



Int ADAC-MCS Rundstreckenrennen Preis der Stadt Stuttgart
MCS Stuttgart e.V.

Youngtimer Trophy A - Zeittraining 1
Laps and Sector times -

26 - 28 April 2013
Hockenheimring GP - 4574 mtr.

2	Thomas Böling				VW Golf GTI				
1	Out	1:30.034	54.248	2:59.931	5	34.303	1:13.616	49.555	2:37.474
2	41.237	1:17.311	51.904	2:50.452	6	33.727	1:14.304	49.294	2:37.325
3	34.397	1:15.291	50.455	2:40.143	7	33.710	1:12.627	50.286	2:36.623
4	35.691	1:14.635	49.776	2:40.102	8	34.771	1:13.272	49.876	2:37.919
20	Frühlingsdorf-Reinders				Ford Fiesta				
1	Out	1:22.291	56.724	2:52.961	5	37.618	1:17.065	51.146	2:45.829
2	36.560	1:18.516	52.008	2:47.084	6	36.060	1:27.306	52.466	2:55.832
3	36.609	1:17.487	1:55.088	3:49.184	7	36.149	1:18.545	53.178	2:47.872
4	37.333	1:19.180	54.500	2:51.013	8				
25	Jörg Becker				VW Golf GTI				
1	Out	1:27.265	53.162	2:56.021	5	34.127	1:12.299	49.669	2:36.095
2	34.035	1:12.859	49.813	2:36.707	6	33.638	1:11.628	50.979	2:36.245
3	36.378	1:15.049	50.523	2:41.950	7	34.044	1:11.530	50.319	2:35.893
4	34.081	1:11.896	51.215	2:37.192	8	33.831	1:11.294	In	2:42.635 p
29	Moser-Moser				VW Scirocco				
1	Out	1:22.306	53.453	2:51.996	5	34.200	1:12.855	50.195	2:37.250
2	37.713	1:13.764	50.413	2:41.890	6	33.758	1:11.089	50.286	2:35.133
3	34.642	1:13.717	50.361	2:38.720	7	33.603	1:12.714	51.560	2:37.877
4	34.551	1:13.399	49.941	2:37.891	8	33.955	1:13.247	In	2:41.884 p
30	Hans Müller-Deck				VW Golf I				
1	35.604	1:15.826	52.731	2:44.161	4	36.240	1:16.213	51.605	2:44.058
2	35.786	1:16.430	51.843	2:44.059	5	35.856	1:16.460	53.756	2:46.072
3	36.311	1:16.640	51.322	2:44.273	6				
31	Helmut Schilles				VW Golf I				
1	Out	1:40.824	In	3:22.544 P	5	34.667	1:13.667	51.247	2:39.581
2	Out	1:19.552	53.546	3:12.519	6	34.301	1:13.724	51.394	2:39.419
3	35.910	1:18.122	55.750	2:49.782	7	34.655	1:15.314	57.405	2:47.374
4	36.076	1:16.403	51.307	2:43.786	8				
33	Georg Schwarz				VW Golf GTI				
1	Out	1:21.053	50.457	2:47.217	5	32.602	1:12.250	48.091	2:32.943
2	36.513	1:17.172	49.496	2:43.181	6	32.602	1:11.680	49.385	2:33.667
3	33.398	1:11.359	48.424	2:33.181	7	35.191	1:13.349	In	2:38.812 p
4	33.405	1:13.793	48.616	2:35.814	8				
51	Karl-Heinz Jathe				Ford Escort RS 2000				
1	Out	1:25.583	59.161	2:59.699	4	1:02.159	1:20.975	56.438	3:19.572
2	39.353	1:21.076	55.423	2:55.852	5	38.993	1:24.680	1:22.655	3:26.328
3	38.892	1:17.855	55.857	2:52.604	6	45.689	1:27.203	In	3:28.656 p
101	Benra-Benra				NSU TT				
1	58.066	1:28.186	59.519	3:25.771	4	35.517	1:15.515	52.533	2:43.565
2	38.632	1:19.736	54.937	2:53.305	5	35.470	1:23.534	56.550	2:55.554
3	36.106	1:16.992	53.766	2:46.864	6	36.214	1:20.270	53.900	2:50.384
