

## Historic Grand Prix

HARC / Circuit Park Zandvoort

### NK HTGT - Qualifying

#### Laps and Sector Times

**30 August - 01 September 2013**  
**Zandvoort GP - 4307 mtr.**

2 Meijer-Jansen					Austin Healey 1960								
1	Out	196.7	39.418	44.902	196.7	2:33.103	6	<del>57.169</del>	213.9	35.359	39.611	213.9	<b>2:12.139</b>
2	1:01.526	211.8	35.528	41.199	211.8	2:18.253	7	57.763	211.8	<del>34.684</del>	39.977	211.8	2:12.424
3	59.077	213.0	35.082	40.000	213.0	2:14.159	8	58.776	<del>216.0</del>	35.389	<del>39.550</del>	<del>216.0</del>	2:13.725
4	1:02.416	212.6	37.929	41.030	212.6	2:21.375	9	59.395	189.1	34.772	40.520	189.1	2:14.687
5	58.364	209.7	35.836	40.098	209.7	2:14.298	10						

3 Schachinger-Gross					Ford Mustang 1965								
1	Out	210.9	36.434	41.314	210.9	2:20.119	5	1:10.577		41.627	In		2:51.255 P
2	<del>59.755</del>	<del>211.8</del>	35.518	41.365	<del>211.8</del>	2:16.638	6	Out	203.8	39.310	43.289	203.8	4:15.281
3	1:00.078	206.5	<del>35.375</del>	<del>41.092</del>	206.5	<b>2:16.545</b>	7	1:02.902	194.6	37.857	42.817	194.6	2:23.576
4	1:00.005	205.7	36.150	41.915	205.7	2:18.070	8						

7 Span-Span					Mini Cooper S 1965								
1	Out	185.9	38.608	46.046	185.9	2:27.592	5	1:02.141	<del>191.8</del>	36.452	42.621	<del>191.8</del>	2:21.214
2	1:05.327	189.8	38.671	42.757	189.8	2:26.755	6	1:00.618	190.5	<del>35.947</del>	41.435	190.5	<b>2:18.000</b>
3	1:02.676	188.8	37.966	43.293	188.8	2:23.935	7	1:01.399	186.5	38.600	42.470	186.5	2:22.469
4	1:11.536	188.2	42.895	44.990	188.2	2:39.421	8	<del>1:00.247</del>	190.1	37.567	<del>41.244</del>	190.1	2:19.058

8 Graham Wilson					Lotus Elan 26R 1963								
1	Out	225.9	34.561	37.756	225.9	2:09.759	5	Out	211.4	35.906	41.051	211.4	8:43.502
2	<del>55.574</del>	<del>228.3</del>	<del>32.825</del>	<del>37.076</del>	<del>228.3</del>	<b>2:05.475</b>	6	58.667	219.5	35.038	39.360	219.5	2:13.065
3	56.456	223.1	33.047	38.498	223.1	2:08.001	7	57.063	225.5	32.896	38.733	225.5	2:08.692
4	56.196		33.038	In		2:20.160 P	8						

11 Rob Rappange					Mini Cooper S 1964								
1	Out	177.9	36.676	42.398	177.9	2:19.284	6	59.366	188.5	35.432	40.110	188.5	2:14.908
2	59.442	198.9	34.919	40.480	198.9	2:14.841	7	1:01.757	187.2	36.632	41.181	187.2	2:19.570
3	59.695	198.9	35.513	41.009	198.9	2:16.217	8	1:00.854	173.4	36.504	42.164	173.4	2:19.522
4	<del>58.554</del>	<del>199.3</del>	<del>34.914</del>	<del>39.751</del>	<del>199.3</del>	<b>2:13.219</b>	9	1:02.597	180.9	37.179	41.196	180.9	2:20.972
5	1:00.922	<del>199.3</del>	37.038	40.342	<del>199.3</del>	2:18.302	10						

12 Bert Mets					Mini Cooper S 1965								
1	Out	173.1	37.967	44.180	173.1	2:25.993	4	1:01.298	<del>188.8</del>	<del>36.131</del>	<del>41.733</del>	<del>188.8</del>	<b>2:19.162</b>
2	1:05.471	187.8	37.813	42.909	187.8	2:26.193	5	1:02.593	<del>188.8</del>	36.228	41.909	<del>188.8</del>	2:20.730
3	1:02.540	187.5	36.515	41.945	187.5	2:21.000	6	<del>1:01.265</del>		36.277	In		2:34.646 P

