



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

**Youngtimer Trophy A - Zeittraining 2**  
Laps and Sector times -

**26 - 28 April 2013**  
**Hockenheimring GP - 4574 mtr.**

<b>2</b>	<b>Thomas Böling</b>				VW Golf GTI				
1	Out	1:33.325	53.235	3:02.099	5	34.254	<b>1:12.330</b>	50.401	2:36.985
2	35.292	1:13.360	50.003	2:38.655	6	33.682	1:12.731	50.052	2:36.465
3	33.951	1:13.371	49.988	2:37.310	7	36.770	1:12.916	50.271	2:39.957
4	34.225	1:13.514	50.376	2:38.115	8	<b>33.434</b>	1:12.534	<b>49.424</b>	<b>2:35.392</b>
<b>20</b>	<b>Frühlingsdorf-Reinders</b>				Ford Fiesta				
1	Out	1:27.067	55.943	2:58.361	5	<b>36.383</b>	<b>1:19.167</b>	53.657	<b>2:49.207</b>
2	37.548	1:21.692	<b>53.304</b>	2:52.544	6	43.407	1:21.953	54.289	2:59.649
3	38.111	1:20.868	54.314	2:53.293	7	37.898	1:19.815	54.786	2:52.499
4	40.984	1:20.515	58.940	3:00.439	8				
<b>25</b>	<b>Jörg Becker</b>				VW Golf GTI				
1	Out	1:32.848	53.674	3:01.886	5	34.015	1:11.851	50.262	<b>2:36.128</b>
2	35.426	1:13.450	49.976	2:38.852	6	34.168	1:12.466	50.021	2:36.655
3	<b>33.859</b>	1:13.716	50.049	2:37.624	7	37.128	1:13.402	52.175	2:42.705
4	35.172	1:13.354	<b>49.916</b>	2:38.442	8	33.883	<b>1:11.650</b>	50.830	2:36.363
<b>29</b>	<b>Moser-Moser</b>				VW Scirocco				
1	Out	1:30.587	53.312	3:01.146	5	34.888	1:12.756	51.256	2:38.900
2	35.131	1:14.703	51.921	2:41.755	6	34.255	<b>1:12.173</b>	<b>49.586</b>	<b>2:36.014</b>
3	34.963	1:13.889	50.473	2:39.325	7	35.386	1:15.343	50.261	2:40.990
4	34.955	1:13.351	50.406	2:38.712	8	<b>33.884</b>	1:13.450	49.912	2:37.246
<b>30</b>	<b>Hans Müller-Deck</b>				VW Golf I				
1	Out	1:27.896	53.515	2:59.836	5	36.220	1:14.998	54.534	2:45.752
2	35.391	1:17.112	51.441	2:43.944	6	34.927	<b>1:13.688</b>	<b>49.914</b>	<b>2:38.529</b>
3	35.069	1:14.323	50.502	2:39.894	7	41.039	1:26.121	In	3:14.585 p
4	<b>34.758</b>	1:16.015	51.176	2:41.949	8				
<b>31</b>	<b>Helmut Schilles</b>				VW Golf I				
1	Out	1:32.415	1:01.522	3:12.900	5	34.722	1:14.735	50.293	2:39.750
2	36.869	1:16.127	52.439	2:45.435	6	<b>34.573</b>	<b>1:12.863</b>	<b>50.032</b>	<b>2:37.468</b>
3	36.216	1:15.396	52.092	2:43.704	7	39.742	1:15.361	50.753	2:45.856
4	36.340	1:14.838	52.986	2:44.164	8	34.848	1:12.878	50.164	2:37.890
<b>33</b>	<b>Georg Schwarz</b>				VW Golf GTI				
1	Out	1:18.171	51.731	2:46.187	5	Out	1:25.705	55.600	3:21.599
2	34.702	1:56.675	52.429	3:23.806	6	41.027	1:43.836	50.957	3:15.820
3	36.576	1:24.579	48.807	2:49.962	7	34.503	<b>1:10.811</b>	<b>47.944</b>	<b>2:33.258</b>
4	<b>34.184</b>	1:10.959	In	2:37.357 P	8				
<b>51</b>	<b>Karl-Heinz Jathe</b>				Ford Escort RS 2000				
1	Out	1:22.701	56.273	2:52.404	5	<b>37.350</b>	1:19.480	57.097	2:53.927
2	39.323	1:23.714	59.681	3:02.718	6	42.154	1:19.521	56.765	2:58.440