102	Marmulla-Sälzer				NSU TT				
1	Out	1:19.083	53.161	2:46.089	4	Out	1:18.978	53.964	3:26.223
2	36.097	1:13.842	50.303	2:40.242	5	36.038	1:15.803	51.775	2:43.616
3	35.013	1:15.745	In	2:47.987 P	6	36.019	1:21.184	In	3:02.245 p
103	Benra-Benra				NSU TT				
1	Out	1:28.099	56.839	3:01.144	5	36.167	1:13.657	56.489	2:46.313

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2	38.180	1:21.362	54.360	2:53.902	6	34.151	1:12.987	50.549	2:37.687
3	37.452	1:16.738	52.373	2:46.563	7	34.922	1:13.286	50.282	2:38.490
4	35.025	1:15.649	51.473	2:42.147	8				
110	Bastian Bender				BMW 2002ti				
1	Out	1:16.875	49.141	2:41.215	5	31.544	1:06.048	46.651	2:24.243
2	34.832	1:06.542	52.353	2:33.727	6	31.389	1:10.849	53.630	2:35.868
3	31.289	1:05.782	47.678	2:24.749	7	32.836	1:10.934	In	2:40.593 P
4	32.216	1:08.090	47.923	2:28.229	8				
112	Friedhelm Pfgingst				BMW 2002				
1				2:40.149	5				2:31.348
2				2:28.213	6				2:30.836
3				2:29.753	7		In	In	2:45.958 P
4				2:29.854	8				
113	Uwe Klapproth				BMW 2002				
1	Out	1:26.747	52.161	2:57.201	5	31.253	1:07.708	47.279	2:26.240
2	31.531	1:08.727	47.604	2:27.862	6	31.177	1:07.521	46.984	2:25.682
3	31.576	1:07.836	46.998	2:26.410	7	31.540	1:05.206	48.864	2:26.610
4	31.165	1:07.001	47.515	2:25.681	8	31.468	1:22.212	In	3:05.796 P
116	Bender-Lohmann				BMW 2002				
1	Out	1:19.667	51.721	2:44.083	5	35.311	1:14.041	50.461	2:39.813
2	34.155	1:12.941	52.758	2:39.854	6	33.806	1:20.454	53.867	2:48.127
3	35.001	1:15.280	51.635	2:41.916	7	34.221	1:16.650	51.453	2:42.324
4	34.941	1:12.601	51.668	2:39.210	8				
118	Wilhelm Vinke				Opel Kadett B 1900				
1	Out	1:18.802	47.342	2:39.937	5	Out	1:07.637	47.793	3:38.974
2	31.945	1:07.626	47.972	2:27.543	6	31.290	1:05.984	47.749	2:25.023
3	30.683	1:05.647	47.113	2:23.443	7	30.882	1:07.766	47.680	2:26.328
4	31.445	1:07.851	In	2:32.287 P	8	34.978	1:16.672	In	2:48.433 P
120	Clemens Diewald				Opel Commodore				
1	Out	1:13.372	52.129	2:37.177	5	32.224	1:09.150	48.608	2:29.982
2	34.242	1:11.557	49.092	2:34.891	6	32.443	1:10.061	49.368	2:31.872
3	32.791	1:09.840	50.495	2:33.126	7	33.487	1:09.392	48.616	2:31.495
4	33.082	1:11.571	49.651	2:34.304	8				
127	Alexander Köppen				Alfa Romeo Alfased				
1	Out	1:30.213	51.282	2:55.240	5	Out	1:12.250	49.245	5:16.480
2	33.803	1:12.783	49.082	2:35.668	6	33.046	1:10.958	48.688	2:32.692
3	32.903	1:10.824	49.194	2:32.921	7	32.867	1:11.564	In	2:39.941 P
4	34.487	1:26.666	In	2:58.381 P	8				
128	Christoph Wilde				Simca Rallye 2				
1	Out	1:13.905	51.266	2:37.907	5	32.957	1:10.162	46.585	2:29.704
2	32.192	1:09.447	46.874	2:28.513	6	32.136	1:09.311	46.926	2:28.373
