



Preis der Stadt Stuttgart
MCS Stuttgart e.V. im ADAC

DMSB 64/18

DMSB

FHR HTGT um die Dunlop-Trophy

27 - 29 April 2018

Runden und Sektoren Zeiten - Rennen 9

Hockenheim GP - 4574 mtr.

7 Markus Schenkl									Crosslé Crosslé 7S										
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.612		1:02.031	154.5	43.933		179.7	2:19.576		15	Out	110.7	1:00.650	152.3	41.687		205.7	3:38.805	
2	30.131		1:01.358	153.8	43.244		189.8	2:14.733		16	28.984		59.539	157.9	42.241		199.3	2:10.764	
3	29.408		1:00.215	154.7	43.061		187.2	2:12.684		17	29.688		<u>58.765</u>	158.1	43.389		212.2	2:11.842	
4	30.584		1:00.609	154.3	42.624		188.8	2:13.817		18	<u>28.740</u>		1:00.500	154.3	42.543		213.9	2:11.783	
5	29.357		1:00.468	158.4	42.658		198.2	2:12.483		19	29.329		59.820	153.6	41.842		208.1	2:10.991	
6	29.078	114.9	1:01.618	153.8	43.193		195.3	2:13.889		20	29.223		59.163	154.3	42.081		210.5	2:10.467	
7	29.472	112.3	1:00.028	153.0	42.523		200.4	2:12.023		21	29.192	115.3	59.734	156.1	41.734		205.7	2:10.660	
8	28.968		1:00.323	155.4	42.481		198.2	2:11.772		22	29.259	117.5	1:00.988	151.9	43.005		211.4	2:13.252	
9	29.197		1:00.156	158.1	42.442		200.4	2:11.795		23	29.287	116.9	1:01.522	147.5	41.741		211.4	2:12.550	
10	29.340	113.2	1:00.024	157.4	42.330		194.2	2:11.694		24	29.401	<u>121.6</u>	59.316	<u>159.1</u>	<u>41.435</u>		184.6	2:10.152	
11	29.047	113.9	58.959	157.4	41.992		201.9	<u>2:09.998</u>		25	29.506	116.6	59.391	158.4	41.457		<u>215.6</u>	2:10.354	
12	29.785	116.0	1:00.591	153.6	41.833		203.0	2:12.209		26	29.049	117.0	59.790	153.8	41.755		209.3	2:10.594	
13	28.923	120.0	1:02.370	151.7	42.643		210.5	2:13.936		27	30.432	113.2	1:01.371	155.2	43.322		189.8	2:15.125	
14	29.589	111.3	59.785	157.2	In		200.4	2:17.335	P	28	28.848	119.3	1:00.305	155.2	41.567		208.5	2:10.720	

13 Gustav Edelhoff									Daimler-Benz 300 SEL 6.3											
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit	
1	34.453		1:05.387	147.5	43.106		197.4	2:22.946		15	29.846	<u>126.2</u>	1:00.701	147.1	42.817		200.4	2:13.364		
2	29.937		1:03.606	147.3	42.568		198.2	2:16.111		16	29.246		1:00.963	144.6	42.765		198.5	2:12.974		
3	29.858		1:01.124	146.9	41.785		199.6	2:12.767		17	29.501		1:00.698	146.1	41.972		198.5	2:12.171		
4	29.269		1:01.350	148.4	41.979		199.6	2:12.598		18	29.239		1:00.353	142.9	42.467		199.6	2:12.059		
5	29.750		1:00.778	<u>149.2</u>	41.630		198.5	2:12.158		19	29.455		1:00.621	144.2	41.974		198.9	2:12.050		
6	29.628		1:01.982	143.8	42.421		198.9	2:14.031		20	29.365		1:00.468	145.7	41.986		198.5	2:11.819		
7	29.782		1:01.350	147.7	41.878		198.9	2:13.010		21	29.455		1:00.419	145.9	41.631		198.9	<u>2:11.505</u>		
8	29.431		1:01.025	142.9	42.380		197.8	2:12.836		22	29.537		1:00.214	142.3	42.580		198.5	2:12.331		
9	30.046		1:01.020	143.6	42.296		197.8	2:13.362		23	30.649		<u>59.961</u>	146.7	42.266		<u>202.2</u>	2:12.876		
10	29.705		1:00.955	145.4	42.377		196.4	2:13.037		24	29.998		1:00.113	144.8	<u>41.450</u>		201.1	2:11.561		
11	30.200		1:01.110	142.1	42.473		197.8	2:13.783		25	31.660		1:00.297	148.6	41.631		200.4	2:13.588		
12	29.459	<u>126.2</u>	1:00.865	148.8	In		196.4	2:17.646	P	26	<u>29.061</u>		1:00.710	146.9	41.776		200.4	2:11.547		
13	Out	123.1	1:01.153	142.3	41.897		198.5	4:09.768		27	29.615		1:00.708	145.7	41.692		200.0	2:12.015		
14	29.255	124.3	1:00.776	144.2	42.947		199.3	2:12.978		28										

16 Wulf Fischer-Knuppertz									Lancia Fulvia 1600HF										
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	37.508		1:11.527	129.7	47.310		170.1	2:36.345		10	35.026	105.3	1:08.839	129.0	45.473		160.2	2:29.338	
2	33.295		1:09.399	128.1	47.309		167.2	2:30.003		11	33.480	<u>112.5</u>	1:07.929	129.5	45.702		165.1	2:27.111	
3	33.090		1:08.462	128.0	46.083		167.2	2:27.635		12	33.600		1:16.190	82.5	In		169.5	3:30.046	P
4	32.938		<u>1:07.613</u>	131.4	45.647		167.2	<u>2:26.198</u>		13	Out	75.1	1:45.241	79.4	1:05.110		89.3	12:57.266	
5	42.152		1:40.192	82.9	In		92.2	3:41.376	P	14	41.075	101.7	1:09.777	131.4	47.384		157.2	2:38.236	
6	Out		1:51.278	67.5	1:08.885		83.5	7:50.315		15	33.825	111.3	1:09.732	132.0	47.826		154.3	2:31.383	
7	33.511	110.5	1:07.905	128.7	45.314		164.4	2:26.730		16	33.751		1:07.885	<u>132.2</u>	46.023		<u>172.2</u>	2:27.659	
8	<u>32.771</u>	112.1	1:08.351	130.0	45.902		164.6	2:27.024		17	33.505	108.2	1:09.861	126.0	52.530		162.2	2:35.896	
9	33.905	111.5	1:09.844	130.9	<u>45.111</u>		141.0	2:28.860		18	48.026	92.5	1:37.512	93.1	1:09.740		92.8	3:35.278	

32 Schrader-Harris									BMW 1800 TI										
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	38.137		1:16.488	124.6	50.291		147.5	2:44.916		13	32.658	109.2	1:08.892	126.6	50.598		172.5	2:32.148	
2	36.621		1:13.005	124.0	51.078		164.1	2:40.704		14	33.755		1:08.614	128.6	46.093		171.2	2:28.462	
3	35.250		1:14.873	124.1	50.925		155.2	2:41.048		15	33.453		1:09.830	126.9	46.875		168.5	2:30.158	
4	35.656		1:14.199	121.5	53.871		161.9	2:43.726		16	32.405		1:08.375	130.3	47.087		172.2	2:27.867	
5	35.321		1:17.839	115.0	In		158.6	2:55.677	P	17	32.463		1:08.121	130.9	45.940		169.0	2:26.524	
6	Out		1:10.012	128.0	46.644		173.1	4:24.364		18	<u>32.200</u>		<u>1:07.463</u>	129.7	45.893		167.2	<u>2:25.556</u>	
7	32.385		1:08.320	128.4	45.712		175.6	2:26.417		19	33.129	107.4	1:07.794	129.8	47.745		171.4	2:28.668	
8	32.303		1:07.913	131.9	46.167		175.0	2:26.383		20	33.654		1:08.038	131.2	46.161		175.0	2:27.853	
9	33.425	<u>110.8</u>	1:08.463	131.2	47.178		173.9	2:29.066		21	33.572		1:09.323	128.0	47.816		171.2	2:30.711	
10	34.309	103.6	1:08.535	131.5	46.326		172.8	2:29.170		22	36.370		1:10.878	120.7	46.124		155.6	2:33.372	
11	33.337	107.9	1:07.596	<u>132.7</u>	45.926		<u>176.8</u>	2:26.859		23	32.790		1:07.497	131.4	45.598		172.0	2:25.885	
12	32.891	110.4	1:07.758	<u>132.7</u>	<u>45.530</u>		171.4	2:26.179		24	32.408		1:08.317	129.7	46.724		169.0	2:27.449	

41 Georgi-Praller									BMW 2002										
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	32.877		1:04.297	146.3	43.206		188.2	2:20.380		4	30.241		1:11.639	121.6	In		190.5	2:42.852	P
2	29.936		1:02.156	147.5	42.641		189.8	2:14.733		5	Out		1:02.853	145.7	<u>41.638</u>		184.3	9:27.798	



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27 - 29 April 2018

Runden und Sektoren Zeiten - Rennen 9

Hockenheim GP - 4574 mtr.

