.898	44.082	2:21.866
3	33.340	1:07.473	44.193	2:25.006	7	<del>30.786</del>	<del>1:06.692</del>	44.256	<b>2:21.734</b>
4	30.989	1:07.505	44.014	2:22.508	8	35.831	1:07.721	44.708	2:28.260
<b>46</b>	<b>Moser-Moser</b>				VW Scirocco				
1	Out	1:16.056	47.776	2:45.626	5	31.276	<del>1:06.423</del>	44.689	2:22.388
2	32.411	1:08.058	44.910	2:25.379	6	31.785	1:16.005	<del>43.815</del>	2:31.605
3	31.334	1:06.562	44.087	<b>2:21.983</b>	7	<del>31.166</del>	1:06.733	44.203	2:22.102
4	32.635	1:07.724	44.910	2:25.269	8				
<b>47</b>	<b>Heinz-Josef Nekes</b>				VW Scirocco				
1	Out	1:24.010	49.676	2:56.333	5	31.111	<del>1:05.462</del>	44.079	<b>2:20.652</b>
2	31.833	1:06.680	44.052	2:22.565	6	<del>30.727</del>	1:06.287	43.976	2:20.990
3	31.001	1:05.956	<del>43.980</del>	2:20.917	7	30.858	1:05.887	43.977	2:20.722
4	31.300	1:07.679	44.318	2:23.297	8	34.039	1:10.814	In	2:36.601 <b>P</b>
<b>58</b>	<b>Jathe-Zabel</b>				Ford Escort RS 2000				
1	Out	1:13.151	44.656	2:39.180	5	<del>29.747</del>	1:03.467	<del>42.357</del>	2:15.571
2	31.910	1:04.481	43.128	2:19.519	6	29.905	<del>1:02.834</del>	42.682	<b>2:15.421</b>
3	30.762	1:04.165	43.450	2:18.377	7	30.083	1:04.470	In	2:23.013 <b>P</b>
4	30.929	1:03.410	42.787	2:17.126	8	Out	1:05.247	In	3:00.171 <b>P</b>

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<b>100</b>	<b>Arcidiacorne-Malms</b>				<b>Opel Kadett A</b>				
1				5:29.562	4			2:35.078	
2				2:42.057	5			<b>2:34.469</b>	
3				2:37.875	6				
<b>101</b>	<b>Benra-Benra</b>				<b>NSU TT</b>				
1	Out	1:16.626	46.120	2:46.331	5	30.032	<del>1:03.485</del>	42.714	<b>2:16.241</b>
2	31.634	1:04.566	43.122	2:19.322	6	<del>29.998</del>	1:04.200	<del>42.442</del>	2:16.540
3	30.766	1:17.492	45.849	2:34.107	7	30.756	1:03.915	42.911	2:17.582
4	30.354	1:05.120	43.320	2:18.794	8	30.876	1:04.288	42.670	2:17.834
<b>102</b>	<b>Marmulla-Sälzer</b>				<b>NSU TT</b>				
1	Out	1:15.353	47.793	2:43.383	4	35.687	1:21.470	In	2:51.181 <b>P</b>
2	33.937	1:09.942	44.937	2:28.816	5	Out	1:09.661	45.809	4:35.454
3	31.369	1:05.925	45.267	2:22.561	6	<del>30.552</del>	<del>1:05.572</del>	<del>44.011</del>	<b>2:20.135</b>
<b>103</b>	<b>Benra-Benra</b>				<b>NSU TT</b>				
1	Out	1:12.112	44.963	2:38.709	5	<del>29.472</del>	<del>1:02.114</del>	<del>41.998</del>	<b>2:13.584</b>
2	29.644	1:04.723	42.717	2:17.084	6	31.936	1:15.866	47.674	2:35.476
3	29.727	1:03.993	42.692	2:16.412	7	29.686	1:02.964	42.439	2:15.089
4	29.774	1:02.803	42.061	2:14.638	8	29.513	1:06.120	44.188	2:19.821
<b>110</b>	<b>Bastian Bender</b>				<b>BMW 2002</b>				