14 Van Thiel-van Thiel					Mini Cooper S 1965								
1						<b>2:27.452</b>	3						2:32.382
2						8:15.784	4						

19 Armand Adriaans					Shelby Mustang 1965								
1	56.566	234.3	33.401	38.290	234.3	2:08.257	6	59.549	230.8	34.120	39.285	230.8	2:12.954
2	<del>56.181</del>	<del>235.8</del>	<del>33.350</del>	<del>37.971</del>	<del>235.8</del>	<b>2:07.502</b>	7	57.616	232.3	34.536	38.738	232.3	2:10.890
3	56.849	232.8	33.560	39.061	232.8	2:09.470	8	58.083	233.8	34.691	38.699	233.8	2:11.473
4	58.094	232.3	34.621	39.766	232.3	2:12.481	9	58.034	234.3	34.080	39.417	234.3	2:11.531
5	57.502	229.8	34.424	38.903	229.8	2:10.829	10						

23 Huib Mars					Austin Healey 1959								
1	Out	205.7	35.532	41.529	205.7	2:16.398	6	<del>58.460</del>	<del>210.9</del>	35.040	<del>40.045</del>	<del>210.9</del>	<b>2:13.545</b>
2	1:00.654	208.1	35.808	41.030	208.1	2:17.492	7	59.382	208.9	35.647	40.641	208.9	2:15.670
3	59.005	209.3	35.607	40.409	209.3	2:15.021	8	58.602	210.1	35.801	40.538	210.1	2:14.941
4	58.675	<del>210.9</del>	<del>34.893</del>	40.539	<del>210.9</del>	2:14.107	9	58.560	210.1	35.316	40.613	210.1	2:14.489
5	1:01.831	210.5	36.760	40.782	210.5	2:19.373	10						

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#### Laps and Sector Times

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Zandvoort GP - 4307 mtr.