3	29.312	1:01.207	149.0	42.603	191.2	2:13.122	6	29.613	121.6	1:01.610	144.4	In	185.6	2:30.769	P
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62 Günther Schindler										BMW 2002									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.418		1:01.256	147.3	40.474		199.3	2:15.148		12	28.317	124.0	59.082	155.2	40.049		195.3	2:07.448	
2	29.828		1:01.803	149.8	40.333		197.8	2:11.964		13	28.392	119.6	59.523	154.1	40.328		196.0	2:08.243	
3	28.702		59.346	152.1	39.881		198.2	2:07.929		14	28.006	123.9	59.353	149.2	40.541		200.4	2:07.900	
4	28.477		58.757	152.3	40.430		197.8	2:07.664		15	28.333	123.6	58.903	151.7	In		196.0	2:13.703	P
5	28.518		59.197	152.1	41.193		197.1	2:08.908		16	Out		1:01.034	144.4	41.151		192.2	4:03.666	
6	28.438	123.1	1:00.215	149.6	40.232		195.3	2:08.885		17	28.480		1:00.212	149.6	40.653		188.5	2:09.345	
7	28.672		58.858	151.3	40.482		197.4	2:08.012		18	28.703		1:02.594	141.4	41.128		193.9	2:12.425	
8	28.222		58.553	154.5	40.056		198.2	2:06.831		19	30.771		1:04.503	138.8	43.042		175.3	2:18.316	
9	28.131		59.241	153.2	39.926		195.7	2:07.298		20	32.064		1:05.161	132.2	43.440		171.4	2:20.665	
10	28.242	124.9	58.924	151.9	40.446		199.6	2:07.612		21	32.754	104.3	1:09.815	127.4	In		160.0	2:36.625	P
11	28.421	122.7	59.506	153.2	40.258		195.7	2:08.185		22									

63 Andreas Rosponi										Alfa Romeo GTAm									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit

66 Lorch-Schäfer										Ford Mustang Mark 1									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	36.291		1:10.771	147.9	47.540		158.4	2:34.602		3	34.847		1:40.945	89.0	In		96.1	3:29.704	P
2	33.417		1:09.467	147.9	46.842		165.6	2:29.726		4									

71 Fauth-Fauth										Porsche 911									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	35.024		1:06.984	135.0	45.671		189.8	2:27.679		14	34.059	100.6	1:09.800	130.6	48.934		178.2	2:32.793	
2	31.477		1:06.281	136.0	45.188		188.8	2:22.946		15	33.959		1:08.514	132.2	48.287		180.3	2:30.760	
3	31.435		1:04.876	135.8	44.831		188.8	2:21.142		16	32.933		1:09.996	130.4	48.272		182.7	2:31.201	
4	31.043		1:05.525	136.5	44.733		187.5	2:21.301		17	32.810	100.8	1:09.991	127.2	49.240		179.1	2:32.041	
5	31.251	113.2	1:04.801	136.7	44.670		187.5	2:20.722		18	33.521		1:09.709	132.0	47.952		183.4	2:31.182	
6	31.236	113.8	1:04.827	135.7	44.726		186.5	2:20.789		19	33.255	111.8	1:08.829	131.5	48.413		176.2	2:30.497	
7	31.182		1:04.647	136.2	44.596		187.5	2:20.425		20	33.450	101.8	1:10.120	127.8	48.766		182.4	2:32.336	
8	31.485		1:04.938	135.8	45.209		187.2	2:21.632		21	33.935	102.5	1:08.467	131.5	47.555		182.1	2:29.957	
9	31.956	108.8	1:05.072	134.5	44.940		188.2	2:21.968		22	33.341	113.4	1:09.367	129.5	49.659		169.0	2:32.367	
10	31.379	113.9	1:06.047	130.4	44.922		185.2	2:22.348		23	33.794	103.4	1:09.518	127.8	48.596		181.8	2:31.908	
11	31.435	107.7	1:05.571	134.2	45.285		187.5	2:22.291		24	33.223	105.1	1:08.698	132.2	48.435		179.7	2:30.356	
12	31.405	113.1	1:04.700	135.7	In		187.5	2:26.944	P	25	32.734	110.5	1:09.051	127.2	48.399		176.8	2:30.184	
13	Out	111.3	1:09.196	129.3	49.709		170.9	4:41.007		26									

83 Roland Portmann										BMW 1800 Ti									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.354		1:05.314	137.4	44.236		184.6	2:23.904		14	31.319	115.4	1:04.339	136.5	43.948		185.6	2:19.606	
2	33.859		1:04.570	132.0	43.691		176.8	2:22.120		15	31.686		1:05.553	136.7	44.307		162.2	2:21.546	
3	30.463		1:04.612	137.6	43.669		184.0	2:18.744		16	31.057		1:04.317	136.0	43.676		184.6	2:19.050	
4	30.890		1:04.665	137.4	43.813		182.4	2:19.368		17	30.795		1:05.585	129.7	44.151		183.1	2:20.531	
5	30.721		1:04.566	137.9	43.919		182.7	2:19.206		18	30.544		1:03.892	138.3	44.012		185.9	2:18.448	
6	31.739		1:04.071	136.7	In		182.7	2:24.390	P	19	30.836		1:04.652	138.1	43.614		185.6	2:19.102	
7	Out		1:04.683	137.2	43.549		181.2	4:13.132		20	30.645		1:04.262	138.1	44.052		183.7	2:18.959	
8	30.618		1:04.311	139.2	43.165		184.0	2:18.094		21	30.638		1:04.641	137.8	44.298		182.4	2:19.577	
9	30.752		1:04.431	136.2	43.719		181.5	2:18.902		22	30.899		1:04.103	138.1	44.347		185.2	2:19.349	
10	30.735	118.6	1:04.069	135.8	44.390		181.2	2:19.194		23	31.176		1:03.950	138.6	44.736		186.2	2:19.862	
11	30.623	117.0	1:04.835	138.6	43.855		181.5	2:19.313		24	30.425		1:03.893	138.5	43.825		185.9	2:18.143	
12	31.048	116.1	1:04.770	136.7	44.115		182.4	2:19.933		25	31.161		1:03.639	139.2	44.005		184.9	2:18.805	
13	31.129	118.6	1:03.761	137.2	43.789		183.4	2:18.679		26	31.058		1:04.511	137.4	44.226		181.5	2:19.795	

84 Ovid Vasut										Corvette c2 Sting Ray									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	29.226		58.191	164.4	42.485		211.8	2:09.902		5	28.006		56.936	167.2	42.095		220.4	2:07.037	
2	29.421		1:04.015	160.7	41.770		208.9	2:15.206		6	28.252	135.7	58.212	157.7	43.223		210.5	2:09.687	
3	28.210		57.412	168.2	41.406		213.4	2:07.028		7	28.834		59.309	120.0	In		215.1	2:28.026	P
4	28.122		57.424	156.3	42.021		216.4	2:07.567		8									



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FHR HTGT um die Dunlop-Trophy
Runden und Sektoren Zeiten - Rennen 9

27 - 29 April 2018
Hockenheim GP - 4574 mtr.

86		Dieter Lehner						Ford Mustang GT 350												
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit	
1	34.511		1:03.083	152.8	42.587		203.8	2:20.181		15	29.727		1:01.252	149.8	42.894		196.7	2:13.873		
2	30.692		1:01.588	154.9	42.341		191.8	2:14.621		16	30.160	122.3	1:01.247	141.7	42.660		197.8	2:14.067		
3	29.544		59.864	156.3	42.778		<u>211.8</u>	2:12.186		17	29.690		1:00.257	148.4	42.561		198.5	2:12.508		
4	29.295		<u>59.382</u>	157.0	42.010		201.1	2:10.687		18	29.645		1:00.016	153.0	42.461		208.5	2:12.122		
5	29.587		1:00.398	151.3	42.714		187.5	2:12.699		19	29.833		1:00.265	148.8	41.875		199.6	2:11.973		
6	30.049		1:01.611	151.7	42.522		196.4	2:14.182		20	<u>29.270</u>		1:00.018	151.0	In		203.0	2:21.116	P	
7	29.907		59.592	156.3	41.857		204.2	2:11.356		21	Out		1:00.896	150.2	42.282		184.3	4:07.949		
8	29.475		59.862	<u>158.6</u>	<u>41.684</u>		202.2	2:11.021		22	29.393		1:00.953	149.4	42.391		200.7	2:12.737		
9	29.582		1:00.477	153.2	41.978		196.7	2:12.037		23	29.537		1:03.128	152.5	42.180		190.8	2:14.845		
10	29.470		59.574	152.8	42.450		210.1	2:11.494		24	30.192		1:01.237	151.9	42.955		203.8	2:14.384		
11	29.339	124.9	1:00.133	153.2	42.150		199.3	2:11.622		25	29.825		1:00.189	153.4	42.296		198.5	2:12.310		
12	29.819	122.3	1:00.403	150.2	41.972		200.7	2:12.194		26	30.197		59.658	155.6	42.322		208.9	2:12.177		
13	29.379	126.5	1:00.359	152.5	42.107		197.8	2:11.845		27	29.462		59.454	157.7	41.712		201.9	<u>2:10.628</u>		
14	29.408	<u>126.6</u>	1:00.635	155.6	42.227		189.1	2:12.270		28										