1	Out	1:16.005	In	2:39.749 <b>P</b>	4	<del>26.963</del>	<del>56.687</del>	38.830	<b>2:02.480</b>
2	Out	1:00.777	39.819	4:32.363	5	28.224	1:06.048	In	2:24.940 <b>P</b>
3	27.834	57.229	<del>38.780</del>	2:03.843	6				
<b>113</b>	<b>Uwe Klapproth</b>				<b>BMW 2002</b>				
1	Out	1:18.008	46.552	2:45.497	5	29.573	1:00.328	41.037	2:10.938
2	29.999	1:01.133	41.674	2:12.806	6	28.754	59.383	<del>40.289</del>	2:08.406
3	29.687	59.869	40.700	2:10.256	7	<del>28.662</del>	<del>59.053</del>	45.424	2:13.139
4	28.773	59.152	40.454	<b>2:08.379</b>	8	41.280	1:38.059	In	3:21.772 <b>P</b>
<b>116</b>	<b>Bender-Lohmann</b>				<b>BMW 2002</b>				
1	Out	1:07.524	45.047	2:24.580	5	28.873	1:00.249	<del>40.879</del>	<b>2:10.001</b>
2	29.496	1:01.341	41.523	2:12.360	6	29.152	<del>1:00.160</del>	41.744	2:11.056
3	29.143	1:05.383	42.373	2:16.899	7	<del>28.641</del>	1:00.886	In	2:21.768 <b>P</b>
4	29.593	1:02.014	41.222	2:12.829	8				
<b>120</b>	<b>Karl-Heinz Dahleman</b>				<b>BMW 2002</b>				
1	Out	1:18.606	48.289	2:51.035	5	<del>29.506</del>	1:01.852	<del>42.134</del>	<b>2:13.492</b>
2	33.202	1:04.749	44.983	2:22.934	6	29.991	1:01.976	44.528	2:16.495
3	31.079	1:03.986	43.176	2:18.241	7	30.346	1:02.357	42.475	2:15.178
4	30.601	<del>1:01.463</del>	43.013	2:15.077	8	30.219	1:03.003	42.446	2:15.668
<b>127</b>	<b>Clemens Diewald</b>				<b>Opel Commodore</b>				
1	Out	1:17.980	43.461	2:44.032	5	29.675	<del>1:00.340</del>	41.468	2:11.483
2	30.782	1:06.841	44.240	2:21.863	6	28.883	1:01.276	41.904	2:12.063
3	29.924	1:02.737	42.883	2:15.544	7	<del>28.506</del>	1:00.739	<del>41.144</del>	<b>2:10.389</b>
4	29.926	1:02.989	42.629	2:15.544	8	39.499	1:22.317	In	3:10.017 <b>P</b>
<b>130</b>	<b>Norbert Blessing</b>				<b>Simca 1000</b>				
1	Out	1:53.752	50.800	3:29.646	5	30.913	<del>1:03.150</del>	<del>42.512</del>	<b>2:16.575</b>
2	33.574	1:09.037	43.568	2:26.179	6	<del>30.427</del>	1:03.846	42.800	2:17.073
3	31.111	1:04.553	44.045	2:19.709	7	30.541	1:03.596	44.106	2:18.243
4	30.854	1:04.107	43.513	2:18.474	8				

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<b>132</b>	<b>Pascal Denis</b>				<b>Simca Rallye 2</b>				
1	Out	1:16.648	47.508	2:47.914	5	29.253	<del>1:02.397</del>	41.719	<b>2:13.369</b>
2	30.698	1:05.227	In	2:24.716 P	6	29.567	1:03.190	<del>41.525</del>	2:14.282
3	Out	1:04.127	42.864	2:34.497	7	29.494	1:02.834	42.358	2:14.686
4	<del>29.220</del>	1:02.934	43.036	2:15.170	8	29.769	1:02.656	42.306	2:14.731
<b>133</b>	<b>Olaf Schley</b>				<b>Simca Rallye 2</b>				
1	Out	1:22.257	44.999	2:48.322	5	<del>30.478</del>	1:04.956	42.842	<b>2:18.276</b>
