

## ZomeravondCompetite Motoren - 2013-09-30

RSZ Motors

### Toms Cup - Race 3 Ronden- en Sectortijden

30 september 2013  
Assen - 4542 mtr.

<b>6</b>	<b>Remmelt Kielstra</b>				<b>Yamaha R1</b>			
1	53.169	1:24.567		2:17.736	4	48.903	1:23.797	2:12.700
2	48.747	1:23.537		2:12.284	5	<del>48.562</del>	1:24.067	2:12.619
3	48.729	<b>1:22.811</b>		<b>2:11.570</b>	6	49.082	1:23.632	2:12.714
<b>21</b>	<b>Camil Rodermans</b>				<b>Suzuki GSXR600</b>			
1	52.606	1:23.093		2:15.699	4	47.058	1:23.705	2:10.763
2	47.896	1:23.685		2:11.581	5	47.006	<b>1:22.653</b>	<b>2:09.659</b>
3	47.393	1:23.882		2:11.275	6	<del>46.819</del>	1:23.703	2:10.552
<b>33</b>	<b>Coen Pijnenburg</b>				<b>Buell 1125</b>			
1	48.847	1:20.137		2:08.984	4	45.346	1:17.773	2:03.119
2	<del>44.738</del>	<b>1:17.263</b>		<b>2:01.981</b>	5	44.904	1:17.524	2:02.428
3	44.991	1:17.461		2:02.452	6	44.988	1:18.316	2:03.304
<b>74</b>	<b>Henk Koopen</b>				<b>Yamaha R6</b>			
1	48.923	1:17.115		2:06.038	4	44.019	<b>1:15.873</b>	<b>1:59.892</b>
2	<del>43.736</del>	1:17.442		2:01.178	5	44.067	1:15.933	2:00.000
3	44.047	1:17.324		2:01.371	6	44.387	1:16.863	2:01.250
<b>98</b>	<b>Henk Botter</b>				<b>Yamaha R6</b>			
1		1:17.325		2:10.440	4	44.878	1:16.860	2:01.738
2	43.447	1:15.734		1:59.181	5	43.395	<b>1:15.336</b>	<b>1:58.791</b>
3	43.641	1:19.916		2:03.557	6	<del>43.161</del>	1:18.436	2:01.597
<b>100</b>	<b>Dennis Mooij</b>				<b>Honda CBR600</b>			
1	53.186	1:22.760		2:15.946	4	46.613	1:18.176	2:04.789
2	46.526	1:21.413		2:07.939	5	<del>45.835</del>	1:22.435	2:08.270
3	46.237	1:21.923		2:08.160	6	45.946	<b>1:17.525</b>	<b>2:03.471</b>
<b>109</b>	<b>Tim van der End</b>				<b>Suzuki GSXR750</b>			
<b>118</b>	<b>Mike Obdam</b>				<b>VTR1000F</b>			
1		1:15.858		2:08.383	4	43.125	1:12.274	1:55.399
2	43.828	1:14.982		1:58.810	5	<del>42.803</del>	<b>1:12.181</b>	<b>1:54.989</b>
3	43.692	1:13.013		1:56.705	6	43.253	1:13.165	1:56.418
<b>138</b>	<b>Kethlin Biemans</b>				<b>Ducati 848</b>			
1	52.253	<b>1:22.836</b>		<b>2:15.089</b>	4	50.591	1:27.587	2:18.178
2	<del>47.887</del>	1:34.282		2:22.169	5	51.355	1:28.838	2:20.193
3	50.567	1:26.430		2:16.997	6	51.274	1:31.007	2:22.281
<b>167</b>	<b>Rob van Dieren</b>				<b>Honda CBR600</b>			
1	52.579	1:22.264		2:14.843	4	47.164	<b>1:19.539</b>	2:06.703
2	47.260	1:20.623		2:07.883	5	<del>46.335</del>	1:19.846	<b>2:06.201</b>
3	48.239	1:22.000		2:10.239	6	46.509	1:19.831	2:06.340
<b>179</b>	<b>John van Harn</b>				<b>Honda CBR1000RR</b>			
<b>207</b>	<b>Robert-Jan Shamier</b>				<b>Yamaha R6</b>			
1	50.369	1:18.772		2:09.141	4	45.429	1:17.172	2:02.601
2	45.150	<b>1:16.675</b>		<b>2:01.825</b>	5	44.787	1:17.652	2:02.439
3	46.011	1:16.878		2:02.889	6	<del>44.751</del>	1:17.292	2:02.043

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<b>289</b>	<b>Anka Donderrs</b>				<b>Ducati Classic 1000</b>			
1	51.331	<i>1:20.274</i>		2:11.605	4	47.361	1:20.322	<b>2:07.683</b>
2	47.569	1:21.004		2:08.573	5	<del>47.297</del>	1:20.487	2:07.724
3	47.674	1:20.525		2:08.199	6	47.984	1:20.618	2:08.602
<b>398</b>	<b>Arie Molenaar</b>				<b>Suzuki GSXR600</b>			
1	52.974	1:21.105		2:15.079	4	48.724	1:20.803	2:09.527
2	48.747	1:20.425		2:09.172	5	<del>47.980</del>	1:20.572	<b>2:08.552</b>
3	48.745	<i>1:20.224</i>		2:08.969	6	48.971	1:20.778	2:09.749
<b>402</b>	<b>Erwin Schreutelkamp</b>				<b>Yamaha R1</b>			
<b>480</b>	<b>William Ketelaar</b>				<b>Yamaha R1</b>			
1		<i>1:15.357</i>		2:05.221	4	44.719	1:18.083	2:02.802
2	45.189	1:18.808		2:03.997	5	44.709	1:16.791	2:01.500
3	44.576	1:18.667		2:03.243	6	<del>43.777</del>	1:16.338	<b>2:00.115</b>
<b>503</b>	<b>John Spronk</b>				<b>Yamaha R1</b>			
1	52.221	1:21.717		2:13.938	3	48.296	1:21.383	2:09.679
2	<del>47.219</del>	<i>1:21.207</i>		<b>2:08.426</b>	4	49.241	1:22.994	2:12.235
<b>506</b>	<b>Henk-Jan van der Marel</b>				<b>Yamaha R1</b>			
1	50.773	1:20.143		2:10.916	4	45.279	<i>1:17.816</i>	<b>2:03.125</b>
2	46.439	1:20.989		2:07.428	5	<del>45.198</del>	1:18.579	2:03.777
3	45.907	1:17.928		2:03.835	6	47.464	1:19.398	2:06.862
<b>824</b>	<b>Melvin van der Haven</b>				<b>Kawasaki Zx6R</b>			
1	49.520	1:20.780		2:10.300	4	48.029	1:22.180	2:10.209
2	46.309	1:21.256		2:07.565	5	<del>45.977</del>	<i>1:20.019</i>	<b>2:05.996</b>
3	47.326	1:20.393		2:07.719	6	46.148	1:20.337	2:06.485