3	32.333	1:13.458	47.066	2:32.857	7	32.277	1:09.378	47.136	2:28.791
4	32.021	1:09.544	47.180	2:28.745	8	32.193	1:10.581	48.064	2:30.838
132	Denis-Munhowen				Simca Rallye 2				
1	Out	1:31.115	55.941	3:00.506	5	33.251	1:11.675	49.596	2:34.522
2	38.050	1:13.067	54.575	2:45.692	6	33.570	1:11.810	50.533	2:35.913
3	35.252	1:12.491	51.193	2:38.936	7	34.202	1:16.036	In	2:48.892 P
4	32.747	1:11.782	49.529	2:34.058	8				
135	Klaus Peter				VW Scirocco				
1	Out	1:29.480	53.008	2:56.485	4	32.561	1:11.834	54.653	2:39.048

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2	32.654	<i>1:10.098</i>	51.848	2:34.600	5	35.608	1:13.956	In	2:45.564 p
3	33.364	1:11.925	<i>49.709</i>	2:34.998	6				
140	Dieter-Karl Anton				Ford Escort RS 1600				
1	Out	1:15.844	48.752	2:37.599	6	30.748	1:04.335	45.994	2:21.077
2	32.483	1:03.795	44.954	2:21.232	7	<i>30.503</i>	1:04.261	44.958	2:19.722
3	30.959	<i>1:03.726</i>	44.880	2:19.565	8	30.552	1:05.053	45.702	2:21.307
4	31.177	1:04.424	45.013	2:20.614	9	31.388	1:03.730	46.031	2:21.149
5	31.579	1:04.421	<i>44.660</i>	2:20.660	10				
141	Michael Bockmühl				BMW 2002				
1	Out	1:24.719	58.338	3:01.568	5	37.530	1:26.959	<i>55.480</i>	2:59.969
2	40.932	1:17.246	57.143	2:55.321	6	<i>37.390</i>	1:18.094	1:00.020	2:55.504
3	38.871	<i>1:17.222</i>	57.072	2:53.165	7	37.964	1:19.531	56.479	2:53.974
4	37.890	1:19.058	56.235	2:53.183	8				
142	Frühlingsdorf-Leiendecker				Ford Escort RS 2000				
1	Out			2:46.083	5	32.313	<i>1:07.854</i>	<i>47.560</i>	2:27.727
2	33.034			2:31.502	6	<i>31.889</i>	1:09.463	50.320	2:31.672
3	32.760	In	In	2:33.900 P	7	32.373	1:48.729	In	3:21.360 p
4		1:09.157	48.683	4:02.222	8				
143	Bernhard Hagen				BMW 2002ti				
1	Out	1:37.422	59.805	3:19.657	4	37.984	1:21.498	55.449	2:54.931
2	39.699	1:23.973	<i>53.445</i>	2:57.117	5	37.886	1:19.344	53.866	2:51.096
3	38.925	1:21.989	57.491	2:58.405	6	<i>36.569</i>	<i>1:17.771</i>	In	3:04.793 p
146	Carl Seher				BMW 2002ti				
1	Out	1:27.070	53.427	2:52.078	5	35.441	1:18.542	<i>51.958</i>	2:45.941
2	38.643	1:17.049	55.099	2:50.791	6	<i>34.932</i>	<i>1:14.706</i>	In	2:47.140 p
3	38.696	1:20.549	57.027	2:56.272	7	Out	1:17.247	53.340	3:59.690
4	35.796	1:15.550	53.748	2:45.094	8				
148	Dieter Dörmann				Ford BDA				
1	Out	1:17.197	53.534	2:42.910	5	34.410	1:09.127	49.229	2:32.766
2	35.093	1:10.451	51.327	2:36.871	6	<i>33.333</i>	<i>1:09.014</i>	<i>49.072</i>	2:31.419
3	35.270	1:15.923	50.733	2:41.926	7	34.225	1:13.187	In	2:44.076 p
4	34.631	1:09.232	50.073	2:33.936	8				
149	Helmut Dr. Stein				FORD RS 1600				
1	Out	1:16.693	<i>50.995</i>	2:41.354	4	36.390	1:17.001	53.657	2:47.048
2	36.256	1:14.512	51.776	2:42.544	5	36.084	1:16.249	In	2:54.661 p
