

ACNN Zolder

Autosport Competitie Noord Nederland

DRDO - Free practice

Laps and Sector Times

21 July 2013

Zolder - 4000 mtr.

3 Drummen-Friederich					BMW M3				
1	44.668	48.594	38.300 157.4	2:11.562	6	39.695	46.564	38.112 1604	2:04.371
2	40.442	46.895	39.453 153.8	2:06.790	7	40.089	46.444	In	2:17.750 P
3	40.431	46.923	In	2:19.238 P	8	Out	47.613	39.238 153.8	4:08.412
4	Out	46.477	37.901 159.6	3:56.722	9	38.808	44.065	36.607 134.3	1:59.475
5	39.539	45.547	38.447 157.4	2:03.533	10				

4 Mark Bol Raap					BMW M3				
1	38.689	44.054	36.120 161.9	1:58.863	7	37.251	44.382	35.424 162.7	1:57.057
2	37.868	43.791	35.909 162.7	1:57.568	8	37.816	42.994	35.172 162.7	1:55.982
3	37.616	45.365	35.547 161.9	1:58.528	9	37.341	43.480	35.947 161.1	1:56.768
4	37.802	43.020	36.499 162.7	1:57.321	10	38.855	43.835	35.106 162.7	1:57.796
5	37.435	42.942	36.058 160.4	1:56.435	11	37.783	42.820	35.857 161.1	1:56.460
6	38.735	43.097	35.225 163.5	1:57.057	12	37.409	42.660	35.316 162.7	1:55.385

7 Menno van de Grijspaarde					BMW M3				
1	Out	1:17.905	In	3:40.056 P	2	Out	46.765	38.729 153.8	14:24.882

9 Boerekamps-Romviel					BMW M3				
1	37.051	42.859	34.962 165.9	1:54.872	5	Out	41.479	35.032 165.9	4:37.172
2	35.777	42.005	36.529 163.5	1:54.311	6	35.605	40.876	34.832 164.3	1:51.313
3	35.760	41.384	34.861 164.3	1:52.005	7	35.792	44.705	In	2:13.155 P
4	35.730	41.884	In	2:08.980 P	8				

10 vd Linden-Peene					BMW M3				
1	38.924	44.613	35.726 161.9	1:59.263	4	37.325	42.689	35.839 162.7	1:55.823
2	37.009	43.130	35.445 162.7	1:55.584	5	37.429	43.015	In	2:06.999 P
3	37.481	42.958	35.319 163.5	1:55.758	6				

11 Marc Dijkhuis					BMW M3				
1	44.779	51.065	42.048 161.9	2:17.892	6	38.036	45.058	In	2:21.175 P
2	38.302	43.510	36.167 163.5	1:57.979	7	Out	48.124	36.174 165.1	4:34.240
3	40.356	43.357	36.530 164.3	2:00.243	8	38.096	43.051	35.425 165.9	1:56.572
4	37.584	43.004	35.608 165.1	1:56.196	9	37.027	42.631	35.384 165.9	1:55.042
5	38.291	43.597	36.328 164.3	1:58.216	10	36.775	42.388	35.415 165.9	1:54.583

16 Jan Hein Witzand					BMW M3				
1	40.310	43.770	35.665 163.5	1:59.745	7	38.377	43.593	35.521 163.5	1:57.491
2	37.671	42.957	35.162 166.7	1:55.790	8	38.086	43.634	35.595 164.3	1:57.315
3	37.579	43.634	34.788 166.7	1:56.001	9	38.964	43.300	35.584 163.5	1:57.848
4	38.060	43.740	36.295 159.6	1:58.095	10	38.998	43.363	35.512 164.3	1:57.873
5	39.049	44.224	In	2:12.045 P	11	38.138	43.339	35.446 162.7	1:56.923
6	Out	44.338	36.076 162.7	3:55.191	12				

20 Henk van Dijk					BMW M3				
1	43.120	49.066	40.761 155.9	2:12.947	3	Out	50.400	In	8:23.084 P
2	41.705	48.718	In	2:25.900 P	4				

