

## DNRT - Auto's A

DNRT Auto's

### Toerklasse - BMW 318 - Race 2

#### Ronden- en Sectortijden

18 oktober 2013

Zandvoort GP - 4307 mtr.

<b>0</b>	<b>Frank van Mil</b>					<b>Cortina GT</b>							
<b>1</b>	1:06.453	188.8	35.987	<del>40.731</del>	188.8	2:23.171	<b>4</b>	1:01.663	189.1	36.513	41.542	189.1	2:19.718
<b>2</b>	1:02.424	<del>191.2</del>	35.815	42.090	<del>191.2</del>	2:20.329	<b>5</b>	<del>1:01.524</del>	185.6	41.868	41.473	185.6	2:24.865
<b>3</b>	1:02.188	185.9	<del>35.709</del>	41.158	185.9	<b>2:19.055</b>	<b>6</b>						

<b>8</b>	<b>Cor Japin</b>					<b>Renault Megane</b>							
<b>1</b>	1:02.091	204.2	<del>33.355</del>	37.950	204.2	2:13.406	<b>5</b>	1:01.553	202.6	34.861	39.391	202.6	2:15.805
<b>2</b>	<del>56.929</del>	<del>204.9</del>	33.429	<del>37.897</del>	<del>204.9</del>	<b>2:08.255</b>	<b>6</b>	1:01.891	204.2	34.722	39.591	204.2	2:16.204
<b>3</b>	57.232	174.2	33.533	310.274	174.2	4:41.039	<b>7</b>	59.668		34.880	In		2:32.353 <b>P</b>
<b>4</b>	1:05.056	189.5	37.462	40.980	189.5	2:23.498	<b>8</b>						

<b>16</b>	<b>Rene Holla</b>					<b>BMW E36</b>							
<b>1</b>	1:04.435	192.9	35.331	41.574	192.9	2:21.340	<b>7</b>	1:00.905	196.0	34.932	<del>37.733</del>	196.0	2:15.570
<b>2</b>	1:02.115	192.9	35.188	41.660	192.9	2:18.963	<b>8</b>	1:00.719	196.7	34.627	40.022	196.7	<b>2:15.368</b>
<b>3</b>	1:03.508	193.5	35.264	42.065	193.5	2:20.837	<b>9</b>	1:01.178	195.7	<del>34.446</del>	40.234	195.7	2:15.858
<b>4</b>	1:01.300	194.9	35.339	41.390	194.9	2:18.029	<b>10</b>	1:01.314	196.0	34.746	40.475	196.0	2:16.535
<b>5</b>	<del>1:00.645</del>	193.2	35.728	41.283	193.2	2:17.656	<b>11</b>	1:01.311	<del>197.1</del>	34.507	40.128	<del>197.1</del>	2:15.946
<b>6</b>	1:01.517	196.0	34.915	39.868	196.0	2:16.300	<b>12</b>	1:01.544	196.4	34.734	40.543	196.4	2:16.821

<b>23</b>	<b>Laurens Kruit</b>					<b>Peugeot 205GTI</b>							
<b>1</b>	1:03.080	186.5	36.018	40.626	186.5	2:19.724	<b>7</b>	<del>1:00.411</del>	186.5	<del>35.123</del>	39.705	186.5	<b>2:15.239</b>
<b>2</b>	1:01.211	183.4	35.720	43.224	183.4	2:20.155	<b>8</b>	1:00.630	185.9	35.182	39.951	185.9	2:15.763
<b>3</b>	1:02.235	186.2	35.373	42.081	186.2	2:19.689	<b>9</b>	1:00.735	185.2	35.220	39.816	185.2	2:15.771
<b>4</b>	1:01.506	186.5	35.394	40.849	186.5	2:17.749	<b>10</b>	1:01.383	186.2	35.309	40.133	186.2	2:16.825
<b>5</b>	1:01.168	<del>187.8</del>	35.364	40.292	<del>187.8</del>	2:16.824	<b>11</b>	1:00.643	185.9	35.294	39.933	185.9	2:15.870
<b>6</b>	1:02.387	186.5	36.188	40.183	186.5	2:18.758	<b>12</b>	1:00.570	186.5	35.440	<del>37.556</del>	186.5	2:15.576