3	42.052	1:20.291	57.551	2:59.894	7	38.842	<b>1:18.544</b>	<b>55.947</b>	<b>2:53.333</b>
4	41.520	1:18.883	56.084	2:56.487	8				
<b>52</b>	<b>Christian Klöttsch</b>				Ford Escort RS 2000				
1	Out	1:21.940	55.845	2:52.040	5	34.743	1:13.522	52.737	2:41.002
2	36.116	1:15.530	52.044	2:43.690	6	34.734	<b>1:13.105</b>	<b>50.309</b>	<b>2:38.148</b>
3	35.602	1:14.361	In	2:45.584 P	7	<b>34.465</b>	1:13.839	50.324	2:38.628
4	Out	1:13.967	52.087	3:23.076	8				
<b>101</b>	<b>Benra-Benra</b>				NSU TT				
1	Out	1:30.571	1:02.329	3:10.485	5	<b>35.876</b>	1:14.725	52.153	<b>2:42.754</b>
2	39.066	1:27.743	59.882	3:06.691	6	36.058	<b>1:14.536</b>	52.791	2:43.385
3	40.889	1:18.396	53.780	2:53.065	7	36.424	1:15.715	<b>51.932</b>	2:44.071
4	36.487	1:16.325	54.550	2:47.362	8				



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<b>102</b>	<b>Marmulla-Sälzer</b>				NSU TT				
1	Out	1:27.799	57.752	3:01.440	5	36.207	<i>1:15.761</i>	55.491	2:47.459
2	38.311	1:26.892	1:00.448	3:05.651	6	37.970	1:16.741	<i>53.279</i>	2:47.990
3	40.579	1:17.768	54.112	2:52.459	7	<i>35.530</i>	1:16.953	53.726	<b>2:46.209</b>
4	36.376	1:17.033	54.547	2:47.956	8				
<b>103</b>	<b>Benra-Benra</b>				NSU TT				
1	Out	1:28.576	56.656	3:00.508	5	34.881	1:12.366	50.586	2:37.833
2	36.125	1:18.639	51.300	2:46.064	6	35.018	1:12.561	50.662	2:38.241
3	36.778	1:14.240	53.156	2:44.174	7	35.016	1:11.967	50.595	2:37.578
4	36.282	1:22.924	53.344	2:52.550	8	<i>33.406</i>	<i>1:11.175</i>	<i>49.852</i>	<b>2:34.433</b>
<b>110</b>	<b>Bastian Bender</b>				BMW 2002ti				
1	Out	1:23.026	55.115	2:49.935	5	29.961	<i>1:04.496</i>	50.966	2:25.423
2	<i>29.771</i>	1:04.747	54.658	2:29.176	6	30.653	1:04.845	<i>44.951</i>	2:20.449
3	32.500	1:06.167	46.628	2:25.295	7	39.495	1:05.482	44.952	2:29.929
4	32.414	1:06.931	47.685	2:27.030	8	29.927	1:05.209	45.291	<b>2:20.427</b>
<b>112</b>	<b>Friedhelm Pffingst</b>				BMW 2002				
1	Out	1:23.346	56.534	2:54.319	5				2:33.255
2	<i>33.700</i>	<i>1:15.722</i>	<i>50.744</i>	2:40.166	6				<b>2:28.801</b>
3				2:36.117	7				2:29.444
4				2:31.547	8		In	In	2:35.925 p
<b>116</b>	<b>Bender-Lohmann</b>				BMW 2002				
1	Out	1:15.503	52.753	2:37.954	5	32.079	<i>1:07.994</i>	47.752	<b>2:27.825</b>
2	33.249	1:19.464	53.284	2:45.997	6	<i>31.937</i>	1:08.762	47.512	2:28.211
3	35.922	1:12.030	47.771	2:35.723	7	34.912	1:08.815	<i>47.190</i>	2:30.917
4	34.173	1:10.121	52.096	2:36.390	8	32.164	1:08.809	47.748	2:28.721
<b>118</b>	<b>Wilhelm Vinke</b>				Opel Kadett B 1900				
1	Out	1:20.514	50.249	2:47.839	5	32.419	1:06.961	48.112	2:27.492
2	32.415	1:11.427	51.726	2:35.568	6	<i>30.522</i>	<i>1:04.613</i>	<i>46.238</i>	<b>2:21.373</b>
3	33.360	1:08.158	47.424	2:28.942	7	34.237	1:12.280	In	2:41.852 p
4	31.270	1:05.083	46.456	2:22.809	8				
<b>120</b>	<b>Clemens Diewald</b>				Opel Commodore				