87		Reinhard Korfmacher						Ford Mustang 289											
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	36.932		1:11.422	126.6	44.892		177.3	2:33.246		13	32.064	103.0	1:08.568	126.3	46.218		163.1	2:26.850	
2	31.789		<u>1:06.910</u>	<u>133.0</u>	46.165		<u>178.8</u>	2:24.864		14	32.960	104.3	1:08.791	121.2	In		168.2	2:37.939	P
3	33.760		1:10.350	120.3	46.008		161.9	2:30.118		15	Out		1:09.147	124.9	46.150		163.4	4:26.397	
4	33.318		1:08.363	127.8	46.130		163.6	2:27.811		16	33.082		1:12.466	126.5	<u>44.644</u>		163.1	2:30.192	
5	32.098		1:08.921	123.7	45.701		164.6	2:26.720		17	32.305		1:09.474	117.4	45.641		166.9	2:27.420	
6	32.377		1:08.914	125.1	45.417		161.4	2:26.708		18	32.164		1:09.192	124.0	45.655		166.9	2:27.011	
7	33.231		1:09.263	126.8	46.091		167.4	2:28.585		19	33.561		1:11.705	121.6	45.519		164.6	2:30.785	
8	32.410		1:08.202	126.8	46.078		168.5	2:26.690		20	32.704		1:09.329	127.5	46.132		164.6	2:28.165	
9	32.501		1:08.929	126.0	46.564		169.0	2:27.994		21	32.357		1:08.950	127.5	45.503		169.5	2:26.810	
10	32.700	104.9	1:07.581	128.9	45.809		171.4	2:26.090		22	33.063		1:09.871	123.9	45.939		166.2	2:28.873	
11	31.856	<u>106.1</u>	1:07.106	129.5	45.818		169.0	<u>2:24.780</u>		23	32.009		1:07.718	124.6	45.422		171.2	2:25.149	
12	32.072	102.4	1:08.928	125.0	45.793		169.5	2:26.793		24	<u>31.779</u>		1:07.473	127.2	47.259		172.0	2:26.511	

94		Schürgers-Feyl						FIAT ABARTH 1000 OTS Coupe												
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit	
1	34.665		1:07.136	131.2	45.244		<u>175.3</u>	2:27.045		14	31.704		1:07.823	131.9	44.517		171.2	2:24.044		
2	32.054		1:07.437	133.2	44.219		168.8	2:23.710		15	34.409		1:06.785	130.3	44.459		167.7	2:25.653		
3	31.721		1:07.049	133.7	44.174		169.3	2:22.944		16	31.870		1:06.702	132.2	43.992		168.8	2:22.564		
4	31.664		1:07.268	133.5	43.842		165.9	2:22.774		17	31.514		1:07.487	131.5	44.363		166.9	2:23.364		
5	31.699	109.0	1:07.123	132.0	44.108		165.4	2:22.930		18	31.350		<u>1:06.233</u>	133.2	44.765		169.3	2:22.348		
6	32.155		1:07.689	131.4	44.193		166.9	2:24.037		19	33.588	<u>110.9</u>	1:06.983	132.4	44.171		166.9	2:24.742		
7	31.654		1:07.402	131.9	44.078		165.4	2:23.134		20	31.566	110.8	1:08.605	130.8	46.779		166.7	2:26.950		
8	31.957		1:07.640	130.9	44.224		167.2	2:23.821		21	32.106	109.6	1:06.982	134.5	44.053		169.8	2:23.141		
9	32.175	106.9	1:07.646	131.7	44.746		168.0	2:24.567		22	31.766	110.7	1:06.372	133.5	43.637		168.8	2:21.775		
10	32.076	108.9	1:08.154	131.2	44.274		164.4	2:24.504		23	31.769	108.2	1:06.402	133.7	<u>43.452</u>		168.5	2:21.623		
11	31.821	109.8	1:07.538	130.9	43.983		164.1	2:23.342		24	31.384	109.8	1:06.421	<u>134.7</u>	43.588		166.4	<u>2:21.393</u>		
12	32.298	108.1	1:08.792	129.2	In		164.9	2:32.861	P	25	<u>31.339</u>	109.6	1:06.589	131.9	44.217		166.2	2:22.145		
13	Out	109.5	1:07.488	132.5	44.894		166.4	5:03.836		26										

99		Karsten Schreyer						Porsche 2,5 ST											
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.173		59.099	153.0	40.880		<u>209.7</u>	2:13.152		15	28.183	124.4	58.330	153.0	40.806		206.1	2:07.319	
2	28.944		1:01.265	153.0	41.561		207.7	2:11.770		16	28.350		58.222	151.5	40.371		207.7	2:06.943	
3	28.938		58.749	152.1	40.495		206.9	2:08.182		17	28.130		58.212	152.8	41.098		207.3	2:07.440	
4	28.178		58.473	153.2	40.435		207.7	2:07.086		18	28.628		58.885	150.2	40.611		206.5	2:08.124	
5	28.336		58.258	152.5	40.525		208.1	2:07.119		19	28.260		58.369	152.8	40.321		206.1	2:06.950	
6	28.211	124.0	58.717	153.2	40.868		206.1	2:07.796		20	28.540		58.132	153.2	40.058		207.3	2:06.730	
7	30.219		58.389	153.6	40.448		206.1	2:09.056		21	28.220	<u>126.6</u>	58.432	153.4	40.482		206.5	2:07.134	
8	29.653		58.549	151.5	40.120		206.1	2:08.322		22	28.103	125.4	<u>57.997</u>	154.3	40.603		205.3	2:06.703	
9	28.238		58.348	152.5	40.196		206.5	2:06.782		23	28.017	123.3	58.238	154.1	<u>39.952</u>		208.9	<u>2:06.207</u>	
10	28.134	125.0	58.659	151.7	40.503		206.9	2:07.296		24	28.646	122.6	58.175	<u>156.3</u>	40.775		208.5	2:07.596	
11	29.083	123.4	58.067	153.0	40.153		206.1	2:07.303		25	<u>27.890</u>	124.4	58.593	150.0	40.924		208.9	2:07.407	
12	28.062	124.0	58.403	153.2	40.089		205.3	2:06.554		26	28.038	123.9	58.044	154.5	40.304		207.7	2:06.386	
13	28.630	97.7	59.702	153.2	In		202.6	2:13.721	P	27	28.072	123.4	58.970	153.4	40.571		208.5	2:07.613	
14	Out	122.3	59.085	153.4	40.585		204.5	4:01.272		28	28.330	122.9	58.527	152.5	40.924		207.7	2:07.781	



Preis der Stadt Stuttgart
MCS Stuttgart e.V. im ADAC

DMSB 64/18

DMSB

FHR HTGT um die Dunlop-Trophy
Runden und Sektoren Zeiten - Rennen 9

27 - 29 April 2018
Hockenheim GP - 4574 mtr.