<b>24</b>	<b>Joep Westerveld</b>					<b>Marcos 1800 GT 1964</b>							
1	Out	209.3	37.336	40.472	209.3	2:16.564	6	58.170	209.7	34.275	39.571	209.7	2:12.016
2	57.989	<del>212.6</del>	<del>33.668</del>	38.984	<del>212.6</del>	2:10.641	7	58.379	205.3	33.776	39.678	205.3	2:11.833
3	57.518	<del>212.6</del>	33.803	39.124	<del>212.6</del>	2:10.445	8	<del>57.406</del>	209.7	33.809	<del>38.960</del>	209.7	<b>2:10.175</b>
4	57.977	210.9	34.049	40.006	210.9	2:12.032	9	57.742	211.8	33.822	39.104	211.8	2:10.668
5	1:01.374	207.7	35.889	39.667	207.7	2:16.930	10						
<b>27</b>	<b>Frank Romo</b>					<b>Mini Cooper S 1959</b>							
1	Out	166.7	38.344	44.474	166.7	2:28.224	5	1:04.625	43.860	In			2:52.904 P
2	1:02.842	188.5	36.580	42.047	188.5	2:21.469	6	Out	186.2	41.293	43.989	186.2	2:57.084
3	1:01.100	<del>192.5</del>	36.123	<del>41.152</del>	<del>192.5</del>	<b>2:18.375</b>	7	1:02.176	188.2	37.101	41.957	188.2	2:21.234
4	1:05.730	184.9	44.117	41.945	184.9	2:31.792	8	<del>1:00.914</del>	188.5	<del>36.059</del>	41.707	188.5	2:18.680
<b>37</b>	<b>de Vries-van Velsen</b>					<b>Mini Cooper S 1965</b>							
1	Out	189.1	37.283	41.325	189.1	2:20.899	6	1:01.659	191.8	36.061	40.609	191.8	2:18.329
2	1:00.208	191.8	35.489	40.596	191.8	2:16.293	7	<del>59.640</del>	<del>192.9</del>	35.666	40.698	<del>192.9</del>	<b>2:16.004</b>
3	1:00.576	187.2	<del>35.409</del>	41.934	187.2	2:17.919	8	1:00.471	<del>192.9</del>	35.807	<del>40.509</del>	<del>192.9</del>	2:16.787
4	1:00.266	<del>192.9</del>	35.481	40.757	<del>192.9</del>	2:16.504	9	1:00.571	180.3	37.147	41.918	180.3	2:19.636
5	1:00.764	189.1	36.089	43.195	189.1	2:20.048	10						
<b>39</b>	<b>Dols-van den Oetelaar</b>					<b>MG B 1964</b>							
1	Out	193.9	37.958	41.828	193.9	2:20.895	4	<del>59.842</del>	<del>194.6</del>	<del>35.822</del>	<del>41.022</del>	<del>194.6</del>	<b>2:16.686</b>
2	1:00.857	193.5	36.559	41.241	193.5	2:18.657	5	1:01.802	192.5	36.316	42.269	192.5	2:20.387
3	1:00.240	193.9	36.259	41.198	193.9	2:17.697	6	1:00.209		36.066	In		2:28.467 P
<b>40</b>	<b>Georg Stummeyer</b>					<b>Ford GT40 1965</b>							
1	Out	<del>252.9</del>	32.402	36.877	<del>252.9</del>	2:04.781	2	<del>53.616</del>	249.4	<del>31.139</del>	<del>36.034</del>	249.4	<b>2:00.789</b>
<b>42</b>	<b>Michel Lombard</b>					<b>Alpine A 110 1965</b>							
1	Out	178.8	39.136	44.688	178.8	2:30.821	5	1:06.249	194.2	36.461	42.028	194.2	2:24.738
2	1:03.059	198.9	36.850	41.834	198.9	2:21.743	6	1:01.991	202.2	35.802	41.554	202.2	2:19.347
3	<del>1:00.342</del>	<del>203.8</del>	<del>35.477</del>	<del>40.620</del>	<del>203.8</del>	<b>2:16.439</b>	7	1:01.214	199.3	35.973	41.453	199.3	2:18.640
4	1:06.713	174.5	43.530	43.662	174.5	2:33.905	8	1:05.070	168.2	40.700	46.409	168.2	2:32.179
<b>45</b>	<b>Bob Stevens</b>					<b>Triumph TR 4 1963</b>							
1	Out	198.5	36.530	42.491	198.5	2:20.346	6	Out	198.5	36.237	41.974	198.5	3:05.731
2	1:00.380	198.9	35.359	41.129	198.9	2:16.868	7	1:01.282	198.2	35.596	41.525	198.2	2:18.403
3	<del>59.640</del>	<del>200.7</del>	<del>35.089</del>	<del>40.761</del>	<del>200.7</del>	<b>2:15.490</b>	8	1:00.046	194.9	37.306	41.609	194.9	2:18.961
4	1:00.410	199.3	35.551	43.047	199.3	2:19.008	9	59.876	198.2	35.425	42.033	198.2	2:17.334
5	1:01.383		35.894	In		2:30.983 P	10						
<b>46</b>	<b>Jos Stevens</b>					<b>Lotus Elan 26R 1964</b>							
1	Out	214.3	37.047	42.798	214.3	2:18.097	6	55.728	<del>220.9</del>	32.850	38.210	<del>220.9</del>	<b>2:06.788</b>
2	57.304	219.5	34.126	<del>38.153</del>	219.5	2:09.583	7	1:00.980		35.981	In		2:29.529 P
3	<del>55.635</del>	208.1	<del>32.659</del>	40.771	208.1	2:09.065	8	Out	218.6	37.782	43.701	218.6	3:29.218
4	58.441	215.1	34.205	39.547	215.1	2:12.193	9	56.373	210.9	34.693	39.073	210.9	2:10.139
5	57.580	219.1	33.740	38.761	219.1	2:10.081	10						
<b>47</b>	<b>Bert Du Toy van Hees</b>					<b>Lotus Elite 1960</b>							
1	Out	194.6	37.067	41.826	194.6	2:19.113	6	59.077	201.5	36.773	40.176	201.5	2:16.026
2	1:01.354	<del>201.9</del>	35.699	40.114	<del>201.9</del>	2:17.167	7	58.610	<del>201.9</del>	34.577	<del>40.046</del>	<del>201.9</del>	2:13.233
3	59.342	191.5	35.115	42.102	191.5	2:16.559	8	<del>58.104</del>	201.1	34.777	40.048	201.1	<b>2:12.929</b>
4	1:00.116		35.436	In		2:25.142 P	9	58.680	193.2	<del>34.295</del>	41.552	193.2	2:14.527
5	Out	200.7	35.143	40.479	200.7	2:55.719	10						