1	Out	1:20.694	53.195	2:50.298	3	33.966	<i>1:09.935</i>	<i>48.257</i>	<b>2:32.158</b>
2	34.475	1:14.184	51.543	2:40.202	4	<i>32.681</i>	1:12.949	In	2:51.003 p
<b>127</b>	<b>Alexander Köppen</b>				Alfa Romeo Alfasud				
<b>128</b>	<b>Christoph Wilde</b>				Simca Rallye 2				
1	Out	1:15.617	50.699	2:38.355	5	35.166	1:14.429	49.448	2:39.043
2	33.604	1:11.651	49.766	2:35.021	6	33.238	1:10.901	<i>48.380</i>	2:32.519
3	33.211	1:10.940	48.851	2:33.002	7	<i>32.758</i>	<i>1:09.483</i>	48.866	<b>2:31.107</b>
4	32.777	1:10.258	3:58.976	5:42.011	8				
<b>132</b>	<b>Denis-Munhowen</b>				Simca Rallye 2				
1	Out	1:17.199	54.806	2:44.848	5	Out	<i>1:09.693</i>	<i>47.694</i>	4:54.976
2	36.087	1:16.483	56.261	2:48.831	6	33.164	1:10.379	48.280	2:31.823
3	33.831	1:11.245	49.694	2:34.770	7	<i>32.663</i>	1:09.920	48.110	<b>2:30.693</b>
4	35.101	1:15.757	In	2:49.380 p	8				
<b>135</b>	<b>Klaus Peter</b>				VW Scirocco				
1	Out	1:39.494	1:02.290	3:21.782	5	34.667	1:10.571	49.619	2:34.857
2	36.989	1:24.575	52.474	2:54.038	6	33.213	1:08.698	<i>48.547</i>	2:30.458

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<b>3</b>	38.378	1:17.092	53.026	2:48.496	<b>7</b>	36.825	1:13.632	50.706	2:41.163
<b>4</b>	37.430	1:16.977	54.559	2:48.966	<b>8</b>	<b>32.615</b>	<b>1:07.393</b>	49.570	<b>2:29.578</b>
<b>140</b>	<b>Dieter-Karl Anton</b>				Ford Escort RS 1600				
<b>1</b>	Out	1:13.436	45.648	2:34.938	<b>5</b>	Out	1:04.386	45.601	4:16.441
<b>2</b>	30.607	1:03.650	45.140	2:19.397	<b>6</b>	30.646	<b>1:02.818</b>	<b>44.256</b>	<b>2:17.720</b>
<b>3</b>	<del>30.386</del>	1:03.367	44.875	2:18.628	<b>7</b>	40.137	1:06.018	In	2:34.266 <b>P</b>
<b>4</b>	30.658	1:03.421	In	2:26.354 <b>P</b>	<b>8</b>				
<b>141</b>	<b>Michael Bockmühl</b>				BMW 2002				
<b>1</b>	Out	1:34.756	56.172	3:10.051	<b>4</b>	39.176	1:19.659	<b>55.540</b>	2:54.375
<b>2</b>	<b>36.431</b>	1:18.518	56.796	2:51.745	<b>5</b>	38.132	1:18.350	In	3:02.593 <b>P</b>
<b>3</b>	37.433	<b>1:16.683</b>	57.425	<b>2:51.541</b>	<b>6</b>				
<b>142</b>	<b>Fröhlingdorf-Leiendecker</b>				Ford Escort RS 2000				
<b>1</b>	Out	1:24.439	In	2:48.088 <b>P</b>	<b>4</b>	<b>31.822</b>	1:07.702	<b>47.215</b>	<b>2:26.739</b>
<b>2</b>	Out	1:09.851	48.380	5:27.366	<b>5</b>	36.488	<b>1:05.856</b>	In	2:32.514 <b>P</b>
<b>3</b>	33.409	1:07.860	50.067	2:31.336	<b>6</b>				
<b>143</b>	<b>Bernhard Hagen</b>				BMW 2002ti				
<b>1</b>	Out	1:29.073	58.651	3:08.565	<b>4</b>	37.588	1:23.599	56.653	2:57.840
<b>2</b>	39.515	1:20.472	54.725	2:54.712	<b>5</b>	37.463	1:18.454	<b>54.336</b>	2:50.253
<b>3</b>	<b>36.317</b>	<b>1:17.328</b>	54.869	<b>2:48.514</b>	<b>6</b>	3:20.990	1:40.005	1:00.742	6:01.737
<b>146</b>	<b>Carl Seher</b>				BMW 2002ti				
<b>1</b>	Out	1:17.721	50.407	2:39.001	<b>5</b>	32.722	1:13.198	49.365	2:35.285