102 Baumann-Wittke									Porsche 914/6										
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.237		1:03.540	150.4	42.862		198.2	2:20.639		15	28.189	124.1	59.354	148.6	40.241		198.5	2:07.784	
2	30.907		1:02.922	149.8	42.566		187.2	2:16.395		16	28.194		59.620	149.0	39.779		<u>200.0</u>	2:07.593	
3	29.562		1:02.076	149.0	42.226		196.0	2:13.864		17	<u>27.778</u>		59.363	148.1	39.790		194.9	<u>2:06.931</u>	
4	29.483		1:01.724	149.0	42.135		198.9	2:13.342		18	28.012		1:00.288	145.0	40.170		195.7	2:08.470	
5	29.793		1:01.408	150.4	41.735		197.8	2:12.936		19	28.196		1:00.022	149.8	40.471		195.7	2:08.689	
6	29.699		1:02.413	140.8	41.893		199.3	2:14.005		20	28.885		59.443	<u>151.9</u>	40.073		198.5	2:08.401	
7	30.178		1:00.810	149.4	41.215		198.2	2:12.203		21	28.126		59.519	149.8	39.924		196.4	2:07.569	
8	28.862		1:00.473	148.6	41.891		197.8	2:11.226		22	27.978		<u>59.320</u>	<u>151.9</u>	40.313		198.2	2:07.611	
9	29.259		1:01.026	148.1	42.061		196.7	2:12.346		23	28.217		1:00.219	150.8	39.908		198.5	2:08.344	
10	29.139		1:01.449	147.5	In		197.1	2:24.928 P		24	28.305		1:00.142	151.3	39.995		196.0	2:08.442	
11	Out	123.6	1:01.434	150.6	39.949		192.2	4:26.047		25	28.839		59.984	151.5	39.745		194.2	2:08.568	
12	27.896	122.7	59.937	147.9	<u>39.361</u>		197.4	2:07.194		26	28.395		1:00.208	151.0	40.206		194.9	2:08.809	
13	29.845	123.0	59.570	150.6	39.530		196.7	2:08.945		27	28.615		1:00.973	150.4	40.634		192.2	2:10.222	
14	28.095	<u>128.1</u>	59.966	148.6	39.507		196.7	2:07.568		28	27.917		59.800	151.0	40.210		195.7	2:07.927	

105 Jochen Wilms									Alfa Romeo GT-Am										
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.109		1:04.530	142.5	42.426		192.5	2:21.065		15	29.455	118.8	1:01.201	147.5	41.288		192.9	2:11.944	
2	30.346		1:03.636	143.4	42.329		194.9	2:16.311		16	29.336		1:01.432	146.9	41.154		<u>196.7</u>	2:11.922	
3	30.190		1:02.227	145.9	41.552		193.5	2:13.969		17	29.146		1:01.153	145.2	41.765		194.9	2:12.064	
4	29.374		1:01.907	146.9	41.820		194.9	2:13.101		18	29.724		1:00.828	147.9	41.156		193.5	2:11.708	
5	29.805		1:01.947	141.5	In		193.2	2:20.030 P		19	29.288		1:00.671	147.7	42.145		193.5	2:12.104	
6	Out		1:02.968	147.3	41.576		187.2	4:07.904		20	29.044	121.8	1:01.406	141.9	42.019		193.9	2:12.469	
7	30.200		1:01.593	146.7	41.691		190.5	2:13.484		21	<u>29.038</u>	117.3	1:01.130	147.7	41.383		192.2	2:11.551	
8	29.491		1:03.437	140.6	41.622		192.2	2:14.550		22	30.051	119.9	1:01.165	146.3	42.126		192.9	2:13.342	
9	29.148	120.3	1:01.632	148.4	41.275		193.9	2:12.055		23	29.365	119.6	1:01.404	149.2	42.231		192.5	2:13.000	
10	29.484	118.4	1:01.586	147.1	41.234		192.9	2:12.304		24	30.086	119.7	1:01.130	147.7	42.331		193.2	2:13.547	
11	29.507	118.8	1:01.291	145.2	41.462		193.2	2:12.260		25	29.725	119.3	1:01.001	147.9	<u>41.145</u>		192.2	2:11.871	
12	29.720	116.0	1:01.782	147.9	42.398		192.9	2:13.900		26	29.600	117.9	1:01.602	<u>149.6</u>	41.305		190.1	2:12.507	
13	29.579	116.8	1:01.269	147.3	41.341		192.9	2:12.189		27	29.169	118.9	<u>1:00.425</u>	148.6	41.521		193.2	<u>2:11.115</u>	
14	29.176	<u>121.9</u>	1:01.154	146.1	42.769		191.5	2:13.099		28									

106 Schenatzky-Grimm									Mercedes 280SL										
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.663		1:07.941	134.7	44.306		171.7	2:26.910		13	Out	110.1	1:10.807	126.5	47.909		175.6	4:38.765	
2	32.398		1:05.330	<u>137.2</u>	44.534		178.8	2:22.262		14	34.137	110.1	1:08.881	130.6	47.980		177.6	2:30.998	
3	32.058		1:05.676	137.1	43.999		178.8	2:21.733		15	33.032		1:08.632	131.2	47.303		161.2	2:28.967	
4	31.565		1:05.125	136.7	44.319		179.1	2:21.009		16	33.878		1:09.190	134.0	48.056		<u>180.6</u>	2:31.124	
5	31.506	111.8	1:05.346	135.7	<u>43.904</u>		180.3	<u>2:20.756</u>		17	33.719	110.1	1:13.055	125.0	48.461		179.4	2:35.235	
6	31.966	108.3	1:05.596	135.7	44.431		172.5	2:21.993		18	35.175		1:13.387	131.9	47.881		150.0	2:36.443	
7	31.655		1:05.935	135.7	44.865		179.1	2:22.455		19	37.899	100.0	1:10.392	129.7	49.303		164.6	2:37.594	
8	31.710		<u>1:05.118</u>	136.4	44.333		180.0	2:21.161		20	35.022	103.1	1:09.802	122.6	47.722		174.2	2:32.546	
9	31.412	113.0	1:05.518	135.8	44.617		<u>180.6</u>	2:21.547		21	34.654	110.5	1:08.705	128.3	47.476		170.3	2:30.835	
10	32.318	<u>116.9</u>	1:06.203	132.5	45.621		177.0	2:24.142		22	34.645	107.6	1:09.260	131.2	50.681		167.2	2:34.586	
11	<u>31.277</u>	114.9	1:06.779	133.3	44.074		177.0	2:22.130		23	36.230	103.6	1:08.588	131.1	47.431		172.5	2:32.249	
12	31.490	114.3	1:06.070	136.5	In		179.1	2:28.426 P		24	35.176	105.8	1:08.109	135.8	49.742		175.9	2:33.027	

113 Helmut König									BMW 2002										
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.804		1:07.887	129.3	45.068		<u>168.8</u>	2:27.759		14	30.946	111.5	1:07.285	130.3	In		159.8	2:30.420 P	
2	32.119		1:08.325	135.2	43.463		165.4	2:23.907		15	Out		1:07.297	129.3	44.371		165.1	4:20.674	
3	31.873		1:07.030	133.3	43.765		166.9	2:22.668		16	<u>30.453</u>		1:07.476	130.3	43.019		159.1	2:20.948	
4	31.923		1:07.198	135.2	43.545		164.6	2:22.666		17	31.177		1:07.856	129.0	43.550		157.9	2:22.583	
5	32.038	105.6	1:07.148	135.2	43.673		161.0	2:22.859		18	32.160		1:08.507	128.0	44.299		164.1	2:24.966	
6	30.844	110.9	1:06.681	<u>135.3</u>	43.232		159.5	2:20.757		19	31.731	111.3	1:09.157	129.0	43.396		157.2	2:24.284	
7	31.250		1:07.023	132.0	42.621		160.2	2:20.894		20	31.410	110.7	1:08.479	129.2	43.004		154.9	2:22.893	
8	30.996		1:06.743	131.4	<u>42.508</u>		164.4	<u>2:20.247</u>		21	31.694	108.9	1:08.446	131.7	43.693		151.5	2:23.833	
9	30.695	110.8	1:06.685	135.2	43.792		162.4	2:21.172		22	31.901	109.9	1:07.641	130.0	44.137		160.0	2:23.679	
10	31.746	111.8	<u>1:06.405</u>	133.5	43.553		164.6	2:21.704		23	31.509	111.0	1:08.449	128.0	44.138		157.9	2:24.096	
11	30.660	<u>112.7</u>	1:08.119	131.4	44.227		159.3	2:23.006		24	31.621	109.3	1:08.829	130.0	43.976		153.0	2:24.426	
12	31.573	111.3	1:07.160	133.3	42.943		163.4	2:21.676		25	31.254	111.8	1:08.073	129.5	44.472		154.9	2:23.799	
13	31.483	111.8	1:06.688	135.2	42.993		163.4	2:21.164		26									



Preis der Stadt Stuttgart
MCS Stuttgart e.V. im ADAC

DMSB 64/18

DMSB

FHR HTGT um die Dunlop-Trophy
Runden und Sektoren Zeiten - Rennen 9

27 - 29 April 2018
Hockenheim GP - 4574 mtr.