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<b>49</b>	<b>Roland Zoomers</b>					<b>Jaguar E-Type 1963</b>									
1	Out	194.6	37.375	39.946	194.6	2:16.063	5	1:00.959	45.977	In	2:50.919	<b>P</b>			
2		<del>57.928</del>	193.5	39.878	40.411	193.5	2:18.217	6	Out	193.2	34.988	40.176	193.2	7:27.784	
3		58.135	193.5	34.407	<del>39.492</del>	193.5	<b>2:12.034</b>	7		59.350	192.9	34.937	40.921	192.9	2:15.208
4		58.821	<del>194.9</del>	<del>34.032</del>	39.991	<del>194.9</del>	2:12.844	8							
<b>52</b>	<b>Sautter-von Oeynhausen</b>					<b>Jaguar E-Type 1961</b>									
1	Out	201.5	40.426	44.851	201.5	2:33.809	5	Out	203.0	36.170	42.037	203.0	5:12.601		
2		1:01.024	208.1	<del>35.403</del>	41.386	208.1	2:17.813	6		1:03.989	208.1	38.098	42.089	208.1	2:24.176
3		<del>1:00.758</del>	<del>211.8</del>	36.236	<del>40.802</del>	<del>211.8</del>	<b>2:17.796</b>	7		1:00.941	210.1	35.557	41.347	210.1	2:17.845
4		2:21.186	38.001	In			3:53.843	<b>P</b>	8						
<b>55</b>	<b>Rob Bergmans</b>					<b>Iso Rivolta 1965</b>									
1	Out	225.5	34.273	38.633	225.5	2:10.100	5	56.169	<del>228.3</del>	33.007	38.184	<del>228.3</del>	2:07.360		
2		55.408	223.1	33.243	39.069	223.1	2:07.720	6		1:01.017	36.293	In	2:32.759	<b>P</b>	
3		55.962	225.5	33.344	<del>37.946</del>	225.5	2:07.252	7	Out	214.3	34.632	47.685	214.3	4:22.250	
4		56.608	225.0	33.329	38.646	225.0	2:08.583	8		<del>55.305</del>	225.9	<del>32.966</del>	38.008	225.9	<b>2:06.279</b>
<b>56</b>	<b>Thomas Augustin</b>					<b>Ford Mustang 1965</b>									
1	Out	200.7	37.205	46.168	200.7	2:26.413	5	1:04.041	209.7	36.694	42.101	209.7	2:22.836		
2		1:05.082	206.1	37.176	43.110	206.1	2:25.368	6		1:02.232	208.1	38.002	42.716	208.1	2:22.950
3		1:03.065	<del>211.8</del>	37.193	43.506	<del>211.8</del>	2:23.764	7		<del>1:01.550</del>	205.3	36.387	42.378	205.3	<b>2:20.315</b>
4		1:07.236	205.3	37.828	43.747	205.3	2:28.811	8		1:02.603	207.7	<del>36.115</del>	<del>42.087</del>	207.7	2:20.805
<b>57</b>	<b>Luyendijk-van der Lof</b>					<b>Bizzarini 5300 GT 1965</b>									
1	Out	186.9	35.876	42.094	186.9	2:24.438	5	1:03.683	36.061	In	2:29.987	<b>P</b>			
2		1:00.811	<del>241.6</del>	34.186	39.113	<del>241.6</del>	2:14.110	6	Out	239.5	33.650	38.455	239.5	4:48.818	