28 Kivits-van Rooij					BMW M3				
1	39.974	47.402	38.897 158.9	2:06.273	7	36.688	41.902	34.863 165.9	1:53.453
2	41.094	50.264	38.694 153.8	2:10.052	8	37.787	42.365	35.901 165.1	1:56.053
3	39.165	44.728	37.181 163.5	2:01.074	9	36.843	42.439	35.464 165.9	1:54.746
4	38.738	43.561	36.375 163.5	1:58.674	10	36.574	44.642	35.235 165.9	1:56.451
5	36.715	43.409	36.018 164.3	1:56.142	11	36.323	42.832	35.567 165.9	1:54.722
6	38.005	42.475	34.928 165.9	1:55.408	12				

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31	Marloes Dijkhuis					BMW 120 D					
1	44.625	51.230	43.044	138.1	2:18.899	4	43.266	49.479	40.151	139.3	2:12.896
2	44.158	49.177	40.800	141.0	2:14.135	5	42.661	48.740	In		2:24.205 P
3	43.527	51.436	41.390	131.7	2:16.353	6					
32	Thierry Kohler					Diesel					
1	Out	46.811	38.350	148.4	2:15.888	5	38.481	44.407	37.980	149.7	2:00.868
2	39.535	49.722	39.048	141.6	2:08.305	6	38.803	44.307	37.830	149.7	2:00.940
3	39.176	45.169	38.221	149.1	2:02.566	7	38.732	44.867	In		2:14.770 P
4	38.630	44.307	37.706	149.7	2:00.643	8					
35	de Weerd-van Schaijk					VW Golf TDI					
1	Out	59.949	41.606	141.0	2:32.254	5			37.885	144.6	2:01.195
2			40.418	140.4	2:09.202	6	39.295	44.402	37.442	144.0	2:01.139
3	40.143	46.329	39.424	141.6	2:05.896	7			38.366	142.2	2:02.481
4	38.944	45.412	38.022	144.6	2:02.278	8					
36	Smeijsters-Gras										
1	41.669	46.081	37.551	150.4	2:05.301	6	38.629	44.496	37.227	150.4	2:00.352
2	40.340	45.971	37.398	151.1	2:03.709	7	38.963	47.292	In		2:17.151 P
3	42.390	45.818	37.462	150.4	2:05.670	8	Out	45.459	37.675	147.8	5:03.448
4	39.259	44.984	38.065	151.7	2:02.308	9	38.188	43.910	37.077	150.4	1:59.175
5	39.322	44.611	37.643	149.1	2:01.576	10	37.788	42.924	36.630	150.4	1:57.342
37	Michael Hermans					BMW 123 D					
1			39.553	146.5	2:08.069	7	39.234	44.587	37.414	149.1	2:01.235
2			38.365	147.1	2:04.434	8			37.514	147.8	2:01.315
3	39.028	46.068	38.684	148.4	2:03.780	9	46.649	45.734	38.287	138.7	2:10.670
4			38.155	148.4	2:04.186	10	40.766	44.608	38.519	144.6	2:03.893
5	38.945	46.286	38.284	149.7	2:03.515	11	39.069	44.357	37.707	146.5	2:01.133
6	38.582	45.117	37.877	144.6	2:01.576	12					
38	Rianneke Bakker					VW Golf TDI					
1	Out	57.974	45.390	111.0	2:48.791	5	45.082	51.632	41.008	134.8	2:17.667
2	49.755	50.966	44.011	132.7	2:24.732	6	45.053	51.299	41.225	134.8	2:17.577
3	45.195	52.206	41.145	138.7	2:18.546	7	46.605	50.142	38.831	142.8	2:16.578
4	46.452	51.975	40.896	132.7	2:19.323	8	45.267	48.947	40.229	141.0	2:14.443
40	Baars-Roeleveld					Diesel					
1	39.611	44.970	38.320	153.7	2:02.901	5	37.605	44.251	36.708	147.8	1:58.559
2	38.796	44.507	37.073	152.4	2:00.376	6	44.167	55.763	In		3:49.252 P
3	38.582	44.720	36.948	151.7	2:00.250	7	Out	51.449	In		5:55.946 P
4	37.580	44.724	36.826	151.7	1:59.130	8					
61	Andre van der Laan										
1	46.548	53.152	42.868	135.9	2:22.568	6	42.801	48.819	53.392	137.6	2:25.012
2	45.980	51.141	41.606	138.1	2:18.727	7	43.271	50.055	39.647	143.4	2:12.973
3	45.303	52.390	41.540	140.4	2:19.233	8	42.511	47.998	39.514	144.6	2:10.023
4	44.215	50.142	41.579	141.6	2:15.936	9	41.979	47.055	39.249	141.0	2:08.283
5	43.733	50.310	40.876	141.0	2:14.919	10	41.482	46.908	40.713	142.8	2:09.073
69	Ellenkamp-Sluiser					BMW Compact					
1	42.763	48.433	39.969	140.4	2:11.165	7	39.357	45.291	38.372	141.0	2:03.020
2	40.111	45.999	38.436	139.3	2:04.546	8	39.218	44.908	38.109	141.0	2:02.230
3	40.446	46.009	39.119	142.2	2:05.574	9	41.781	45.321	38.991	142.8	2:06.093
4	39.686	46.431	39.683	140.4	2:05.800	10	39.615	45.418	38.019	142.2	2:03.052
5	40.027	45.333	38.342	142.2	2:03.702	11	39.396	45.031	38.015	142.2	2:02.442
6	40.533	45.878	38.332	139.8	2:04.743	12					