3	<i>34.743</i>	<i>1:12.586</i>	56.320	2:43.649	6				
158	Bernd Runkel				VW Polo				
159	Sebastian Schemmann				VW Polo				
1	Out	1:25.312	54.502	2:53.875	3	<i>34.311</i>	1:21.712	In	3:02.520 p
2	39.849	<i>1:15.466</i>	<i>52.176</i>	2:47.491	4				
175	Schmitz-Schmitz				Audi 50				
1	52.241			3:00.290	5	32.933			2:34.680
2	33.747			2:33.583	6	32.394			2:32.333
3	32.890			2:32.691	7	33.101			2:34.016
4	<i>31.931</i>			2:31.271	8				
179	Dietmar Simon				Audi 50				
1	Out	1:15.374	48.756	2:37.995	5	36.133	1:11.541	<i>47.310</i>	2:34.984



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2	36.048	1:12.768	47.769	2:36.585	6	32.952	<i>1:10.630</i>	48.694	2:32.276
3	33.219	1:12.699	48.049	2:33.967	7	32.899	1:12.373	48.855	2:34.127
4	<i>32.426</i>	1:10.974	48.274	2:31.674	8	32.806	1:11.492	48.544	2:32.842
303	Gehlen-Willerscheidt				Porsche 924				
1	Out	1:35.617	1:01.966	3:15.057	4	41.741	1:27.792	59.967	3:09.500
2	42.801	1:26.909	1:04.369	3:14.079	5	42.519	<i>1:25.486</i>	<i>57.378</i>	3:05.383
3	40.205	1:28.143	58.988	3:07.336	6	<i>40.185</i>	1:28.107	In	3:12.659 P
305	Zensen-Irnich				Porsche 924				
1	Out	1:35.683	1:01.303	3:14.442	4	Out	1:25.215	58.449	3:37.440
2	42.063	1:28.374	1:12.386	3:22.823	5	<i>38.531</i>	1:24.668	58.508	3:01.707
3	42.745	1:31.629	In	3:17.449 P	6	40.343	<i>1:23.558</i>	<i>58.211</i>	3:02.112
334	Axel Peter				Porsche 924				
1	Out	1:37.723	59.762	3:15.022	4	39.820	<i>1:19.861</i>	56.876	2:56.557
2	43.162	1:28.765	In	3:15.127 P	5	<i>37.376</i>	1:20.485	57.145	2:55.006
3	Out	1:22.905	<i>55.687</i>	4:11.500	6	39.567	1:21.734	In	3:05.838 P
335	Völkel-Joho				Porsche 924				
1	Out	1:25.143	56.287	2:56.340	4	35.957	<i>1:15.674</i>	<i>53.416</i>	2:45.047
2	37.393	1:16.986	55.395	2:49.774	5	<i>35.635</i>	1:16.348	In	2:48.980 P
3	38.085	1:17.088	1:27.417	3:22.590	6	Out	1:20.312	55.310	4:47.905
400	Bitter-Flemes				Renault R5 GT Turbo				
1	Out	1:21.818	53.325	2:48.273	5	<i>33.915</i>	1:12.632	50.564	2:37.111
2	34.464	1:12.550	51.417	2:38.431	6	34.188	1:13.037	<i>50.190</i>	2:37.415
3	34.581	1:15.193	52.264	2:42.038	7	34.112	<i>1:11.010</i>	50.328	2:35.450
4	34.216	1:12.940	51.011	2:38.167	8				
412	Rarbach-Thönnnes				Suzuki Swift GTI				
1	Out	1:23.264	51.816	2:49.704	5	35.529	1:11.151	50.564	2:37.244
2	38.079	1:12.613	<i>48.180</i>	2:38.872	6	33.456	<i>1:09.285</i>	49.467	2:32.208
3	33.142	1:12.450	48.737	2:34.329	7	32.886	1:10.326	50.334	2:33.546
4	<i>32.753</i>	1:10.348	50.985	2:34.086	8	33.890	1:13.394	49.386	2:36.670
413	Tim Verhoeven				Opel Kadett E GSI 16V				
1	Out	1:23.030	<i>51.119</i>	2:49.699	5	38.494	1:21.748	54.026	2:54.268