3		54.851	240.0	<del>32.500</del>	37.329	240.0	2:04.680	7		56.290	240.5	33.389	38.256	240.5	2:07.935
4		<del>53.987</del>	241.1	32.666	<del>36.917</del>	241.1	<b>2:03.570</b>	8		55.977	240.5	33.020	38.284	240.5	2:07.281
<b>59</b>	<b>Christiaan Mulder</b>					<b>Porsche 911 1965</b>									
1	Out	207.3	35.691	40.340	207.3	2:13.245	6	1:00.230	<del>207.7</del>	35.390	<del>39.799</del>	<del>207.7</del>	2:15.419		
2		59.443	205.3	36.841	40.008	205.3	2:16.292	7		58.984	206.9	35.354	41.737	206.9	2:16.075
3		<del>58.465</del>	207.3	35.509	39.996	207.3	<b>2:13.970</b>	8		58.740	203.8	35.884	40.777	203.8	2:15.401
4		1:01.626	206.5	<del>34.764</del>	40.186	206.5	2:16.576	9		59.587	206.9	34.938	39.856	206.9	2:14.381
5		58.470	197.8	35.375	41.666	197.8	2:15.511	10							
<b>63</b>	<b>Nico Zonneveld</b>					<b>Morgan +4ss 1963</b>									
1	Out	204.9	34.849	41.680	204.9	2:14.017	5	57.798	207.7	34.091	<del>39.180</del>	207.7	2:11.069		
2		57.121	206.1	<del>33.423</del>	39.270	206.1	<b>2:09.814</b>	6		59.035	207.3	34.297	39.764	207.3	2:13.096
3		57.328	<del>209.3</del>	33.478	40.117	<del>209.3</del>	2:10.923	7		1:06.091	51.200	In	3:16.601	<b>P</b>	
4		<del>56.940</del>	204.2	34.345	39.998	204.2	2:11.283	8							
<b>64</b>	<b>Egbert Kolvoort</b>					<b>MG B 1964</b>									
1	Out	184.9	40.538	44.926	184.9	2:32.638	5	1:03.594	192.5	35.950	42.104	192.5	2:21.648		
2		1:04.290	191.2	37.338	42.473	191.2	2:24.101	6		1:01.858	194.2	36.692	41.302	194.2	2:19.852
3		<del>1:00.726</del>	191.2	35.858	41.382	191.2	2:17.966	7		1:01.329	192.2	36.349	41.917	192.2	2:19.595
4		1:01.576	<del>194.6</del>	36.075	43.257	<del>194.6</del>	2:20.908	8		1:00.952	192.2	<del>35.638</del>	<del>41.255</del>	192.2	<b>2:17.845</b>
<b>65</b>	<b>Göskens-van Lieshout</b>					<b>Porsche 911 1965</b>									
1	Out	198.9	39.299	44.592	198.9	2:29.773	5	1:04.523	<del>205.3</del>	<del>35.921</del>	42.143	<del>205.3</del>	2:22.587		
2		<del>1:02.282</del>	203.0	38.873	41.639	203.0	2:22.794	6		1:02.412	203.4	36.677	42.269	203.4	2:21.358
3		1:03.445	203.0	36.869	41.923	203.0	2:22.237	7		1:02.545	<del>205.3</del>	37.019	42.040	<del>205.3</del>	2:21.604
4		1:05.830	204.2	37.041	42.438	204.2	2:25.309	8		1:02.681	<del>205.3</del>	36.532	<del>41.272</del>	<del>205.3</del>	<b>2:20.485</b>