<b>2</b>	34.743	1:21.981	53.479	2:50.203	<b>6</b>	<b>32.714</b>	<b>1:09.959</b>	<b>48.140</b>	<b>2:30.813</b>
<b>3</b>	35.713	1:11.293	49.012	2:36.018	<b>7</b>	37.222	1:11.004	49.220	2:37.446
<b>4</b>	33.674	1:13.239	51.043	2:37.956	<b>8</b>	33.266	1:10.892	49.313	2:33.471
<b>148</b>	<b>Dieter Dörmann</b>				Ford BDA				
<b>1</b>	Out	1:20.656	53.024	2:46.401	<b>5</b>	33.373	1:07.186	50.493	2:31.052
<b>2</b>	34.878	1:13.532	51.516	2:39.926	<b>6</b>	32.930	<b>1:06.928</b>	<b>47.610</b>	<b>2:27.468</b>
<b>3</b>	33.702	1:08.927	49.902	2:32.531	<b>7</b>	37.338	1:08.382	48.772	2:34.492
<b>4</b>	33.283	1:08.867	48.522	2:30.672	<b>8</b>	<b>32.645</b>	1:07.271	47.969	2:27.885
<b>149</b>	<b>Helmut Dr. Stein</b>				FORD RS 1600				
<b>1</b>	Out	1:20.554	53.163	2:50.552	<b>5</b>	32.292	1:07.828	51.076	2:31.196
<b>2</b>	34.143	1:14.426	51.521	2:40.090	<b>6</b>	<b>31.628</b>	<b>1:05.403</b>	49.277	<b>2:26.308</b>
<b>3</b>	32.319	1:09.092	49.979	2:31.390	<b>7</b>	37.833	1:08.998	<b>48.428</b>	2:35.259
<b>4</b>	33.492	1:09.177	48.793	2:31.462	<b>8</b>	32.760	1:15.348	In	2:51.495 <b>P</b>
<b>158</b>	<b>Bernd Runkel</b>				VW Polo				
<b>1</b>	Out	1:19.829	54.468	2:48.059	<b>3</b>	3:17.627	1:31.715	In	5:55.019 <b>P</b>
<b>2</b>	<b>37.025</b>	<b>1:15.334</b>	<b>50.890</b>	<b>2:43.239</b>	<b>4</b>				
<b>159</b>	<b>Sebastian Schemmann</b>				VW Polo				
<b>1</b>	Out	1:24.375	56.507	2:53.384	<b>5</b>	34.196	1:13.822	50.453	2:38.471
<b>2</b>	35.261	1:14.958	54.003	2:44.222	<b>6</b>	<b>33.746</b>	1:13.616	50.280	<b>2:37.642</b>
<b>3</b>	34.231	1:15.295	51.246	2:40.772	<b>7</b>	36.351	<b>1:12.810</b>	<b>50.142</b>	2:39.303
<b>4</b>	35.146	1:14.811	50.661	2:40.618	<b>8</b>	33.865	1:12.907	51.281	2:38.053
<b>162</b>	<b>Thomas Schröder</b>				VW Derby				
<b>1</b>	Out	1:25.820	54.491	2:56.250	<b>5</b>	Out	1:13.308	52.148	3:53.929
<b>2</b>	37.128	1:16.585	53.067	2:46.780	<b>6</b>	38.833	1:15.524	51.257	2:45.614
<b>3</b>	34.936	1:16.093	53.881	2:44.910	<b>7</b>	<b>33.784</b>	<b>1:12.668</b>	<b>50.459</b>	<b>2:36.911</b>
<b>4</b>	35.258	1:15.873	In	2:48.853 <b>P</b>	<b>8</b>				

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<b>175</b>	<b>Schmitz-Schmitz</b>				<b>Audi 50</b>				
1	Out	<i>1:27.151</i>	<i>54.366</i>	2:56.739	5	34.428		2:35.300	
2	36.831			2:40.147	6	31.952		<b>2:26.452</b>	
3	32.406			2:30.478	7	45.017	In	3:03.629 <b>P</b>	
4	<i>31.748</i>			2:31.641	8		In		
<b>179</b>	<b>Dietmar Simon</b>				<b>Audi 50</b>				
1	Out	1:14.546	53.939	2:38.922	5	34.196	1:10.196	48.076	2:32.468
2	34.316	1:13.391	51.961	2:39.668	6	32.717	1:10.564	<i>47.421</i>	<b>2:30.702</b>
3	33.023	1:10.909	47.674	2:31.606	7	42.766	1:25.537	In	3:09.309 <b>P</b>
4	<i>32.544</i>	<i>1:09.995</i>	48.763	2:31.302	8				
<b>303</b>	<b>Gehlen-Willerscheidt</b>				<b>Porsche 924</b>				