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71	Alexander Berger					BMW 130i					
1	Out	49.734	38.765	150.4	2:18.332	6	37.783	43.980	36.061	156.7	1:57.824
2	40.638	50.690	37.224	155.9	2:08.552	7	37.161	43.489	36.049	158.9	1:56.699
3	38.359	44.922	37.048	154.5	2:00.329	8	39.734	43.877	36.439	155.9	2:00.050
4	38.866	45.269	In		2:15.753	9	38.494	43.946	36.616	158.1	1:58.056
5	Out	44.531	37.676	157.4	3:43.981	10					
72	Guido Kennis					BMW 130i					
1	Out		38.334	142.8	2:05.003	4	38.452	43.875	37.660	146.5	1:59.987
2	39.597	43.918	37.744	146.5	2:01.259	5	38.180	43.485	37.591	145.9	1:59.256
3	38.360	43.751	37.686	144.6	1:59.797	6			37.616	145.9	1:59.818
77	Stan van Oord					Suzuki Swift					
1			42.611	131.7	2:22.033	6			40.886	132.2	2:11.679
2			41.564	132.2	2:17.031	7			40.134	135.4	2:10.793
3			40.831	132.2	2:13.417	8			40.079	131.7	2:10.554
4			40.761	132.7	2:12.858	9			40.310	132.7	2:12.613
5			40.554	129.2	2:11.447	10			40.578	133.2	2:11.612
79	David Rijks					BMW 130i					
1	Out	49.797	39.620	146.5	2:20.964	4	38.162	44.411	36.206	157.4	1:58.779
2	41.617	47.263	37.705	151.1	2:06.585	5	37.407	44.259	In		2:15.105
3	38.406	44.424	36.294	155.9	1:59.124	6	Out	43.878	36.322	157.4	11:16.166
82	Mark van Doesburg					Specials					
1	Out		41.630	131.2	2:28.638	3		In	In		2:20.906
2	42.138	46.569	39.601	145.2	2:08.308	4					
83	Euser-Meixner					BMW					
1	39.456	46.545	37.761	142.8	2:03.762	6	Out	46.841	40.249	140.4	5:25.398
2	39.116	45.084	38.348	142.8	2:02.548	7	39.764	45.533	39.217	141.0	2:04.514
3	38.635	44.746	37.869	142.8	2:01.250	8	48.669	45.336	38.886	144.6	2:12.891
4	38.786	45.126	37.802	145.2	2:01.714	9	39.299	45.136	38.044	145.9	2:02.479
5	38.465	45.867	In		2:17.260	10					