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Zandvoort GP - 4307 mtr.

<b>69</b>	<b>Alex Korle</b>				<b>Lotus Elan 1965</b>							
1	Out	198.5	38.529	<del>41.776</del> 198.5	2:35.637	5	<del>1:01.936</del> 198.9	38.027	42.060	<del>198.9</del>	2:22.023	
2	1:02.676	194.2	<del>36.208</del>	42.291	194.2	6	1:02.554	197.1	36.730	42.724	197.1	2:22.008
3	1:04.602	198.2	36.774	42.609	198.2	7	1:03.642	196.0	37.125	42.501	196.0	2:23.268
4	1:05.295	196.4	36.265	42.713	196.4	8	1:02.249	<del>198.9</del>	36.921	42.507	<del>198.9</del>	2:21.677
<b>72</b>	<b>Jochem Kentgens</b>				<b>Morgan +4ss 1964</b>							
1	Out	<del>189.1</del>	38.572	<del>44.379</del> 189.1	2:29.930	3	1:05.571	<del>37.451</del>	In		2:36.175	P
2	<del>1:04.846</del>	186.9	40.531	45.254	186.9	4	Out	38.361	In		4:03.618	P
<b>77</b>	<b>Leo Landman</b>				<b>Lotus Cortina 1964</b>							
1	Out	195.3	36.712	43.187	195.3	3	<del>58.369</del> 196.4	<del>34.529</del>	<del>40.431</del> 196.4		<del>2:13.329</del>	
2	1:02.179	195.3	35.455	41.015	195.3	4						
<b>78</b>	<b>Edwin Dijkman</b>				<b>MG B 1964</b>							
1	Out	195.3	37.045	41.990	195.3	6	<del>58.990</del> 198.9	35.640	40.901	198.9	2:15.531	
2	59.471	198.9	36.334	40.988	198.9	7	59.516	200.0	36.104	42.499	200.0	2:18.119
3	59.619	197.4	<del>35.424</del>	40.844	197.4	8	59.683	197.4	36.058	40.738	197.4	2:16.479
4	59.110	198.2	35.481	40.829	198.2	9	59.706	<del>200.4</del>	35.536	<del>40.538</del> 200.4	2:15.780	
5	1:03.440	196.4	38.381	43.049	196.4	10						
<b>82</b>	<b>Nolte-Funke</b>				<b>Jaguar E-Type 1965</b>							
1	Out	212.6	40.343	46.063	212.6	5	1:05.765	224.5	38.505	42.479	224.5	2:26.749
2	1:05.379	221.8	37.592	42.763	221.8	6	1:02.648	222.7	37.713	42.644	222.7	2:23.005
3	1:02.949	216.4	38.018	43.544	216.4	7	1:02.881	215.6	37.274	43.022	215.6	2:23.177
4	1:06.690	218.6	38.315	43.321	218.6	8	<del>1:00.787</del> 228.3	<del>36.360</del>	<del>41.373</del> 228.3		<del>2:18.520</del>	
<b>84</b>	<b>John Hitch</b>				<b>MG B 1965</b>							
1	Out	179.7	41.711	47.755	179.7	5	1:04.878	193.9	38.871	44.017	193.9	2:27.766
2	1:08.485	166.4	38.847	46.471	166.4	6	1:04.818	<del>194.6</del>	38.093	<del>43.082</del> 194.6		2:25.993
3	1:06.835	162.7	39.126	45.355	162.7	7	<del>1:04.085</del>	193.5	37.680	43.595	193.5	<del>2:25.360</del>
4	1:06.960	191.2	38.653	44.518	191.2	8						
<b>86</b>	<b>Hans Hugenholtz</b>				<b>Shelby Mustang 1965</b>							
1	Out	227.8	33.788	38.650	227.8	3	Out	36.300	In		6:06.316	P
2	<del>56.334</del>		<del>34.504</del>	In		4						
<b>88</b>	<b>Alexander Schlüchter</b>				<b>Lotus Cortina 1965</b>							
1	Out	203.4	37.806	43.982	203.4	5	1:00.037	204.5	36.598	40.415	204.5	2:17.050
2	59.206	207.3	<del>35.619</del>	<del>39.818</del> 207.3	<del>2:14.643</del>	6	<del>58.722</del> 203.4	36.060	40.715	203.4	2:15.497	
3	59.480	<del>207.7</del>	36.191	40.605	<del>207.7</del>	7	1:14.803	58.007	In		3:20.321	P
4	58.851	202.6	40.324	45.376	202.6	8						
<b>89</b>	<b>Frits Campagne</b>				<b>Ford Falcon Sprint 1964</b>							
1	Out	226.4	34.934	39.413	226.4	5	57.715	224.1	33.714	39.862	224.1	2:11.291
2	56.667	227.8	<del>33.714</del>	<del>39.232</del> 227.8	<del>2:08.613</del>	6	1:00.188	227.8	34.355	39.438	227.8	2:13.981
3	<del>56.501</del>	223.6	33.820	38.651	223.6	7	57.954	<del>228.8</del>	34.509	38.579	<del>228.8</del>	2:11.042
4	57.371	226.9	33.726	38.499	226.9	8	1:03.892	37.147	In		2:36.126	P
<b>94</b>	<b>Jac Meeuwissen</b>				<b>Austin Healey 3000 mk 1 1962</b>							
1	Out	213.9	37.161	40.607	213.9	6	58.840	213.4	34.987	39.704	213.4	2:13.531
2	59.019	212.2	34.723	40.111	212.2	7	58.922	<del>214.3</del>	35.658	<del>39.640</del> 214.3		2:14.220
3	58.157	209.3	<del>34.465</del>	40.529	209.3	8	58.928	208.1	35.242	40.662	208.1	2:14.832
4	<del>58.004</del>	211.8	34.469	40.173	211.8	9	59.340	186.5	36.823	41.713	186.5	2:17.876
5	1:01.719	213.0	36.935	40.490	213.0	10						

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96 Karen Campagne						Ford Mustang 1965							
1	Out	215.6	35.925	41.730	215.6	2:19.122	6	1:02.353	<del>218.6</del>	35.458	41.060	<del>218.6</del>	2:18.871
2	1:01.531	211.8	35.457	41.437	211.8	2:18.425	7	59.901	217.7	35.402	40.880	217.7	<b>2:16.183</b>
3	1:00.912	217.3	35.117	<del>40.571</del>	217.3	2:16.600	8	<del>59.680</del>	210.1	<del>34.989</del>	42.677	210.1	2:17.346
4	1:00.817	216.4	35.270	41.042	216.4	2:17.129	9	1:00.919	216.9	35.112	40.680	216.9	2:16.711
5	1:04.111	212.6	36.217	41.582	212.6	2:21.910	10						