1	Out	1:31.226	1:00.852	3:09.830	5	<i>40.169</i>	<i>1:24.285</i>	<i>57.442</i>	<b>3:01.896</b>
2	42.258	1:27.931	1:00.207	3:10.396	6	42.413	1:24.385	59.080	3:05.878
3	42.683	1:24.500	57.532	3:04.715	7	41.920	1:52.853	In	3:49.018 <b>P</b>
4	41.584	1:27.392	1:00.439	3:09.415	8				
<b>305</b>	<b>Zensen-Irnich</b>				<b>Porsche 924</b>				
1	Out	1:26.405	54.874	2:57.112	4	<i>34.850</i>	<i>1:16.038</i>	53.203	<b>2:44.091</b>
2	36.361	1:19.017	53.474	2:48.852	5	36.107	1:16.287	In	2:51.560 <b>P</b>
3	36.345	1:16.610	<i>52.517</i>	2:45.472	6				
<b>334</b>	<b>Axel Peter</b>				<b>Porsche 924</b>				
1	Out	1:41.391	1:05.660	3:26.135	5	38.545	<i>1:20.840</i>	57.743	<b>2:57.128</b>
2	42.141	1:29.903	1:00.862	3:12.906	6	41.184	1:23.962	58.919	3:04.065
3	42.189	1:22.143	<i>57.289</i>	3:01.621	7	<i>38.259</i>	1:21.565	1:00.430	3:00.254
4	41.917	1:21.740	1:01.646	3:05.303	8				
<b>335</b>	<b>Völkel-Joho</b>				<b>Porsche 924</b>				
1	Out	1:27.164	57.820	3:01.308	5	35.578	1:16.001	53.400	<b>2:44.979</b>
2	37.100	1:33.406	59.506	3:10.012	6	36.428	<i>1:15.601</i>	<i>53.084</i>	2:45.113
3	37.264	1:17.373	54.033	2:48.670	7	<i>35.474</i>	1:16.069	53.877	2:45.420
4	37.759	1:16.990	54.447	2:49.196	8				
<b>400</b>	<b>Bitter-Flemes</b>				<b>Renault R5 GT Turbo</b>				
1	Out	1:27.637	57.210	3:02.066	3	<i>35.568</i>	<i>1:15.030</i>	54.310	<b>2:44.908</b>
2	35.691	1:16.219	<i>53.312</i>	2:45.222	4				
<b>412</b>	<b>Rarbach-Thönnies</b>				<b>Suzuki Swift GTI</b>				
1	Out	1:21.721	49.998	2:45.258	5	38.699	1:17.099	In	2:58.657 <b>P</b>
2	<i>32.371</i>	1:09.543	47.416	<b>2:29.330</b>	6	Out	<i>1:09.500</i>	<i>47.011</i>	2:44.049
3	32.391	1:10.051	48.252	2:30.694	7	34.195	1:11.031	49.126	2:34.352
4	32.500	1:10.002	47.481	2:29.983	8	32.601	1:10.470	47.123	2:30.194
<b>413</b>	<b>Tim Verhoeven</b>				<b>Opel Kadett E GSI 16V</b>				
1	Out	<i>1:31.752</i>	In	3:05.794 <b>P</b>	2	Out	1:40.281	In	14:18.065 <b>P</b>
<b>414</b>	<b>Jacobi-Krusic</b>				<b>Suzuki Swift GTI</b>				
1	Out	1:20.108	54.079	2:46.521	5	<i>33.789</i>	<i>1:11.635</i>	51.336	<b>2:36.760</b>
2	36.340	1:17.382	59.417	2:53.139	6	36.052	1:12.754	50.411	2:39.217
3	39.646	1:12.932	51.275	2:43.853	7	39.591	1:13.189	<i>50.315</i>	2:43.095
4	34.802	1:12.441	51.201	2:38.444	8				
<b>417</b>	<b>Thomas Verhoeven</b>				<b>Citroen AX Sport</b>				
1	Out	1:21.606	56.053	2:51.424	5	36.266	1:15.982	54.712	2:46.960
2	38.926	1:19.417	58.801	2:57.144	6	36.038	1:15.853	<i>51.383</i>	2:43.274
3	40.185	1:18.051	52.638	2:50.874	7	<i>34.774</i>	<i>1:15.530</i>	51.830	<b>2:42.134</b>

**Int ADAC-MCS Rundstreckenrennen Preis der Stadt Stuttgart**  
MCS Stuttgart e.V.**Youngtimer Trophy A - Zeittraining 2**  
Laps and Sector times -26 - 28 April 2013  
Hockenheimring GP - 4574 mtr.