126 di Casa-di Casa										Porsche 911 ST									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.365		1:00.579	150.0	42.106		205.7	2:16.050		15	28.866	118.4	57.981	151.3	39.358		204.9	2:06.205	
2	29.127		1:01.219	151.7	41.240		187.2	2:11.586		16	27.605		57.608	152.8	39.545		<u>206.5</u>	2:04.758	
3	28.795		1:00.256	151.7	40.738		192.9	2:09.789		17	27.744		58.010	153.0	40.319		205.3	2:06.073	
4	28.946		1:00.159	151.3	40.444		204.9	2:09.549		18	28.456		57.964	153.6	41.284		205.3	2:07.704	
5	28.129		59.220	150.2	41.703		<u>206.5</u>	2:09.052		19	28.757	126.8	59.170	154.1	40.743		<u>206.5</u>	2:08.670	
6	29.375	119.5	59.548	151.3	40.717		204.5	2:09.640		20	28.471		59.325	152.5	39.478		<u>206.5</u>	2:07.274	
7	28.527		59.780	153.0	41.390		205.7	2:09.697		21	28.935	125.4	59.253	<u>154.9</u>	39.435		205.7	2:07.623	
8	28.741		1:00.121	150.0	41.056		202.6	2:09.918		22	28.391	124.9	58.260	153.0	39.521		203.8	2:06.172	
9	28.543		1:00.279	148.6	40.872		204.9	2:09.694		23	27.771	126.8	58.234	152.1	39.346		205.7	2:05.351	
10	28.898	123.6	1:00.143	149.0	In		204.5	2:21.034	P	24	<u>27.507</u>	<u>127.2</u>	<u>57.534</u>	154.5	39.297		<u>206.5</u>	<u>2:04.338</u>	
11	Out	125.0	1:00.513	149.2	40.214		182.1	4:04.076		25	27.567	<u>128.3</u>	57.846	154.3	56.636		206.1	2:22.049	
12	29.231	121.1	59.354	149.6	40.437		203.4	2:09.022		26	28.230	126.0	59.017	153.4	39.342		<u>206.5</u>	2:06.589	
13	28.901	125.4	58.798	151.3	39.739		205.7	2:07.438		27	30.114	112.9	58.861	154.3	42.297		204.2	2:11.272	
14	28.054	127.8	58.908	151.5	<u>39.159</u>		185.2	2:06.121		28	31.221	124.7	58.449	152.3	40.308		203.8	2:09.978	

128 Markus Dünkelmann										Porsche 911 ST									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.853		1:01.779	144.6	41.414		209.7	2:17.046		15	28.658	128.0	<u>57.481</u>	154.7	<u>40.043</u>		210.1	<u>2:06.182</u>	
2	29.026		1:01.666	146.9	41.557		206.5	2:12.249		16	28.229	124.9	58.245	152.1	40.215		210.1	2:06.689	
3	28.378		59.235	153.0	41.179		209.7	2:08.792		17	28.700		58.295	152.5	40.255		212.6	2:07.250	
4	28.456		1:00.456	151.3	40.569		213.0	2:09.481		18	28.499		59.224	153.2	40.596		210.1	2:08.319	
5	<u>27.816</u>		59.576	150.4	41.061		207.3	2:08.453		19	28.605		59.670	152.3	In		207.7	2:14.867	P
6	28.546	126.0	58.544	150.4	40.439		210.5	2:07.529		20	Out		58.352	153.2	40.631		212.6	4:01.325	
7	27.979		58.068	152.1	40.620		213.9	2:06.667		21	28.019	128.6	58.079	150.2	40.902		212.2	2:07.000	
8	28.454		58.209	151.5	40.608		212.6	2:07.271		22	27.991	127.8	58.584	151.7	40.790		211.8	2:07.365	
9	27.929		58.879	151.7	40.217		213.9	2:07.025		23	28.021	128.1	58.055	152.1	40.687		211.4	2:06.763	
10	28.014	125.9	59.143	153.6	42.348		213.4	2:09.505		24	28.357	126.0	58.318	154.9	41.445		213.0	2:08.120	
11	28.139	126.6	58.884	152.8	40.401		213.9	2:07.424		25	28.968	120.0	58.492	153.2	40.322		208.9	2:07.782	
12	27.846	<u>129.0</u>	58.210	152.1	40.160		213.0	2:06.216		26	31.090	124.3	58.880	151.3	41.098		213.4	2:11.068	
13	28.030	127.1	58.250	155.6	40.475		212.6	2:06.755		27	29.408	111.0	59.096	<u>157.7</u>	40.782		208.1	2:09.286	
14	27.850	127.2	58.176	153.2	41.093		<u>214.3</u>	2:07.119		28	28.974	126.0	58.981	153.2	41.213		210.9	2:09.168	

130 Carl Seher										BMW 2002									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.295		1:04.352	144.8	42.115		189.8	2:20.762		15	30.009	119.5	1:01.488	145.0	41.792		191.5	2:13.289	
2	30.437		1:03.164	144.8	41.855		191.5	2:15.456		16	29.907		1:02.244	142.1	42.111		193.2	2:14.262	
3	30.209		1:01.686	144.8	41.723		191.5	2:13.618		17	29.768		1:00.896	145.9	41.132		193.5	2:11.796	
4	29.613		1:01.876	145.6	42.012		<u>194.9</u>	2:13.501		18	30.232		1:00.868	145.4	41.368		189.5	2:12.468	
5	29.724		<u>1:00.120</u>	<u>147.5</u>	41.024		192.9	<u>2:10.868</u>		19	29.388		1:01.326	145.6	41.672		190.5	2:12.386	
6	<u>29.153</u>	<u>123.0</u>	1:01.602	<u>147.5</u>	41.586		191.8	2:12.341		20	29.626		1:01.380	145.6	41.987		190.5	2:12.993	
7	29.601	122.2	1:00.611	146.3	42.184		193.5	2:12.396		21	30.041	122.2	1:00.148	146.7	41.629		190.5	2:11.818	
8	29.675		1:01.116	145.0	In		192.2	2:19.302	P	22	29.842	117.8	1:02.206	143.6	41.868		189.1	2:13.916	
9	Out	120.0	1:01.490	147.1	42.710		189.5	3:33.156		23	30.273	119.5	1:01.507	145.6	41.476		190.5	2:13.256	
10	29.757	122.7	1:01.265	142.3	41.671		193.2	2:12.693		24	30.441	116.1	1:01.034	144.8	41.158		192.9	2:12.633	
11	30.509	115.4	1:01.370	145.6	41.085		188.2	2:12.964		25	29.454	118.9	1:00.177	145.2	41.353		191.5	2:10.984	
12	29.900	122.4	1:00.574	145.4	<u>40.606</u>		192.5	2:11.080		26	30.040	118.9	1:02.655	145.7	40.696		189.8	2:13.391	
13	29.659	122.9	1:00.580	146.5	41.482		190.8	2:11.721		27	29.701	116.6	1:01.164	144.6	42.270		191.5	2:13.135	
14	29.941	122.3	1:02.016	145.0	42.088		188.8	2:14.045		28									

142 Hans-Ulrich Kainzinger										Porsche 911 ST									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	32.577		1:00.262	150.0	41.031		203.4	2:13.870		15	Out	125.1	58.921	150.6	40.156		203.0	4:02.258	
2	28.607		1:01.532	150.4	41.805		201.5	2:11.944		16	28.668		58.999	148.4	40.626		203.8	2:08.293	
3	29.560		59.098	151.5	40.500		204.2	2:09.158		17	28.371		58.627	147.3	40.339		204.5	2:07.337	
4	28.506		58.723	151.3	40.270		204.2	2:07.499		18	29.800		58.623	150.6	40.361		203.8	2:08.784	
5	28.137		58.775	150.6	40.540		204.5	2:07.452		19	28.195		58.473	149.0	40.143		203.0	2:06.811	
6	28.394	126.3	58.501	150.4	40.145		204.2	2:07.040		20	28.627		<u>58.112</u>	150.8	40.088		204.5	2:06.827	
7	29.062		59.131	151.9	40.506		206.1	2:08.699		21	28.059	127.7	58.305	151.0	40.258		203.8	2:06.622	
8	29.721		58.732	151.7	40.200		205.3	2:08.653		22	28.163	127.4	58.382	150.8	39.939		205.7	2:06.484	
9	28.286		58.612	150.8	39.796		204.9	2:06.694		23	<u>27.941</u>	126.5	58.374	152.5	<u>39.625</u>		204.5	<u>2:05.940</u>	
10	28.359	125.7	58.762	150.6	40.500		205.7	2:07.621		24	28.399	118.9	58.707	<u>152.8</u>	41.592		204.9	2:08.698	
11	28.551	128.0	58.239	150.8	39.840		206.9	2:06.630		25	28.639	124.7	58.474	152.1	42.037		<u>207.7</u>	2:09.150	
12	28.137	<u>128.4</u>	58.698	152.3	40.076		206.9	2:06.911		26	28.328	126.3	58.392	151.3	39.992		204.9	2:06.712	



Preis der Stadt Stuttgart
MCS Stuttgart e.V. im ADAC

DMSB 64/18

DMSB

FHR HTGT um die Dunlop-Trophy

27 - 29 April 2018

Runden und Sektoren Zeiten - Rennen 9

Hockenheim GP - 4574 mtr.