2	30.846	<del>1:04.412</del>	43.705	2:18.963	6	30.687	1:05.344	52.431	2:28.462
3	30.894	1:04.871	<del>42.767</del>	2:18.532	7	37.778	1:26.510	In	3:00.675 P
4	34.223	1:07.199	43.444	2:24.866	8				
<b>138</b>	<b>Christoph Wilde</b>				<b>Simca Rallye 2</b>				
1	Out	1:43.562	In	3:25.869 P	2	Out	<del>1:02.238</del>	In	6:29.557 P
<b>145</b>	<b>Fröhlingdorf-Leiendecker</b>				<b>Ford Escort MK I</b>				
1	28.565	59.687	<del>40.779</del>	2:09.031	5	28.678	59.625	40.901	2:09.204
2	28.449	1:00.868	42.136	2:11.453	6	28.841	<del>59.656</del>	41.346	<b>2:08.843</b>
3	29.733	59.734	In	2:13.491 P	7	28.275	59.814	41.677	2:09.766
4		59.765	42.028	4:04.831	8				
<b>146</b>	<b>Michael Bockmühl</b>				<b>BMW 2002</b>				
1	Out	1:16.316	46.774	2:47.919	3	33.092	1:02.910	<del>43.105</del>	2:19.107
2	31.496	1:03.711	43.269	2:18.476	4	30.833	1:03.295	43.362	<b>2:17.490</b>
<b>147</b>	<b>Wolfgang Kaufmann</b>				<b>Ford Escort RS 1600</b>				
1	Out	1:05.865	41.786	2:26.737	5	<del>25.904</del>	55.109	In	2:04.582 P
2	28.050	58.450	39.992	2:06.492	6	Out	1:39.751	1:13.750	4:11.626
3	26.714	56.281	38.987	2:01.982	7	43.234	56.439	39.042	2:18.715
4	26.358	<del>54.735</del>	<del>37.922</del>	<b>1:59.015</b>	8	26.892	55.213	In	2:05.590 P
<b>149</b>	<b>Heinz-Wilhelm Schäfer</b>				<b>BMW 2002</b>				
1	Out	1:37.536	50.280	3:12.582	5	29.637	1:01.409	<del>41.620</del>	<b>2:12.666</b>
2	31.690	1:02.978	43.284	2:17.952	6	<del>29.087</del>	1:01.256	43.751	2:14.044
3	29.782	1:01.055	43.286	2:14.123	7	31.676	1:16.263	50.113	2:38.052
4	29.332	<del>1:00.925</del>	42.168	2:12.405 D	8	30.198	1:04.422	41.727	2:16.347
<b>150</b>	<b>Henningsen-Henningsen</b>				<b>BMW 2002</b>				
1	Out	1:23.204	47.974	2:53.332	5	30.784	1:05.742	44.864	2:21.390
2	32.348	1:06.115	44.227	2:22.690	6	30.294	1:03.487	43.818	2:17.599
3	31.381	1:03.064	42.864	2:17.309	7	<del>29.983</del>	1:03.974	43.263	2:17.190
4	30.967	<del>1:01.931</del>	<del>42.682</del>	<b>2:15.580</b>	8	30.033	1:03.845	44.183	2:18.061
<b>151</b>	<b>Dr. Helmut Stein</b>				<b>Ford Escort RS 1600</b>				
1	Out	1:13.087	43.769	2:39.096	5	27.869	59.406	40.054	2:07.329
2	29.256	1:04.293	In	2:23.462 P	6	<del>27.575</del>	59.720	<del>40.015</del>	2:07.310
3	Out	58.150	40.782	2:39.544	7	28.196	57.418	41.557	2:07.171
4	28.098	58.590	40.164	2:06.852	8	27.962	<del>56.711</del>	40.614	<b>2:05.287</b>
<b>154</b>	<b>Dieter Dörmann</b>				<b>Ford Escort 1600</b>				
1	Out	1:06.192	46.104	2:31.337	5	27.818	56.268	39.614	2:03.700
2	29.467	58.590	40.746	2:08.803	6	<del>27.198</del>	56.071	39.595	<b>2:02.864</b>
3	28.938	58.623	40.002	2:07.563	7	27.988	<del>55.921</del>	39.829	2:03.738