4	37.300	1:16.801	53.949	2:48.050	8				
<b>419</b>	<b>Andreas Höne</b>				Toyota Corolla GT				
1	Out	1:18.103	53.311	2:44.074	5	33.012	1:09.791	<del>48.732</del>	2:31.535
2	36.352	1:14.557	51.947	2:42.856	6	32.885	<del>1:08.876</del>	48.861	<b>2:30.622</b>
3	35.614	1:10.900	52.572	2:39.086	7	33.197	1:09.179	49.377	2:31.753
4	32.878	1:10.137	51.177	2:34.192	8	<del>32.720</del>	1:09.253	51.246	2:33.219
<b>427</b>	<b>Degner-Schmitz</b>				Honda CRX				
1	Out	1:25.934	53.910	2:53.459	5	36.767	1:12.713	54.346	2:43.826
2	38.119	1:17.600	55.984	2:51.703	6	<del>34.752</del>	1:12.686	51.190	<b>2:38.628</b>
3	36.704	1:13.862	51.574	2:42.140	7	34.848	1:12.955	<del>51.171</del>	2:38.974
4	35.744	<del>1:12.313</del>	51.483	2:39.540	8	35.238	1:13.319	51.222	2:39.779
<b>428</b>	<b>De Clemente-Größl</b>				Alfa Romeo Giulietta				
1	Out	1:27.219	54.325	2:56.362	5	<del>34.309</del>	1:13.068	50.279	<b>2:37.656</b>
2	36.483	1:18.223	58.224	2:52.930	6	42.043	1:13.505	50.198	2:45.746
3	35.449	1:13.360	51.470	2:40.279	7	38.552	<del>1:10.895</del>	<del>50.090</del>	2:39.537
4	34.448	1:12.040	52.420	2:38.908	8				
<b>433</b>	<b>Peters-Ritterbecks</b>				VW Scirocco				
1	Out	1:30.869	57.723	3:06.482	4	<del>34.418</del>	<del>1:12.638</del>	<del>49.720</del>	<b>2:36.776</b>
2	35.565	1:18.280	51.677	2:45.522	5	36.275	1:31.203	In	3:20.585 P
3	35.553	1:14.251	52.727	2:42.531	6				
<b>437</b>	<b>Oliver Weinmeyer</b>				Renault R 5 GT turbo				
1	Out	1:20.459	50.780	2:46.158	5	34.440	1:08.894	49.134	2:32.468
2	33.834	1:12.229	48.512	2:34.575	6	<del>32.253</del>	1:09.295	In	2:33.614 P
3	32.771	1:08.883	<del>47.302</del>	<b>2:28.956</b>	7	Out	1:19.165	47.469	3:13.605
4	32.418	1:10.951	47.861	2:31.230	8	32.487	<del>1:08.449</del>	48.433	2:29.369
<b>438</b>	<b>Koch-Koch</b>				Opel Kadett E				
1	Out	1:33.736	59.901	3:12.547	5	<del>33.226</del>	1:13.229	49.470	2:35.925
2	42.238	1:29.532	1:00.844	3:12.614	6	57.654	1:18.564	51.178	3:07.396
3	38.141	1:13.226	49.832	2:41.199	7	35.623	<del>1:08.130</del>	<del>46.803</del>	<b>2:30.556</b>
4	35.906	1:09.359	53.812	2:39.077	8				