13	28.751	125.7	59.645	152.5	40.373	198.2	2:08.769	27	28.001	127.2	58.646	152.3	39.972	203.8	2:06.619
14	28.203	126.2	58.679	152.3	In	206.1	2:12.535 P	28	28.262	126.9	58.113	151.9	40.071	204.5	2:06.446

159 Diego Pasquazzo										Alfa Romeo Giulia Super									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.825		1:11.405	124.0	45.729		158.1	2:31.959		13	34.352	104.0	1:10.377	123.9	In		159.8	2:39.142	P
2	33.187		1:09.962	124.0	45.872		161.0	2:29.021		14	Out		1:09.682	122.6	45.887		161.9	4:23.930	
3	33.654		1:09.158	125.9	45.454		161.2	2:28.266		15	32.835		1:09.494	122.4	46.221		161.2	2:28.550	
4	33.401		1:09.024	125.3	47.529		162.2	2:29.954		16	33.258		1:10.350	123.1	46.668		160.2	2:30.276	
5	33.161		1:09.129	124.7	46.020		160.5	2:28.310		17	32.774		1:09.421	123.4	46.866		160.0	2:29.061	
6	33.216		1:09.781	123.9	46.578		161.0	2:29.575		18	33.612		1:10.442	122.3	46.305		159.8	2:30.359	
7	33.232		1:10.197	124.3	45.855		161.2	2:29.284		19	33.181		1:09.572	124.4	45.925		158.8	2:30.678	
8	32.865		1:12.204	117.6	47.391		161.0	2:32.460		20	32.727		1:09.902	125.0	46.064		159.8	2:28.693	
9	33.444		1:12.591	120.9	46.036		161.9	2:32.071		21	32.828		1:11.580	123.0	45.929		149.2	2:30.337	
10	33.269	103.1	1:09.656	121.9	46.720		159.8	2:29.645		22	35.545		1:09.596	123.3	45.859		158.6	2:31.000	
11	33.211	101.8	1:10.346	123.3	46.122		158.6	2:29.679		23	33.107		1:10.560	124.4	46.744		159.1	2:30.411	
12	33.331	102.7	1:12.626	119.9	46.302		161.2	2:32.259		24	35.285		1:10.970	122.6	46.148		157.2	2:32.403	

171 Volker Buurmann										Alfa Romeo GT-Am									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.792		1:06.286	143.8	43.747		178.8	2:24.825		14	Out	109.0	1:03.858	143.4	42.357		186.2	4:16.949	
2	32.241		1:04.387	142.5	42.857		187.8	2:19.485		15	30.841		1:03.398	138.8	43.487		177.6	2:17.726	
3	31.104		1:04.189	144.2	43.352		188.5	2:18.645		16	31.047		1:03.331	143.2	42.285		189.1	2:16.663	
4	31.119		1:04.358	143.8	43.481		186.2	2:18.958		17	31.429		1:02.935	144.6	42.085		189.1	2:16.449	
5	30.932	116.3	1:04.311	144.2	43.001		185.6	2:18.244		18	30.770		1:02.577	145.6	51.789		188.8	2:25.136	
6	31.026	111.5	1:04.711	142.3	43.321		185.6	2:19.058		19	30.340		1:03.306	143.6	43.570		188.5	2:17.216	
7	30.812		1:03.917	141.9	44.263		185.6	2:18.992		20	30.342	115.8	1:05.143	138.8	42.917		190.1	2:18.402	
8	32.069		1:04.546	144.2	43.140		186.2	2:19.755		21	29.994	110.1	1:05.060	137.6	42.558		188.2	2:17.612	
9	32.005	110.4	1:05.024	143.8	42.798		162.4	2:19.827		22	30.157	113.8	1:05.279	144.2	48.058		188.8	2:23.494	
10	30.741	113.7	1:04.962	135.7	42.924		188.2	2:18.627		23	31.433	102.6	1:04.345	142.1	43.107		189.5	2:18.885	
11	30.352	115.9	1:03.218	143.0	44.297		188.2	2:17.867		24	30.504	109.9	1:04.442	137.9	42.981		189.5	2:17.927	
12	30.970	106.1	1:04.923	139.4	43.648		185.6	2:19.541		25	30.354	113.7	1:02.769	146.3	42.967		188.5	2:16.090	
13	30.607	110.1	1:03.151	144.2	In		188.8	2:26.096 P		26	31.682	104.4	1:03.735	143.6	43.263		186.5	2:18.680	

174 Thomas Weiske										Porsche 914/6 GT									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.957		1:05.742	144.0	43.433		185.6	2:23.132		15	29.623	125.0	1:01.017	146.9	In		201.9	2:24.069	P
2	30.577		1:03.869	147.7	43.018		199.3	2:17.464		16	Out		1:03.062	142.3	43.607		202.2	4:12.682	
3	29.515		1:01.712	148.1	42.637		202.6	2:13.864		17	30.454		1:01.333	146.7	43.371		197.8	2:15.158	
4	30.451		1:02.569	143.0	43.068		196.0	2:16.088		18	29.552		1:01.418	145.9	43.861		200.7	2:14.831	
5	30.145		1:02.491	148.1	43.072		193.9	2:15.708		19	29.497		1:02.363	144.6	43.471		200.0	2:15.331	
6	29.688	123.9	1:00.749	147.7	43.084		203.0	2:13.521		20	29.948	126.3	1:02.724	145.9	43.729		187.2	2:16.401	
7	30.000		1:01.068	146.9	42.868		201.9	2:13.936		21	29.592	126.2	1:01.820	147.7	43.300		200.0	2:14.712	
8	29.940		1:02.094	144.6	42.917		202.2	2:14.951		22	30.253	126.5	1:01.688	145.9	43.909		200.7	2:15.850	
9	30.052		1:01.670	145.6	43.226		200.7	2:14.948		23	30.330	127.1	1:01.642	147.5	43.490		200.0	2:15.462	
10	29.793	125.0	1:01.341	146.5	42.718		201.5	2:13.852		24	29.832	127.8	1:01.646	147.7	44.749		198.2	2:16.227	
11	30.036	124.4	1:01.440	142.3	43.108		201.9	2:14.584		25	31.222	124.4	1:01.923	145.9	43.545		193.5	2:16.690	
12	29.599	125.6	1:01.459	146.9	42.838		200.0	2:13.896		26	29.933	127.4	1:01.053	147.1	43.820		200.4	2:14.806	
13	29.534	128.0	1:01.397	146.9	43.213		196.4	2:14.144		27	30.212	127.7	1:01.551	147.1	44.028		197.4	2:15.791	
14	30.200	126.0	1:01.552	145.6	43.816		199.3	2:15.568		28									

176 Ulf von Hauswollf										BMW 2002									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.293		1:05.384	145.4	43.569		181.8	2:23.246		15	29.640	116.8	1:02.096	146.9	In		184.6	2:20.290	P
2	29.954		1:03.939	147.3	42.149		188.5	2:16.042		16	Out		1:01.752	146.5	41.436		188.2	4:45.103	
3	29.974		1:02.279	146.1	41.515		188.8	2:13.768		17	29.186		1:01.836	147.3	41.033		189.8	2:12.055	
4	29.666		1:02.641	146.9	41.507		187.8	2:13.814		18	29.817		1:01.075	144.4	41.094		188.8	2:11.986	
5	29.621		1:02.482	147.3	41.725		186.5	2:13.828		19	29.341		1:02.269	144.0	41.610		184.0	2:13.220	
6	29.721	122.0	1:01.805	148.6	42.428		186.2	2:13.954		20	29.479	124.4	1:02.129	145.9	41.633		187.2	2:13.241	
7	29.397		1:01.799	147.3	41.325		186.5	2:12.521		21	29.162	120.4	1:01.546	149.0	40.754		184.9	2:11.462	
8	29.509		1:01.679	148.8	41.162		187.2	2:12.350		22	29.256	118.7	1:01.741	147.7	41.137		184.3	2:12.134	
9	29.493		1:01.615	148.4	41.339		187.2	2:12.447		23	29.189	122.4	1:01.489	148.6	41.105		185.9	2:11.783	
10	29.434	122.7	1:01.421	148.1	41.118		189.1	2:11.973		24	28.773	121.3	1:02.136	147.5	41.202		185.2	2:12.111	
11	29.462	121.6	1:01.299	146.5	41.915		188.8	2:12.676		25	29.278	117.5	1:02.224	146.7	40.950		186.9	2:12.452	
12	29.595	122.6	1:01.252	147.3	42.222		186.9	2:13.069		26	28.923	119.3	1:02.765	142.9	42.393		185.9	2:14.081	



Preis der Stadt Stuttgart
MCS Stuttgart e.V. im ADAC

DMSB 64/18

DMSB

FHR HTGT um die Dunlop-Trophy

27 - 29 April 2018

Runden und Sektoren Zeiten - Rennen 9

Hockenheim GP - 4574 mtr.