4	28.711	56.822	<del>39.149</del>	2:04.682	8	29.315	57.000	In	2:18.746 P
<b>155</b>	<b>Dieter Karl Anton</b>				<b>Ford Escort RS 1600</b>				
1	Out	1:08.698	41.998	2:20.953	6	27.600	57.235	39.362	2:04.197
2	28.192	57.470	38.906	2:04.568	7	27.914	58.501	39.010	2:05.425

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3	27.464	<del>56.654</del>	39.452	2:03.570	8	<del>27.280</del>	57.062	<del>38.826</del>	2:03.148
4	28.068	57.929	40.167	2:06.164	9	27.657	57.149	39.160	2:03.966
5	27.890	56.888	39.224	2:04.002	10				
<b>170</b>	<b>Andreas Hannig</b>				Audi 50				
1	Out	1:10.230	43.791	2:33.425	6	<del>28.661</del>	1:01.249	40.271	2:10.181
2	29.048	1:02.434	42.065	2:13.547	7	29.338	1:00.913	41.360	2:11.611
3	29.053	1:01.450	40.358	2:10.861	8	28.823	1:00.761	40.219	2:09.803
4	29.067	<del>1:00.514</del>	40.481	2:10.062	9	28.711	1:00.938	<del>38.832</del>	2:09.481
5	29.106	1:00.691	40.914	2:10.711	10				
<b>173</b>	<b>Sebastian Schemmann</b>				VW Polo				
1	Out	1:36.902	50.971	3:12.697	4	32.614	<del>1:07.775</del>	<del>45.511</del>	2:25.900
2	33.159	1:08.842	47.236	2:29.237	5	<del>32.170</del>	1:08.258	46.418	2:26.846
3	35.015	1:08.387	46.273	2:29.675	6				
<b>174</b>	<b>Schmitz-Linden</b>				VW Polo				
1	Out	1:21.506	50.407	2:56.902	3	Out	1:17.694	47.976	10:46.511
2	41.017	1:34.234	In	3:16.093 P	4	<del>34.343</del>	<del>1:10.982</del>	<del>47.557</del>	2:32.882
<b>175</b>	<b>Schmitz-Schmitz</b>				VW Polo				
1	28.680	1:07.429	44.297	2:20.406	4	28.651	<del>1:02.225</del>	41.431	2:12.307
2	28.595	1:02.523	42.804	2:13.922	5	28.520	1:02.532	41.745	2:12.797
3	28.205	1:02.799	40.918	2:11.922	6	<del>27.853</del>	1:02.571	<del>40.849</del>	2:11.273
<b>176</b>	<b>Thomas Schröder</b>				VW Derby				
1	Out	1:12.242	46.071	2:39.927	5	30.218	1:02.606	42.836	2:15.660
2	32.318	1:04.391	44.708	2:21.417	6	30.128	<del>1:02.297</del>	42.765	2:15.190
3	31.501	1:04.694	43.759	2:19.954	7	29.901	1:02.365	<del>42.329</del>	2:14.595
4	31.004	1:03.162	43.322	2:17.488	8	<del>29.591</del>	1:02.665	In	2:25.154 P
<b>177</b>	<b>Olaf Rost</b>				Audi 50				
1	Out	1:12.507	46.128	2:40.708	5	Out	1:02.964	41.006	2:42.257
2	29.653	1:02.686	40.961	2:13.300	6	28.761	1:01.369	<del>39.127</del>	2:09.257
3	29.160	1:01.419	39.480	2:10.059	7	<del>28.123</del>	<del>1:01.108</del>	40.641	2:09.872
4	34.670	1:41.112	In	3:23.162 P	8				
<b>178</b>	<b>Bernd Runkel</b>				VW Polo				
1	Out	1:18.104	45.191	2:48.387	5	29.698	1:02.797	42.068	2:14.563
2	31.969	1:04.495	43.580	2:20.044	6	<del>29.412</del>	1:02.899	42.128	2:14.439