<b>45</b>	<b>Mark Looman</b>					<b>Citroen Saxo</b>							
<b>1</b>	1:29.355		43.516	In		3:17.501 <b>P</b>	<b>6</b>	1:00.098	196.0	34.964	39.782	196.0	2:14.844
<b>2</b>	Out	194.6	35.347	41.239	194.6	4:28.543	<b>7</b>	<del>1:00.001</del>	195.3	<del>34.541</del>	<del>37.737</del>	195.3	<b>2:14.279</b>
<b>3</b>	1:01.447	<del>195.4</del>	35.856	40.214	<del>195.4</del>	2:17.517	<b>8</b>	1:02.974	194.9	35.095	40.170	194.9	2:18.239
<b>4</b>	1:00.903	196.0	35.196	39.815	196.0	2:15.914	<b>9</b>	1:01.352	195.3	35.163	40.113	195.3	2:16.628
<b>5</b>	1:00.378	193.5	35.038	40.214	193.5	2:15.630	<b>10</b>	1:01.011	190.8	37.633	42.565	190.8	2:21.209

<b>48</b>	<b>Diego Remmers</b>					<b>BMW E30</b>							
<b>1</b>	1:02.880	<del>201.5</del>	34.664	39.051	<del>201.5</del>	2:16.595	<b>7</b>	58.398	197.8	33.499	38.224	197.8	2:10.121
<b>2</b>	58.794	197.1	33.580	38.662	197.1	2:11.036	<b>8</b>	58.187	200.0	33.507	38.227	200.0	2:09.921
<b>3</b>	58.474	197.8	34.091	39.669	197.8	2:12.234	<b>9</b>	58.332	198.9	33.706	<del>37.110</del>	198.9	2:10.148
<b>4</b>	58.469	198.2	33.668	39.121	198.2	2:11.258	<b>10</b>	57.934	199.3	33.260	38.383	199.3	2:09.577
<b>5</b>	58.064	198.5	33.581	38.203	198.5	2:09.848	<b>11</b>	57.645	199.3	<del>33.212</del>	38.697	199.3	2:09.554
<b>6</b>	58.297	198.5	33.506	38.121	198.5	2:09.924	<b>12</b>	<del>57.561</del>	198.5	33.506	38.336	198.5	<b>2:09.403</b>

<b>59</b>	<b>Hans Zandvliet</b>					<b>BMW 325</b>							
<b>1</b>	1:14.321	183.4	39.088	44.171	183.4	2:37.580	<b>7</b>	1:05.231	185.6	38.807	42.609	185.6	2:26.647
<b>2</b>	1:08.496	180.6	39.968	43.900	180.6	2:32.364	<b>8</b>	1:04.510	<del>187.5</del>	37.254	42.355	<del>187.5</del>	<b>2:24.119</b>
<b>3</b>	1:05.517	180.3	37.709	44.516	180.3	2:27.742	<b>9</b>	1:04.574	183.4	38.481	42.469	183.4	2:25.524
<b>4</b>	1:06.183	183.4	39.904	43.598	183.4	2:29.685	<b>10</b>	1:06.072	185.9	42.666	42.211	185.9	2:30.949
<b>5</b>	1:04.253	186.5	37.392	42.801	186.5	2:24.446	<b>11</b>	1:05.482	183.4	<del>37.111</del>	<del>41.665</del>	183.4	2:24.258
<b>6</b>	<del>1:01.136</del>	183.4	37.371	42.736	183.4	2:24.243	<b>12</b>						

<b>74</b>	<b>JanWim de Koekoek</b>					<b>BMW 325</b>							
<b>1</b>	1:05.805	208.5	35.360	41.957	208.5	2:23.122	<b>7</b>	58.160	210.1	33.574	38.104	210.1	2:09.838
<b>2</b>	1:02.081	209.3	34.973	41.347	209.3	2:18.401	<b>8</b>	<del>57.441</del>	208.9	33.392	38.161	208.9	2:08.994
<b>3</b>	1:00.593	209.7	33.818	38.720	209.7	2:13.131	<b>9</b>	57.621	211.4	33.652	37.796	211.4	2:09.069
<b>4</b>	59.459	208.5	33.995	38.301	208.5	2:11.755	<b>10</b>	57.776	210.9	<del>33.313</del>	<del>37.553</del>	210.9	<b>2:08.642</b>
<b>5</b>	59.574	210.1	34.041	38.012	210.1	2:11.627	<b>11</b>	57.764	<del>212.6</del>	33.569	37.684	<del>212.6</del>	2:09.017
<b>6</b>	58.438	212.2	34.101	37.968	212.2	2:10.507	<b>12</b>	58.445	203.0	33.587	38.218	203.0	2:10.250

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18 oktober 2013

Zandvoort GP - 4307 mtr.