13	29.443	120.3	1:02.084	147.7	41.581	185.6	2:13.108	27	29.425	114.4	1:01.853	148.1	42.855	183.7	2:14.133
14	31.557	121.8	1:01.714	147.9	41.404	185.9	2:14.675	28							

177 Stefan Seidel									BMW 2002										
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.998		1:07.143	139.7	43.893		174.8	2:25.034		14	30.155	<u>116.6</u>	1:03.087	<u>141.7</u>	42.439		175.0	<u>2:15.681</u>	
2	32.364		1:06.431	137.2	44.247		169.0	2:23.042		15	30.799	111.6	<u>1:03.005</u>	141.4	43.475		178.2	2:17.279	
3	31.097		1:05.198	139.7	42.463		170.6	2:18.758		16	30.730		1:03.649	137.1	42.291		177.3	2:16.670	
4	30.478		1:04.506	140.8	43.093		175.6	2:18.077		17	30.137		1:03.826	140.6	In		175.3	2:26.345	P
5	31.305	111.9	1:05.054	139.9	42.941		172.5	2:19.300		18	Out		1:04.386	137.6	42.482		173.9	4:09.147	
6	31.701	110.7	1:05.000	138.1	43.518		174.2	2:20.219		19	30.823		1:03.934	140.6	42.922		177.9	2:17.679	
7	30.604		1:03.904	139.7	42.278		173.6	2:16.786		20	30.177	115.4	1:03.809	132.2	43.458		173.4	2:17.444	
8	30.233		1:04.020	139.7	42.425		<u>178.8</u>	2:16.678		21	30.345	115.5	1:03.836	141.2	42.615		170.9	2:16.796	
9	30.795	109.8	1:03.791	139.7	42.199		174.8	2:16.785		22	31.393	111.5	1:04.029	139.0	42.240		175.9	2:17.662	
10	30.379	114.6	1:03.703	141.0	42.870		171.2	2:16.952		23	<u>29.947</u>	113.2	1:04.243	138.8	42.245		173.1	2:16.435	
11	30.230	113.3	1:03.883	139.4	42.080		175.6	2:16.193		24	30.174	110.3	1:05.483	135.5	42.297		172.5	2:17.954	
12	30.351	112.9	1:04.058	139.4	42.515		173.9	2:16.924		25	30.067	114.5	1:04.676	136.4	<u>42.015</u>		173.6	2:16.758	
13	30.589	112.1	1:04.829	140.1	42.031		178.2	2:17.449		26	30.473	114.9	1:03.566	137.8	42.051		174.2	2:16.090	

178 Benjamin Richter									BMW 1800 TISA										
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.754		1:05.453	140.1	<u>42.388</u>		188.8	2:21.595		9	29.697		1:02.660	142.7	42.870		189.5	2:15.227	
2	30.191		1:04.068	143.4	42.846		184.9	2:17.105		10	30.338	116.5	1:03.091	143.0	42.763		188.8	2:16.192	
3	<u>29.658</u>		1:04.263	<u>144.4</u>	42.509		<u>191.5</u>	2:16.430		11	30.771	116.8	1:03.090	142.5	42.728		189.5	2:16.589	
4	29.841		1:03.500	141.2	42.699		190.8	2:16.040		12	29.912	113.3	1:03.483	142.7	42.848		187.2	2:16.243	
5	29.856		1:04.415	143.4	43.301		188.8	2:17.572		13	30.231	107.7	1:03.291	140.6	43.262		190.8	2:16.784	
6	30.020	<u>117.9</u>	1:02.891	142.9	42.645		190.5	2:15.556		14	31.774	115.8	1:02.832	143.4	46.020		188.2	2:20.626	
7	29.893		<u>1:02.509</u>	142.5	42.694		190.5	<u>2:15.096</u>		15	57.432	55.1	1:52.307	74.7	In		85.6	3:58.719	P
8	29.822		1:03.420	141.9	43.625		189.8	2:16.867		16									

181 Adrian van Hooydonk									BMW 2002 ti										
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	34.408		1:06.047	143.8	42.622		177.6	2:23.077		15	28.781	127.1	1:00.765	147.9	40.692		192.2	2:10.238	
2	30.192		1:04.761	145.7	42.181		172.2	2:17.134		16	29.043		1:00.910	146.3	40.811		184.6	2:10.764	
3	29.958		1:01.674	150.2	41.368		193.5	2:13.000		17	<u>28.522</u>		1:00.298	146.5	40.901		191.2	<u>2:09.721</u>	
4	29.209		1:01.746	150.0	In		192.5	2:17.878	P	18	30.378		1:01.116	147.3	40.671		192.2	2:12.165	
5	Out	120.0	1:01.546	144.6	42.948		193.5	4:08.669		19	28.898		1:00.051	147.7	41.308		191.8	2:10.257	
6	29.276	122.6	1:01.229	146.1	41.600		194.2	2:12.105		20	28.717		1:00.010	148.1	41.044		194.2	2:09.771	
7	28.797		1:00.394	146.5	41.141		<u>195.7</u>	2:10.332		21	28.680	<u>128.4</u>	1:00.337	146.7	41.744		194.2	2:10.761	
8	28.592		1:00.408	148.6	41.171		193.5	2:10.171		22	28.577	123.7	1:00.710	149.6	41.613		191.2	2:10.900	
9	28.750	124.0	1:00.349	149.2	40.815		192.2	2:09.914		23	29.143	126.0	1:00.815	146.7	41.244		192.2	2:11.202	
10	28.593	128.1	1:00.689	147.1	41.479		193.5	2:10.761		24	28.812	123.9	1:00.546	149.0	40.855		193.2	2:10.213	
11	29.087	127.8	1:00.641	148.6	40.815		192.2	2:10.543		25	29.913	125.7	1:00.914	147.7	40.725		191.2	2:11.552	
12	28.830	124.4	1:00.634	147.3	41.030		191.2	2:10.494		26	29.560	121.6	1:00.857	<u>151.5</u>	<u>40.562</u>		191.5	2:10.979	
13	29.752	119.2	1:01.429	149.2	41.351		190.1	2:12.532		27	28.613	122.9	<u>59.750</u>	150.8	43.715		192.9	2:12.078	
14	29.091	119.9	1:01.377	150.2	40.926		180.0	2:11.394		28									

185 Schmersal-Stursberg									Ford Escort RS1600										
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	33.351		1:04.460	148.1	43.314		192.5	2:21.125		15	27.789	125.6	57.838	155.4	<u>38.657</u>		203.0	2:04.284	
2	30.002		1:01.688	149.6	42.636		198.2	2:14.326		16	<u>27.274</u>		57.089	154.1	38.806		203.8	2:03.169	
3	29.348		1:01.145	146.3	41.867		198.9	2:12.360		17	27.359		57.260	155.4	38.738		204.9	2:03.357	
4	29.603		1:00.352	153.2	41.302		198.2	2:11.257		18	27.331		59.158	154.3	39.446		<u>209.3</u>	2:05.935	
5	28.886		1:00.070	152.5	41.337		198.9	2:10.293		19	27.967		56.945	155.4	38.991		201.9	2:03.903	
6	29.645	120.4	1:00.795	152.5	42.015		201.9	2:12.455		20	27.346		<u>56.487</u>	154.7	38.873		206.5	<u>2:02.706</u>	
7	29.375	122.6	1:00.416	151.3	41.613		200.0	2:11.404		21	27.723	<u>131.4</u>	56.907	156.3	38.860		206.1	2:03.490	
8	28.931		59.582	151.7	41.041		200.0	2:09.554		22	27.372	129.5	57.328	155.4	38.991		206.1	2:03.691	
9	28.661		1:00.006	152.3	41.241		200.7	2:09.908		23	27.378	130.0	57.578	155.4	39.384		203.8	2:04.340	
10	28.982	125.0	59.439	154.5	In		200.7	2:15.257	P	24	28.173	130.0	58.266	154.3	39.653		203.0	2:06.092	
11	Out	124.3	58.566	156.7	38.834		199.3	4:01.937		25	27.708	129.2	57.730	155.6	39.191		204.9	2:04.629	
12	28.150	126.8	57.646	155.2	38.869		203.4	2:04.665		26	27.624	128.6	58.148	148.4	39.338		200.7	2:05.110	
13	27.595	125.6	57.004	<u>158.1</u>	38.836		205.3	2:03.435		27	28.114	126.0	58.401	151.7	39.855		198.9	2:06.370	
14	27.666	128.0	57.013	155.6	39.807		202.6	2:04.486		28	27.937	128.1	58.000	153.2	40.288		200.4	2:06.225	



Preis der Stadt Stuttgart
MCS Stuttgart e.V. im ADAC

DMSB 64/18

DMSB

FHR HTGT um die Dunlop-Trophy
Runden und Sektoren Zeiten - Rennen 9

27 - 29 April 2018
Hockenheim GP - 4574 mtr.