3	30.408	1:03.826	43.622	2:17.856	7	31.898	<del>1:02.064</del>	42.107	2:16.069
4	30.599	1:03.615	43.013	2:17.227	8	29.642	1:03.504	<del>41.857</del>	2:15.013
<b>179</b>	<b>Dietmar Simon</b>				Audi 50				
1	Out	1:13.369	48.598	2:43.381	5	<del>29.777</del>	<del>1:03.330</del>	42.741	2:15.848
2	31.650	1:05.981	43.895	2:21.526	6	29.960	1:04.575	43.348	2:17.883
3	32.242	1:04.439	43.335	2:20.016	7	31.227	1:04.152	<del>42.679</del>	2:18.058
4	30.828	1:04.298	43.963	2:19.089	8	30.453	1:04.981	42.937	2:18.371
<b>180</b>	<b>Anders-Simon</b>				Audi 50				
1	Out	1:14.807	47.065	2:43.038	5	29.804	1:07.190	42.868	2:19.862
2	34.340	1:09.567	43.566	2:27.473	6	<del>29.713</del>	1:07.529	42.209	2:19.451
3	32.016	1:13.462	43.677	2:29.155	7	29.885	1:08.748	42.368	2:21.001
4	30.838	1:11.832	43.485	2:26.155	8	30.172	<del>1:06.570</del>	<del>42.014</del>	2:18.756
<b>182</b>	<b>Pürkner-Reindl</b>				Simca Rallye				
1	Out	1:13.159	43.672	2:38.784	5	<del>29.712</del>	1:05.930	41.860	2:17.502
2	31.022	<del>1:03.603</del>	43.043	2:17.668	6	30.147	1:14.707	49.686	2:34.540
3	29.824	1:03.651	<del>41.330</del>	2:14.865	7	30.048	1:11.013	In	2:33.547 P
4	29.713	1:06.321	41.951	2:17.985	8				

**Youngtimer A - Zeittraining 1**  
Runden und Sector Zeiten -19 - 22 April 2012  
Hockenheim-GP - 4574 mtr.

<b>305</b>	<b>Ulrich Seeger</b>				<b>Porsche 924</b>				
1	Out	1:17.811	47.981	2:49.353	4	Out	1:17.173	48.391	4:31.690
2	34.025	<b>1:10.751</b>	<b>47.255</b>	2:32.011	5	33.900	1:10.805	47.915	2:32.620
3	34.353	1:15.350	In	2:39.115 P	6	<b>33.099</b>	1:10.900	47.816	<b>2:31.815</b>
<b>308</b>	<b>Zensen-Schlag</b>				<b>Porsche 924</b>				
1	Out	1:19.061	52.651	2:48.708	5	33.896	1:10.492	47.965	2:32.353
2	36.954	1:13.440	48.891	2:39.285	6	<b>33.251</b>	<b>1:09.474</b>	<b>46.860</b>	<b>2:29.585</b>
3	35.375	1:13.261	48.100	2:36.736	7	33.953	1:10.719	In	2:34.896 P
4	35.247	1:10.017	47.187	2:32.451	8				
<b>415</b>	<b>Baldus-Baldus</b>				<b>Suzuki Swift GTI</b>				
1	Out	1:23.304	51.195	2:56.755	5	Out	1:10.334	44.130	3:57.481
2	34.408	1:10.192	45.501	2:30.101	6	32.071	<b>1:07.362</b>	<b>43.290</b>	<b>2:22.723</b>
3	33.315	1:08.375	44.469	2:26.159	7	32.450	1:08.305	44.339	2:25.094
4	33.072	1:08.307	In	2:29.887 P	8				
<b>416</b>	<b>Schilling-Jargon</b>				<b>Suzuki Swift</b>				
1	Out	<b>1:14.347</b>	<b>46.225</b>	2:44.364	2				
<b>417</b>	<b>Verhoeven-Verhoeven</b>				<b>Citroen AX Sport</b>				
1	Out	1:18.043	52.250	2:48.267	5	31.344	1:05.907	44.188	2:21.439
2	33.852	1:08.370	45.398	2:27.620	6	30.974	1:05.266	45.560	2:21.800
3	31.458	1:07.377	44.787	2:23.622	7	31.887	<b>1:05.249</b>	44.232	2:21.368