79 Johan Nolte						Seat Ibiza							
1	1:04.692	206.9	34.326	38.945	206.9	2:17.963	7	57.156	206.9	33.380	37.353	206.9	2:07.889
2	57.482	207.7	33.177	37.652	207.7	2:08.311	8	57.321	204.9	33.508	38.323	204.9	2:09.152
3	56.809	207.7	33.382	38.219	207.7	2:08.410	9	57.502	206.1	33.383	37.405	206.1	2:08.290
4	57.622	207.7	<del>33.051</del>	37.554	207.7	2:08.227	10	57.722	207.7	33.699	37.749	207.7	2:09.170
5	<del>56.745</del>	206.9	33.125	<del>37.328</del>	206.9	<b>2:07.198</b>	11	58.114	207.7	33.774	37.790	207.7	2:09.678
6	56.995	<del>207.9</del>	33.158	38.332	<del>207.9</del>	2:08.485	12	58.777	180.9	34.062	39.546	180.9	2:12.385

80 Raymond Steen						BMW 325							
1	1:09.316		46.286	In	3:00.879	P	7	57.556	201.9	33.266	37.858	201.9	2:08.680
2	Out	201.1	33.989	39.796	201.1	4:37.968	8	<del>57.347</del>	<del>201.2</del>	33.325	37.884	<del>201.2</del>	<b>2:08.556</b>
3	58.678	188.5	33.473	43.694	188.5	2:15.845	9	59.150	<del>201.2</del>	35.280	39.489	<del>201.2</del>	2:13.919
4	58.908	200.4	33.506	38.199	200.4	2:10.613	10	59.383	199.6	33.651	<del>37.551</del>	199.6	2:10.585
5	57.953	198.5	<del>33.194</del>	37.841	198.5	2:08.988	11	57.590	149.2	33.337	42.073	149.2	2:13.000
6	57.949	200.4	33.337	37.761	200.4	2:09.047	12						

87 Feico - Giesing						BMW E36							
1	1:06.161	198.5	35.860	41.162	198.5	2:23.183	7	1:00.520	202.2	35.544	39.499	202.2	2:15.563
2	1:02.857	194.6	35.555	41.405	194.6	2:19.817	8	1:01.410	194.2	35.483	40.424	194.2	2:17.317
3	1:03.058	194.2	35.464	41.145	194.2	2:19.667	9	1:00.487	197.4	34.926	40.536	197.4	2:15.949
4	1:01.684	197.4	36.270	40.613	197.4	2:18.567	10	1:00.474	201.1	35.662	40.046	201.1	2:16.182
5	1:01.727	196.4	36.116	40.004	196.4	2:17.847	11	1:00.820	<del>201.2</del>	35.283	<del>38.811</del>	<del>201.2</del>	2:14.944
6	<del>1:00.280</del>	201.5	<del>34.713</del>	39.652	201.5	<b>2:14.645</b>	12	1:02.462	196.4	35.950	39.952	196.4	2:18.364

125 Leendert de Haan						BMW E30					

143 Brabant Racing 2						BMW E36							
1	59.484	201.5	<del>32.808</del>	<del>37.194</del>	201.5	2:09.486	7	57.519	201.9	33.357	37.730	201.9	2:08.606
2	58.096	<del>201.5</del>	33.056	38.361	<del>201.5</del>	2:09.513	8	<del>57.431</del>	197.4	33.076	38.758	197.4	2:09.265
3	57.610	201.1	33.393	37.484	201.1	2:08.487	9	57.658	198.9	33.161	37.799	198.9	2:08.618
4	57.763	200.4	33.240	37.758	200.4	2:08.761	10	57.658	201.9	33.072	37.343	201.9	<b>2:08.073</b>
5	57.940	200.4	33.182	37.685	200.4	2:08.807	11	58.248	200.7	33.251	37.620	200.7	2:09.119
6	57.485	200.4	33.116	37.682	200.4	2:08.283	12	58.753	192.9	33.815	38.067	192.9	2:10.635

