



# DNRT - Super Race Weekeind

DNRT

## ZEC - Race 2

### Ronden- en Sectortijden

16 - 18 augustus 2013

Zandvoort GP - 4307 mtr.

1 Jadbalja Gerrit							Saker						
1	52.793	239.5	30.788	33.614	239.5	1:57.195	5	48.978	238.4	29.753	33.506	238.4	1:52.237
2	<del>48.622</del>	<del>240.5</del>	29.080	<del>33.013</del>	<del>240.5</del>	<b>1:50.745</b>	6	49.388	236.8	29.242	33.546	236.8	1:52.176
3	48.897	238.9	29.197	33.471	238.9	1:51.565	7	48.900	237.4	30.148	33.637	237.4	1:52.685
4	48.986	238.9	<del>29.037</del>	33.340	238.9	1:51.363	8	49.648	231.3	30.044	34.182	231.3	1:53.874

7 Vakgarage de Wit Laurens							Saker						
1	50.796	<del>250.0</del>	<del>28.739</del>	<del>32.440</del>	<del>250.0</del>	1:51.975	5	48.227	244.9	29.132	33.082	244.9	1:50.391
2	<del>47.443</del>	247.7	28.798	32.818	247.7	<b>1:49.059</b>	6	47.997	244.9	29.309	33.395	244.9	1:50.701
3	47.977	247.1	29.115	33.141	247.1	1:50.233	7	48.646	244.3	29.819	33.093	244.3	1:51.558
4	48.896	247.7	29.025	32.936	247.7	1:50.857	8	48.819	244.3	29.781	33.181	244.3	1:51.781

8 Jadbalja Herbert							Saker						
1	50.983	241.6	<del>29.204</del>	<del>33.171</del>	241.6	1:53.358	5	48.845	240.0	29.495	33.625	240.0	1:51.965
2	<del>48.321</del>	<del>242.2</del>	29.317	33.463	<del>242.2</del>	1:51.101	6	48.713	239.5	29.938	33.538	239.5	1:52.189
3	49.815	241.1	29.924	33.218	241.1	1:52.957	7	49.267	241.1	<del>29.727</del>	33.671	241.1	1:52.665
4	48.453	239.5	29.220	33.289	239.5	<b>1:50.962</b>	8	49.435	230.8	30.171	35.483	230.8	1:55.089

10 Jadbalja Nico / Piet							Saker						
1	54.233	<del>231.3</del>	30.659	34.822	<del>231.3</del>	1:59.714	5	49.898	228.8	30.412	34.452	228.8	1:54.762
2	50.364	229.8	30.804	34.759	229.8	1:55.927	6	<del>49.558</del>	228.3	30.173	<del>34.432</del>	228.3	<b>1:54.163</b>
3	50.499	229.8	<del>30.067</del>	34.741	229.8	1:55.307	7	50.258	228.3	30.067	34.972	228.3	1:55.297
4	50.167	227.8	30.091	34.677	227.8	1:54.935	8	49.798	229.8	30.230	35.521	229.8	1:55.549

11 IDRT							Saker						
1	51.623	243.2	29.536	33.211	243.2	1:54.370	5	48.026	242.2	29.224	32.956	242.2	1:50.206
2	48.450	243.2	29.225	33.050	243.2	1:50.725	6	47.745	<del>244.9</del>	29.417	32.964	<del>244.9</del>	1:50.126
3	<del>47.713</del>	243.8	29.391	33.063	243.8	1:50.167	7	47.961	243.2	29.282	33.048	243.2	1:50.291
4	47.859	241.6	<del>28.949</del>	<del>32.881</del>	241.6	<b>1:49.689</b>	8	48.298	242.7	29.839	33.087	242.7	1:51.224

18 Johan Kraan Motorsports Divinet							Saker						
1	53.486	<del>242.7</del>	30.899	35.208	<del>242.7</del>	1:59.593	5	50.073	238.4	30.108	34.538	238.4	1:54.719
2	50.665	236.8	30.108	34.917	236.8	1:55.690	6	49.980	240.5	29.812	34.737	240.5	1:54.529
3	50.429	239.5	29.833	34.671	239.5	1:54.933	7	<del>49.839</del>	239.5	<del>29.658</del>	34.499	239.5	<b>1:53.996</b>
4	49.967	240.0	29.703	34.594	240.0	1:54.264	8	50.347	239.5	29.896	<del>34.439</del>	239.5	1:54.682

87 Jadbalja Frederik							Saker						
1	51.336	240.0	29.379	33.685	240.0	1:54.400	5	48.916	238.9	29.272	33.384	238.9	1:51.572
2	49.121	<del>241.6</del>	29.446	33.397	<del>241.6</del>	1:51.964	6	48.707	238.4	29.334	33.609	238.4	1:51.650
3	<del>48.425</del>	240.5	29.440	<del>33.338</del>	240.5	<b>1:51.203</b>	7	49.496	240.5	29.289	33.873	240.5	1:52.658
4	48.578	228.3	<del>29.236</del>	33.517	228.3	1:51.331	8	49.217	230.3	30.094	36.638	230.3	1:55.949