186 Sebastian Glaser										Ford Escort RS1600 BDA									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	30.550		59.243	153.8	39.950		195.7	2:09.743		15	27.687	129.8	57.676	154.7	40.144		200.0	2:05.507	
2	29.987		1:03.949	150.0	39.827		200.4	2:13.763		16	27.570	130.3	57.881	152.3	39.323		200.7	2:04.774	
3	27.575		57.547	154.7	39.211		199.3	2:04.333		17	27.634		57.814	152.1	In		201.5	2:12.198	P
4	27.793		58.145	153.6	39.469		198.5	2:05.407		18	Out		58.088	152.3	39.958		201.1	4:00.375	
5	27.804		59.516	154.1	40.932		198.2	2:08.252		19	27.836		<u>57.543</u>	153.4	39.104		201.5	2:04.483	
6	28.130	129.2	58.269	154.9	40.343		195.3	2:06.742		20	27.326		57.610	150.8	39.126		200.7	<u>2:04.062</u>	
7	28.182		58.661	151.5	39.703		199.3	2:06.546		21	27.666		57.671	153.8	<u>38.880</u>		<u>202.6</u>	2:04.217	
8	27.508		57.975	153.8	39.224		200.0	2:04.707		22	27.728	<u>131.2</u>	57.768	153.2	39.445		202.2	2:04.941	
9	27.622		58.277	154.3	39.682		201.1	2:05.581		23	27.578	128.1	58.466	152.5	39.610		201.9	2:05.654	
10	29.239	116.4	58.312	<u>156.7</u>	39.105		200.0	2:06.656		24	27.439	130.4	57.849	154.5	39.113		200.7	2:04.401	
11	<u>27.291</u>	<u>131.2</u>	57.852	153.8	39.639		201.9	2:04.782		25	27.761	126.6	58.532	152.3	39.570		<u>202.6</u>	2:05.863	
12	27.694	128.0	57.704	153.0	39.710		198.9	2:05.108		26	27.852	129.3	58.186	152.3	39.705		200.7	2:05.743	
13	27.575	128.9	57.800	154.1	39.152		200.4	2:04.527		27	27.749	130.6	59.149	152.1	40.547		202.2	2:07.445	
14	27.851	121.6	58.271	154.1	39.529		201.5	2:05.651		28	28.765	128.0	1:18.490	98.7	51.296		129.3	2:38.551	

195 Michael Waskönig										Alfa Romeo GT-AM									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	37.838		1:08.956	134.0	48.105		165.1	2:34.899		14	32.500		1:06.019	139.2	45.449		184.6	2:23.968	
2	33.550		1:07.381	134.8	47.621		177.0	2:28.552		15	32.907		1:05.962	140.4	45.595		173.9	2:24.464	
3	35.047		1:07.403	135.7	46.810		173.1	2:29.260		16	31.857		1:05.212	138.6	45.498		180.9	2:22.567	
4	32.964		1:08.044	131.7	48.559		161.7	2:29.567		17	31.782	110.5	1:05.567	136.7	46.007		179.4	2:23.356	
5	33.389	110.3	1:07.891	132.7	47.720		166.2	2:29.000		18	33.791		1:05.256	128.1	47.157		187.2	2:26.204	
6	32.893		1:06.978	136.2	46.605		176.2	2:26.476		19	31.716	113.3	<u>1:03.619</u>	140.3	44.606		187.8	2:29.941	
7	33.758		1:06.896	134.5	In		180.6	2:32.931	P	20	<u>30.893</u>	<u>114.6</u>	1:03.701	<u>141.9</u>	<u>43.886</u>		<u>190.8</u>	<u>2:18.480</u>	
8	Out	108.8	1:07.028	134.0	45.597		173.4	4:16.635		21	33.961	112.4	1:04.090	140.3	44.473		188.5	2:22.524	
9	32.735	107.4	1:06.054	137.1	47.823		181.8	2:26.612		22	31.655	112.1	1:07.053	125.6	48.476		182.4	2:27.184	
10	31.867	110.5	1:06.028	139.0	45.471		184.9	2:23.366		23	33.577	111.2	1:04.223	138.1	44.479		190.1	2:22.279	
11	32.019	110.2	1:05.466	134.2	45.737		188.2	2:23.222		24	32.115	108.1	1:05.417	139.2	44.374		186.2	2:21.906	
12	34.227	108.8	1:05.130	139.2	45.063		186.9	2:24.420		25	33.472	113.8	1:04.915	139.9	44.463		185.2	2:22.850	
13	32.206	110.7	1:04.844	138.5	45.567		181.5	2:22.617		26									

271 Christian Jacobsen										BMW 2002 ti									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	31.639		1:01.419	149.0	40.834		194.6	2:13.892		15	28.669	<u>122.3</u>	1:00.995	150.0	40.643		193.9	2:10.307	
2	28.782		1:00.556	148.8	41.667		194.2	2:11.005		16	28.883	119.1	1:00.903	148.1	40.829		193.5	2:10.615	
3	29.191		1:00.090	151.0	<u>40.323</u>		194.6	2:09.604		17	28.564		1:00.639	148.8	In		195.7	2:16.743	P
4	28.635		1:00.719	<u>151.9</u>	40.366		193.2	2:09.720		18	Out		1:00.423	150.0	40.578		192.5	4:06.202	
5	28.608		1:01.637	147.9	41.529		195.7	2:11.774		19	<u>28.338</u>	121.1	1:00.352	149.0	40.713		193.2	2:09.403	
6	28.738	120.5	1:00.242	151.7	40.539		195.7	2:09.519		20	28.772		1:00.562	150.2	40.503		193.2	2:09.837	
7	28.547		1:00.380	150.6	40.692		195.3	2:09.619		21	28.494	119.3	1:00.967	147.3	40.753		194.9	2:10.214	
8	28.568		1:00.188	149.6	41.278		<u>196.0</u>	2:10.034		22	28.974	118.9	1:01.160	151.0	40.851		189.8	2:10.985	
9	28.646		1:00.141	151.5	40.533		194.9	2:09.320		23	28.875	118.7	1:00.886	150.8	40.822		194.6	2:10.583	
10	28.868	121.5	1:01.255	149.8	41.098		174.2	2:11.221		24	28.979	118.0	1:00.550	150.2	40.585		192.5	2:10.114	
11	29.104	117.6	1:00.224	150.6	40.637		194.9	2:09.965		25	28.952	117.9	1:00.818	149.6	41.024		194.6	2:10.794	
12	28.485	121.8	<u>59.959</u>	151.7	40.513		194.6	<u>2:08.957</u>		26	30.067	118.7	1:00.346	150.8	41.416		192.9	2:11.829	
13	28.684	117.8	1:00.528	149.2	40.850		192.5	2:10.062		27	29.367	120.3	1:01.123	150.4	41.905		189.1	2:12.395	
14	28.398	119.9	1:00.483	150.8	40.525		<u>196.0</u>	2:09.406		28	30.445	116.8	1:01.423	150.0	41.656		186.9	2:13.524	

645 Matthias Schenzle										Mercedes Benz 450 SLC									
lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	TopSpeed	laptime	pit	lap	Sect-1	Speed	Sect-2	Speed	Sect-3	Speed	Topspeed	laptime	pit
1	38.144		1:15.329	117.8	<u>49.717</u>		146.5	2:43.190		13	36.466	93.2	1:13.699	115.3	50.449		150.4	2:40.614	
2	36.299		1:13.877	120.3	50.062		<u>160.0</u>	2:40.238		14	36.019		1:12.695	120.1	In		154.9	2:47.034	P
3	35.408		1:15.242	117.6	51.278		153.4	2:41.928		15	Out		1:14.471	111.8	51.599		147.9	4:45.207	
4	35.369		1:15.007	117.3	52.989		156.1	2:43.365		16	36.025		1:14.393	116.6	50.876		151.9	2:41.294	
5	35.389	102.7	1:15.037	121.5	49.978		153.4	2:40.404		17	34.874	106.6	1:14.255	118.0	50.564		148.8	2:39.693	
6	35.250		1:12.934	118.6	50.271		154.3	2:38.455		18	36.391	103.8	1:13.969	118.2	50.110		154.1	2:40.470	
7	35.345		1:13.141	120.1	50.759		154.9	2:39.245		19	37.088	100.0	1:13.515	117.5	52.513		156.7	2:43.116	
8	35.927	92.5	1:13.718	115.6	51.387		156.1	2:41.032		20	<u>34.870</u>	104.2	1:12.646	120.0	51.276		158.1	2:38.792	
9	35.990	101.4	1:13.668	122.2	51.564		152.3	2:41.222		21	35.640	103.8	1:13.452	119.3	50.772		153.6	2:39.864	
10	35.561	103.1	1:13.283	121.6	51.482		148.8	2:40.326		22	35.821	106.1	1:12.874	119.9	51.309		154.1	2:40.004	
11	35.078	106.3	1:13.187	119.7	50.225		154.5	2:38.490		23	35.592	<u>107.6</u>	1:12.340	122.0	50.136		155.2	<u>2:38.068</u>	
12	36.316	101.9	<u>1:11.968</u>	<u>122.4</u>	50.041		150.8	2:38.325		24									