147 Bart Arendsen						Mitsubishi Colt							
1	1:07.667	194.9	34.659	39.302	194.9	2:21.628	7	1:00.338	195.7	34.115	38.644	195.7	2:13.097
2	1:02.028	196.0	35.431	41.249	196.0	2:18.708	8	58.641	196.7	33.780	38.408	196.7	2:10.829
3	1:01.840	193.2	34.064	40.630	193.2	2:16.534	9	<del>58.386</del>	197.1	<del>33.509</del>	38.586	197.1	<b>2:10.481</b>
4	59.737	<del>197.4</del>	33.729	38.418	<del>197.4</del>	2:11.884	10	58.997	195.7	34.503	38.576	195.7	2:12.076
5	58.782	<del>197.4</del>	35.116	38.639	<del>197.4</del>	2:12.537	11	58.601	197.1	34.108	38.321	197.1	2:11.030
6	1:00.489	196.4	34.867	39.469	196.4	2:14.825	12	1:00.105	194.6	33.669	<del>38.173</del>	194.6	2:11.947

156 Bruno Vandezande						BMW E36							
1	1:03.360	201.1	35.072	40.682	201.1	2:19.114	7	59.423	203.8	<del>34.527</del>	39.643	203.8	<b>2:13.593</b>
2	1:01.786	197.1	34.727	53.401	197.1	2:29.914	8	1:00.090	203.8	35.050	40.230	203.8	2:15.370
3	1:00.910	203.4	35.632	41.504	203.4	2:18.046	9	<del>59.138</del>	204.9	35.073	40.165	204.9	2:14.376
4	1:01.961	202.2	36.103	41.734	202.2	2:19.798	10	1:00.232	204.9	35.618	40.466	204.9	2:16.316
5	59.739	202.2	36.080	40.619	202.2	2:16.438	11	1:00.417	<del>205.7</del>	34.982	39.659	<del>205.7</del>	2:15.058
6	1:00.166	203.8	34.879	<del>39.226</del>	203.8	2:14.288	12	1:00.272	189.8	35.699	39.449	189.8	2:15.420

163 Jan de Jong						BMW E30							
1	1:01.351	197.4	<del>33.411</del>	38.348	197.4	2:13.110	7	58.246	198.2	33.708	38.148	198.2	2:10.102
2	58.080	<del>198.5</del>	33.490	38.305	<del>198.5</del>	2:09.875	8	57.542	198.2	33.571	38.519	198.2	2:09.632
3	57.693	194.9	33.535	38.491	194.9	2:09.719	9	57.655	196.0	33.671	<del>37.979</del>	196.0	<b>2:09.305</b>
4	58.046	196.4	33.972	38.496	196.4	2:10.514	10	<del>57.523</del>	196.4	33.736	38.414	196.4	2:09.673
5	57.624	196.0	33.499	38.344	196.0	2:09.467	11	57.873	196.4	33.758	38.398	196.4	2:10.029
6	57.721	196.0	33.574	38.391	196.0	2:09.686	12	57.883	191.2	34.195	39.195	191.2	2:11.273

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#### Ronden- en Sectortijden

18 oktober 2013

Zandvoort GP - 4307 mtr.

175 Koenraad Schulten						BMW E30							
1	1:02.884	196.0	35.248	39.459	196.0	2:17.591	7	59.718	196.4	34.876	39.804	196.4	2:14.398
2	59.411	<del>192.5</del>	34.698	39.408	<del>192.5</del>	2:13.517	8	59.257	196.0	34.921	39.197	196.0	2:13.375
3	59.090	196.7	<del>34.472</del>	<del>39.015</del>	196.7	<b>2:12.607</b>	9	59.767	194.6	34.968	39.499	194.6	2:14.234
4	<del>58.559</del>	193.9	34.521	40.656	193.9	2:14.136	10	59.806	195.3	35.067	39.507	195.3	2:14.380
5	59.737	193.5	34.517	39.859	193.5	2:14.113	11	59.432	196.0	35.036	40.430	196.0	2:14.898
6	59.521	194.2	34.817	39.822	194.2	2:14.160	12	1:01.435	196.4	34.914	40.045	196.4	2:16.394

176 Douwe Terpstra						BMW325							
1	1:00.804	<del>213.9</del>	32.913	<del>37.288</del>	<del>213.9</del>	2:11.005	7	56.700	212.2	33.616	37.545	212.2	2:07.861
2	57.451	210.9	<del>32.664</del>	37.846	210.9	2:07.961	8	57.875	212.6	33.744	37.921	212.6	2:09.540
3	56.253	212.6	32.962	37.895	212.6	2:07.110	9	57.368	211.8	33.193	37.375	211.8	2:07.936
4	<del>55.928</del>	211.8	33.593	37.539	211.8	<b>2:07.035</b>	10	57.029	207.7	33.147	37.543	207.7	2:07.719
5	56.502	211.4	33.165	38.007	211.4	2:07.674	11	58.344	207.3	33.839	37.867	207.3	2:10.050
6	56.391	211.8	32.795	37.913	211.8	2:07.099	12	58.431	205.3	33.237	38.966	205.3	2:10.634