2	35.091	<i>1:14.298</i>	1:16.154	3:05.543	6	37.109	1:23.381	54.681	2:55.171
3	<i>34.454</i>	1:19.558	1:00.040	2:54.052	7	36.849	1:23.982	57.503	2:58.334
4	35.416	1:18.836	52.675	2:46.927	8				
414	Jacobi-Krusic				Suzuki Swift GTI				
1	Out	1:17.457	1:38.896	3:28.844	5	34.903	1:16.857	52.632	2:44.392
2	36.243	1:20.740	52.774	2:49.757	6	33.937	1:13.568	51.923	2:39.428
3	33.583	<i>1:12.130</i>	52.118	2:37.831	7	34.160	1:12.433	<i>51.068</i>	2:37.661
4	<i>33.417</i>	1:35.705	51.648	3:00.770	8				
417	Thomas Verhoeven				Citroen AX Sport				
1	Out	1:26.393	57.088	3:00.644	5	37.067	1:21.116	55.119	2:53.302
2	39.024	1:24.682	1:01.757	3:05.463	6	<i>36.803</i>	1:20.624	54.637	2:52.064
3	37.521	1:22.042	56.523	2:56.086	7	38.246	<i>1:19.694</i>	54.329	2:52.269
4	37.721	1:22.686	<i>54.059</i>	2:54.466	8				
419	Andreas Höne				Toyota Corolla GT				
1	1:31.367	1:26.917	53.755	3:52.039	5	34.399	1:11.388	<i>48.760</i>	2:34.547
2	35.036	1:11.902	53.616	2:40.554	6	<i>32.355</i>	<i>1:11.205</i>	49.832	2:33.392
3	34.620	1:14.331	50.305	2:39.256	7	33.657	1:11.957	49.429	2:35.043
4	34.209	1:11.928	49.260	2:35.397	8	33.290	1:11.821	In	2:41.911 P



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427	Degner-Schmitz				Honda CRX				
1	Out	1:26.511	52.296	2:53.964	5	33.433	1:10.161	49.378	2:32.972
2	35.861	1:15.688	50.189	2:41.738	6	32.703	1:10.525	48.999	2:32.227
3	33.537	1:11.234	49.551	2:34.322	7	33.440	1:10.890	49.501	2:33.831
4	33.294	1:11.317	49.389	2:34.000	8	32.609	1:11.144	In	2:44.358 P
428	De Clemente-Größl				Alfa Romeo Giulietta				
1	59.192	1:19.521	56.450	3:15.163	5	35.455	1:13.913	52.660	2:42.028
2	42.954	1:19.270	53.747	2:55.971	6	35.162	1:17.646	54.671	2:47.479
3	36.014	1:13.457	1:04.761	2:54.232	7	34.810	1:13.870	53.193	2:41.873
4	36.390	1:14.230	53.185	2:43.805	8				
433	Peters-Ritterbecks				VW Scirocco				
1	Out	1:28.789	1:00.325	3:04.749	5	34.265	1:12.213	54.170	2:40.648
2	36.394	1:16.015	58.045	2:50.454	6	34.115	1:12.417	52.972	2:39.504
3	37.573	1:16.139	55.973	2:49.685	7	36.495	1:10.646	50.374	2:37.515
4	33.413	1:14.390	52.748	2:40.551	8				
437	Oliver Weinmeyer				Renault R 5 GT turbo				
1	Out	1:23.769	51.880	2:48.759	5	32.539	1:10.588	51.215	2:34.342
2	34.194	1:14.070	51.138	2:39.402	6	32.512	1:10.141	50.403	2:33.056
3	36.380	1:14.677	51.359	2:42.416	7	38.018	1:18.895	49.526	2:46.439
4	33.228	1:09.628	49.218	2:32.074	8				
438	Koch-Koch				Opel Kadett E				
1	Out	1:25.857	53.256	2:56.350	5	34.561	1:12.146	In	2:37.998 P
2	33.678	1:17.588	52.944	2:44.210	6	Out	1:11.698	48.697	3:29.345
3	36.146	1:15.627	51.780	2:43.553	7	32.529	1:11.368	49.625	2:33.522
4	34.057	1:11.107	49.922	2:35.086	8				