4	31.721	1:05.808	44.317	2:21.846	8	31.041	1:05.594	<b>44.000</b>	<b>2:20.695</b>
<b>419</b>	<b>Andreas Höne</b>				<b>Toyota Corolla GT</b>				
1	Out	1:15.220	49.007	2:46.777	5	31.325	1:07.860	46.880	2:26.065
2	34.533	1:08.501	45.992	2:29.026	6	31.609	1:05.439	<b>43.312</b>	2:20.360
3	33.278	1:06.626	46.079	2:25.983	7	<b>30.777</b>	1:05.613	43.599	2:19.989
4	31.861	1:05.890	44.530	2:22.281	8	30.937	<b>1:04.995</b>	43.994	<b>2:19.926</b>
<b>420</b>	<b>Mario Wiedner</b>				<b>Peugeot 205 GTI</b>				
1	Out	1:15.287	45.626	2:34.120	6	29.573	1:02.133	42.774	<b>2:14.480</b>
2	32.335	1:02.630	53.560	2:28.525	7	<b>29.431</b>	1:02.888	43.216	2:15.535
3	30.253	1:05.555	44.101	2:19.909	8	30.202	<b>1:02.021</b>	<b>42.312</b>	2:14.565
4	30.263	1:02.881	43.526	2:16.670	9	29.478	1:03.186	47.456	2:20.120
5	30.618	1:02.416	42.459	2:15.493	10				
<b>421</b>	<b>von der Ruhren-Poetsch</b>				<b>VW Golf GTI</b>				
1	Out	1:22.834	48.019	2:55.574	5	31.624	1:06.277	43.764	2:21.665
2	38.099	1:10.206	45.348	2:33.653	6	30.227	1:05.516	45.672	2:21.415
3	34.546	1:05.356	46.072	2:25.974	7	30.611	<b>1:03.969</b>	43.609	2:18.189
4	33.121	1:04.596	44.411	2:22.128	8	<b>30.134</b>	1:04.378	<b>43.372</b>	<b>2:17.884</b>
<b>423</b>	<b>Köppen-Schäfer</b>				<b>Alfa Romeo 33 QV</b>				
1	Out	1:16.812	In	2:54.197 P	5	<b>31.094</b>	1:04.586	43.135	2:18.755
2	Out	1:06.006	46.859	2:48.438	6	31.694	<b>1:03.773</b>	42.795	<b>2:18.262</b>
3	32.100	1:05.203	45.889	2:23.192	7	31.159	1:04.481	43.586	2:19.226
4	32.338	1:05.883	46.918	2:25.139	8	32.745	1:04.483	<b>42.166</b>	2:19.394
<b>424</b>	<b>Bitter-Flemes</b>				<b>Renault R 5 GT turbo</b>				
1	Out	1:10.721	47.114	2:38.100	6	30.558	1:04.127	43.095	2:17.780
2	31.217	1:03.839	43.595	2:18.651	7	30.442	1:03.505	42.954	2:16.901
3	30.524	1:03.909	42.876	2:17.309	8	31.538	1:03.062	43.137	2:17.737
4	30.263	1:03.706	<b>42.777</b>	2:16.746	9	30.251	<b>1:02.794</b>	50.323	2:23.368
5	<b>30.227</b>	1:02.808	43.031	<b>2:16.066</b>	10				

**Preis der Stadt Stuttgart**  
MCS Stuttgart e.V.**Youngtimer A - Zeittraining 1**  
Runden und Sector Zeiten -**19 - 22 April 2012**  
**Hockenheim-GP - 4574 mtr.**

<b>477 Jacobi-Kusic</b>					<b>Suzuki Swift GTI</b>				
<b>1</b>	Out	1:18.469	49.249	2:52.796	<b>5</b>	Out	1:08.153	46.787	4:35.132
<b>2</b>	34.495	1:08.553	<del>46.374</del>	2:29.422	<b>6</b>	33.206	1:07.338	47.128	2:27.672
<b>3</b>	<del>33.156</del>	<del>1:06.596</del>	46.503	<b>2:26.255</b>	<b>7</b>	33.430	1:08.007	50.730	2:32.167
<b>4</b>	34.890	1:07.899	In	2:33.360 <b>P</b>	<b>8</b>				