208 Remco de Beus						BMW 328							
1	1:02.550	192.2	34.898	39.406	192.2	2:16.854	7	58.848	190.8	34.237	39.157	190.8	2:12.242
2	58.484	193.2	34.083	41.242	193.2	2:13.809	8	<del>58.159</del>	190.8	33.951	<del>38.732</del>	190.8	<b>2:10.842</b>
3	58.427	192.5	34.024	39.235	192.5	2:11.686	9	58.362	189.5	34.027	38.981	189.5	2:11.370
4	58.789	<del>193.5</del>	<del>33.519</del>	38.824	<del>193.5</del>	2:11.132	10	58.895	190.5	34.492	39.652	190.5	2:13.039
5	58.596	177.3	33.842	39.114	177.3	2:11.552	11	1:00.034	188.2	35.605	40.778	188.2	2:16.417
6	58.684	190.1	34.054	38.959	190.1	2:11.697	12	1:05.065	121.6	40.533	52.811	121.6	2:38.409

211 Vivienne Geuzebroek						BMW 318 Ti							
1	1:01.190	197.4	35.839	39.288	197.4	2:16.317	7	58.830	195.3	34.048	38.608	195.3	2:11.486
2	59.293	193.9	34.152	40.480	193.9	2:13.925	8	<del>58.559</del>	194.6	<del>33.928</del>	38.531	194.6	2:11.083
3	58.603	197.4	34.541	38.980	197.4	2:12.124	9	58.922	195.7	34.164	38.556	195.7	2:11.642
4	59.736	196.0	34.139	38.826	196.0	2:12.701	10	58.576	<del>200.7</del>	34.088	<del>38.389</del>	<del>200.7</del>	<b>2:11.033</b>
5	58.752	194.2	34.492	39.037	194.2	2:12.281	11	59.610	196.4	34.277	38.687	196.4	2:12.574
6	59.387	195.7	34.470	38.517	195.7	2:12.374	12	59.535	196.7	34.035	38.614	196.7	2:12.184

217 Dirk Bonder						BMW 318							
1	1:01.422	188.2	34.293	39.314	188.2	2:15.029	7	59.095	191.8	33.896	38.616	191.8	2:11.607
2	58.546	191.2	33.825	38.519	191.2	2:10.890	8	59.023	192.5	33.774	38.352	192.5	2:11.149
3	<del>58.066</del>	191.8	<del>33.441</del>	39.429	191.8	2:10.936	9	58.431	<del>195.3</del>	33.599	<del>38.288</del>	<del>195.3</del>	<b>2:10.313</b>
4	58.607	190.5	34.481	38.847	190.5	2:11.935	10	58.128	191.8	34.076	38.637	191.8	2:10.841
5	58.528	190.1	33.664	38.623	190.1	2:10.815	11	58.299	194.6	33.848	39.153	194.6	2:11.300
6	58.220	194.2	33.940	38.435	194.2	2:10.595	12	58.505	191.2	34.234	38.545	191.2	2:11.284

220 Erik Zijlstra						BMW 318							
1	1:05.134	182.4	37.553	43.293	182.4	2:25.980	7	1:03.831	<del>187.8</del>	36.376	41.749	<del>187.8</del>	2:21.956
2	1:05.309	181.8	36.790	42.003	181.8	2:24.102	8	1:03.401	187.2	36.952	41.365	187.2	2:21.718
3	1:02.784	184.6	36.400	43.265	184.6	2:22.449	9	<del>1:02.014</del>	187.5	36.111	41.191	187.5	2:19.316
4	1:02.734	184.3	36.972	42.886	184.3	2:22.592	10	1:02.239	186.2	35.742	41.222	186.2	<b>2:19.203</b>
5	1:03.470	185.2	36.974	41.227	185.2	2:21.671	11	1:04.226	186.5	<del>35.688</del>	<del>40.750</del>	186.5	2:20.674
6	1:02.068	186.2	36.230	41.452	186.2	2:19.750	12						