169 Floris en Jan van den Heuvel							BMW 130						
1	1:00.572	211.8	33.482	39.761	211.8	2:13.815	5	57.581	210.5	33.571	39.116	210.5	2:10.268
2	56.836	213.4	33.699	38.914	213.4	2:09.449	6	56.405	210.9	35.297	38.966	210.9	2:10.668
3	56.533	213.0	33.106	<del>38.285</del>	213.0	<b>2:07.934</b>	7	57.827	213.0	33.361	38.863	213.0	2:10.051
4	<del>55.335</del>	<del>214.3</del>	<del>33.011</del>	38.846	<del>214.3</del>	2:08.252	8						

325 Latgas							BMW E30						
1	58.850	208.0	33.311	38.591	208.0	2:10.752	5	56.067	208.8	33.133	38.533	208.8	2:07.733
2	56.039	204.2	33.308	<del>38.081</del>	204.2	2:07.428	6	56.100	204.5	<del>33.122</del>	38.290	204.5	2:07.512
3	<del>55.640</del>	<del>205.3</del>	33.507	38.343	<del>205.3</del>	2:07.490	7	56.105	204.9	33.157	38.233	204.9	2:07.495
4	55.779	204.9	33.173	38.437	204.9	<b>2:07.389</b>	8						

336 Roel van Dijk							BMW E30						
1	59.571	208.4	34.336	39.066	208.4	2:12.973	5	56.122	204.2	34.066	39.083	204.2	2:09.271
2	56.669	204.5	34.097	38.691	204.5	2:09.457	6	56.717	204.5	34.186	39.162	204.5	2:10.065



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3	56.258	<del>207.3</del>	<del>33.466</del>	<del>38.494</del>	<del>207.3</del>	<b>2:08.218</b>	7	56.995	205.3	33.971	38.755	205.3	2:09.721
4	<del>55.981</del>	205.3	33.890	38.671	205.3	2:08.545	8						

<b>555</b>	<b>Mark Harmsen</b>						<b>BMW E30</b>						
1	59.360	201.5	33.469	38.838	201.5	2:11.667	5	57.632	201.5	34.057	39.374	201.5	2:11.063
2	57.052	<del>208.8</del>	33.929	<del>38.722</del>	<del>208.8</del>	2:09.703	6	56.963	201.5	34.482	38.895	201.5	2:10.340
3	<del>55.552</del>	202.2	33.469	38.760	202.2	<b>2:08.791</b>	7	56.992	201.5	<del>33.379</del>	39.042	201.5	2:09.413
4	56.751	202.2	33.918	38.850	202.2	2:09.519	8						

<b>650</b>	<b>Wilco Pels</b>						<b>BMW E30</b>						
1	58.719	<del>201.5</del>	<del>34.252</del>	39.552	<del>201.5</del>	2:12.523	5	57.957	197.4	35.046	39.710	197.4	2:12.713
2	<del>56.614</del>	201.1	34.318	<del>38.925</del>	201.1	<b>2:09.857</b>	6	58.299	197.1	35.153	39.179	197.1	2:12.631
3	57.699	198.2	34.409	39.538	198.2	2:11.646	7	57.848	193.5	34.903	40.592	193.5	2:13.343
4	58.433	194.9	35.517	39.953	194.9	2:13.903	8						

<b>674</b>	<b>Karel Neleman</b>						<b>BMW E30</b>						
1	57.605	204.2	<del>32.810</del>	38.288	204.2	2:08.703	5	<del>55.271</del>	204.2	33.220	38.342	204.2	2:06.833
2	55.629	<del>205.3</del>	32.977	38.289	<del>205.3</del>	2:06.895	6	55.774	203.8	33.259	38.484	203.8	2:07.517
3	55.325	204.2	32.986	38.322	204.2	<b>2:06.633</b>	7	55.327	198.9	33.782	38.672	198.9	2:07.781
4	56.121	204.2	33.069	<del>38.271</del>	204.2	2:07.461	8						

<b>680</b>	<b>Olivier Savalon, Peter Popyus</b>						<b>BMW E30</b>						
1	59.723	203.4	33.390	38.944	203.4	2:12.057	5	55.727	204.2	33.227	38.255	204.2	<b>2:07.209</b>
2	56.125	204.9	33.536	38.616	204.9	2:08.277	6	56.058	<del>205.3</del>	33.142	<del>38.228</del>	<del>205.3</del>	2:07.428
3	56.097	204.9	33.284	38.432	204.9	2:07.813	7	<del>55.480</del>	203.8	<del>33.011</del>	38.906	203.8	2:07.397
4	56.256	204.9	33.347	38.306	204.9	2:07.909	8						