99 Vis-Zuidema						Ford Cortina GT 1965							
1	Out	188.8	39.100	42.576	188.8	2:22.338	6	1:00.342	<del>190.8</del>	35.419	41.042	<del>190.8</del>	2:16.803
2	1:02.666	189.8	37.648	41.753	189.8	2:22.067	7	<del>59.605</del>		<del>35.369</del>	In		2:25.967 <b>P</b>
3	1:01.333	189.1	35.875	41.067	189.1	2:18.275	8	Out	188.2	35.600	41.651	188.2	2:40.712
4	59.886	190.1	35.584	41.158	190.1	<b>2:16.628</b>	9	1:00.758	188.2	36.551	42.621	188.2	2:19.930
5	1:00.701	189.5	35.574	<del>40.838</del>	189.5	2:17.113	10						

103 van Gammeren-van Gammeren						Porsche 911 1965							
1	Out	<del>208.1</del>	35.716	40.511	<del>208.1</del>	2:13.166	6	58.059	196.7	35.010	42.136	196.7	2:15.205
2	1:00.069	206.5	35.228	<del>39.679</del>	206.5	2:14.976	7	58.460	207.3	<del>34.424</del>	39.733	207.3	2:12.617
3	<del>57.779</del>	206.5	34.437	39.945	206.5	<b>2:12.161</b>	8	57.860	200.7	35.028	40.419	200.7	2:13.307
4	58.425	206.9	34.945	39.741	206.9	2:13.111	9	1:04.557	186.2	37.969	40.140	186.2	2:22.666
5	1:01.714	205.3	36.393	41.589	205.3	2:19.696	10						

107 Caresani-Kooij						Porsche 904 1965							
1	Out	219.5	34.726	39.611	219.5	2:11.392	6	59.003	219.1	33.345	38.535	219.1	2:10.883
2	56.225	<del>221.8</del>	33.486	38.250	<del>221.8</del>	<b>2:07.961</b>	7	58.698	220.4	33.641	39.003	220.4	2:11.342
3	56.685	213.9	<del>32.936</del>	38.825	213.9	2:08.446	8	56.383	221.3	33.739	38.497	221.3	2:08.619
4	56.211	221.3	33.583	38.517	221.3	2:08.311	9	58.480	219.5	33.372	<del>38.066</del>	219.5	2:09.918
5	<del>55.956</del>	214.3	33.558	39.702	214.3	2:09.216	10	58.227	211.8	34.133	39.020	211.8	2:11.380

108 Shirley van der Lof						Porsche 911 1965							
1	Out	201.1	41.403	43.672	201.1	2:26.584	5	<del>58.076</del>		36.634	In		2:29.914 <b>P</b>
2	59.127	206.5	34.444	40.327	206.5	2:13.898	6	Out	204.9	39.661	42.874	204.9	3:35.076
3	58.673	207.3	<del>34.267</del>	39.821	207.3	2:12.761	7	58.977	<del>207.7</del>	34.544	39.899	<del>207.7</del>	2:13.420
4	58.278	204.5	34.386	<del>39.792</del>	204.5	<b>2:12.456</b>	8	1:02.336	174.8	37.199	44.192	174.8	2:23.727

122 Horst Kukemüller						Alfa Romeo Giulietta Sprint Veloce 1959							
1	<del>1:06.603</del>	174.5	<del>38.830</del>	45.661	174.5	<b>2:31.094</b>	3	1:06.899		40.214	In		2:47.135 <b>P</b>
2	1:11.212	<del>175.6</del>	42.796	<del>45.246</del>	<del>175.6</del>	2:39.254	4		169.5	39.371	45.331	169.5	5:13.763

149 Bakker-Kroes						Ford Falcon 1964							
1	Out	227.4	<del>33.787</del>	38.666	227.4	2:08.154	2	<del>56.316</del>	<del>229.3</del>	34.508	<del>38.465</del>	<del>229.3</del>	<b>2:09.289</b>

164 Lars Bondesson						Lotus Elan 1965							
1	Out	210.5	36.419	43.648	210.5	2:21.975	6	<del>59.010</del>	212.6	34.589	41.200	212.6	2:14.799
2	1:05.133	214.3	35.547	40.792	214.3	2:21.472	7	1:01.805	212.2	34.997	40.313	212.2	2:17.115
3	59.819	212.2	34.988	40.732	212.2	2:15.539	8	59.404	<del>214.7</del>	34.739	<del>39.790</del>	<del>214.7</del>	2:13.933
4	1:01.539	214.3	34.509	40.245	214.3	2:16.293	9	59.229	214.3	<del>34.049</del>	40.193	214.3	<b>2:13.471</b>
5	1:01.550	213.9	34.837	40.186	213.9	2:16.573	10						

165 Jurriaan Schouwenburg						Alfa Romeo 1600 GTA 1965							
1	1:04.637	198.2	37.146	43.074	198.2	2:24.857	5	1:04.451	195.7	36.052	42.870	195.7	2:23.373
2	1:03.212	197.8	35.935	43.585	197.8	2:22.732	6	1:02.970	195.3	<del>35.351</del>	<del>42.411</del>	195.3	<b>2:20.732</b>
3	1:04.610	194.6	36.289	44.308	194.6	2:25.207	7	<del>1:02.861</del>	<del>199.3</del>	35.597	42.832	<del>199.3</del>	2:21.290
4	1:05.733	195.7	36.347	43.644	195.7	2:25.724	8						

172 Jip van Putten						Shelby Mustang 1965							
1	Out	<del>234.3</del>	33.440	<del>38.257</del>	<del>234.3</del>	2:08.407	2	<del>56.575</del>	181.5	<del>33.137</del>	39.627	181.5	<b>2:09.339</b>

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<b>177</b>	<b>Ebdon-Watson</b>						<b>Austin Cooper S 1965</b>						
<b>1</b>	Out	185.6	39.137	42.821	185.6	2:24.063	<b>3</b>	1:00.758	<del>189.1</del>	36.761	<del>41.471</del>	<del>189.1</del>	2:18.990
<b>2</b>		<del>1:00.490</del>	<del>189.1</del>	<del>36.584</del>	41.694	<del>189.1</del>	<b>4</b>						
<b>244</b>	<b>Dirk Waaijberg</b>						<b>Ford Mustang 1965</b>						
<b>1</b>	Out	214.7	34.180	40.223	214.7	2:11.278	<b>6</b>	58.816	35.042	In			2:28.680 P
<b>2</b>		<del>58.052</del>	216.4	<del>34.129</del>	<del>39.866</del>	216.4	<b>7</b>	Out	216.9	34.888	40.541	216.9	3:30.640
<b>3</b>		58.461	216.9	34.822	40.850	216.9	<b>8</b>	1:00.768	216.9	34.538	40.304	216.9	2:15.610
<b>4</b>		59.604	214.7	34.501	40.000	214.7	<b>9</b>	1:03.046	163.1	37.174	43.118	163.1	2:23.338
<b>5</b>		59.477	<del>218.2</del>	34.771	40.047	<del>218.2</del>	<b>10</b>						
<b>247</b>	<b>Thomas Kargus</b>						<b>Lotus Elan 1963</b>						
<b>1</b>	Out	157.7	46.495	48.842	157.7	2:48.484	<b>6</b>	<del>58.432</del>	221.3	<del>33.593</del>	39.239	221.3	<b>2:11.264</b>
<b>2</b>		1:04.507	222.2	35.244	39.463	222.2	<b>7</b>	58.475	<del>222.7</del>	34.165	<del>39.014</del>	<del>222.7</del>	2:11.654
<b>3</b>		58.781	221.8	34.466	39.320	221.8	<b>8</b>	1:05.309	164.6	38.583	48.368	164.6	2:32.260
<b>4</b>		59.703	219.5	35.554	40.010	219.5	<b>9</b>	1:13.304	153.2	43.141	52.428	153.2	2:48.873
<b>5</b>		59.653	<del>222.7</del>	33.723	39.085	<del>222.7</del>	<b>10</b>						
<b>289</b>	<b>Bijleveld-van der Ende</b>						<b>Ford Falcon 1964</b>						
<b>1</b>	Out	220.0	34.640	39.560	220.0	2:11.857	<b>5</b>	59.015	210.5	36.264	42.841	210.5	2:18.120
<b>2</b>		<del>55.967</del>	221.3	<del>33.275</del>	39.126	221.3	<b>6</b>	56.871	<del>223.7</del>	33.775	38.968	<del>223.7</del>	2:09.614
<b>3</b>		56.651	219.1	33.565	<del>38.740</del>	219.1	<b>7</b>	57.749		34.279	In		2:23.344 P
<b>4</b>		56.720	221.8	33.740	39.182	221.8	<b>8</b>						