223 Gerard Vleming						BMW 318							
1	1:01.942	192.9	35.247	39.375	192.9	2:16.564	7	58.007	194.9	33.308	38.168	194.9	2:09.483
2	59.101	191.5	33.330	40.496	191.5	2:12.927	8	58.341	191.8	33.403	<del>38.141</del>	191.8	2:09.885
3	58.240	190.5	34.267	38.524	190.5	2:11.031	9	<del>57.480</del>	190.8	33.758	38.339	190.8	2:09.547
4	57.987	191.2	33.717	39.153	191.2	2:10.857	10	57.848	<del>196.0</del>	33.410	38.812	<del>196.0</del>	2:10.070
5	58.140	189.5	33.633	39.048	189.5	2:10.821	11	58.079	<del>196.0</del>	33.551	38.483	<del>196.0</del>	2:10.113
6	57.817	190.8	<del>33.129</del>	38.240	190.8	<b>2:09.186</b>	12	58.030	189.8	33.478	38.609	189.8	2:10.117

## DNRT - Auto's A

DNRT Auto's

### Toerklasse - BMW 318 - Race 2

#### Ronden- en Sectortijden

18 oktober 2013

Zandvoort GP - 4307 mtr.

224 Dirk van Vuure Jr						BMW 318							
1	1:02.318	188.8	35.102	39.599	188.8	2:17.019	7	58.357	189.1	34.065	38.678	189.1	2:11.100
2	58.865	191.2	34.110	41.232	191.2	2:14.207	8	<del>58.021</del>	191.5	33.505	39.204	191.5	2:10.730
3	58.404	191.5	34.150	39.352	191.5	2:11.906	9	58.296	192.5	33.572	38.594	192.5	<b>2:10.462</b>
4	58.894	191.2	34.171	39.755	191.2	2:12.820	10	58.280	192.5	33.658	38.926	192.5	2:10.864
5	59.063	<del>195.7</del>	33.832	<del>38.271</del>	<del>195.7</del>	2:11.166	11	58.419	192.5	<del>33.472</del>	38.585	192.5	2:10.476
6	58.548	191.8	33.599	38.393	191.8	2:10.540	12	58.164	189.1	33.791	38.964	189.1	2:10.919

228 Rob Gilhuis						BMW 318							
1	1:03.343	188.5	35.546	40.117	188.5	2:19.006	7	1:00.335	194.6	34.807	39.346	194.6	2:14.488
2	59.564	194.9	34.541	38.958	194.9	2:13.063	8	1:00.687	193.2	35.216	39.576	193.2	2:15.479
3	59.625	193.5	33.840	39.541	193.5	2:13.006	9	1:00.989	192.2	35.368	40.394	192.2	2:16.751
4	<del>58.887</del>	<del>197.1</del>	34.219	39.233	<del>197.1</del>	2:12.289	10	1:00.586	196.4	35.990	40.285	196.4	2:16.861
5	59.342	193.9	36.347	39.478	193.9	2:15.167	11	1:00.654	195.7	34.779	39.669	195.7	2:15.102
6	58.971	195.3	<del>33.800</del>	<del>38.788</del>	195.3	<b>2:11.559</b>	12						

229 Nico Koetsveld						BMW 318							
1	1:01.582	196.0	34.891	39.212	196.0	2:15.685	7	57.539	193.5	33.034	38.078	193.5	2:08.651
2	57.792	194.2	33.695	38.315	194.2	2:09.802	8	57.317	194.2	33.301	38.005	194.2	2:08.623
3	57.349	194.9	<del>32.882</del>	38.598	194.9	2:08.779	9	57.241	194.2	33.138	38.063	194.2	2:08.442
4	58.635	193.9	32.963	39.026	193.9	2:10.624	10	<del>57.104</del>	193.9	33.055	38.088	193.9	2:08.247
5	57.325	<del>198.7</del>	33.066	38.566	<del>198.7</del>	2:08.957	11	57.257	195.3	32.849	<del>37.982</del>	195.3	<b>2:08.068</b>
6	58.223	193.2	32.919	38.306	193.2	2:09.448	12	57.336	186.5	33.240	38.066	186.5	2:08.642

233 Joost Deen						BMW E30							
1	1:05.924	<del>205.5</del>	35.638	40.451	<del>205.5</del>	2:22.013	7	59.275	205.3	34.088	<del>38.712</del>	205.3	2:12.075
2	1:02.076	204.2	35.340	41.126	204.2	2:18.542	8	59.041	204.2	<del>33.729</del>	38.748	204.2	<b>2:11.518</b>
3	1:02.010	203.0	34.848	40.319	203.0	2:17.177	9	<del>59.004</del>	187.2	34.848	38.837	187.2	2:12.689
4	59.777	204.9	34.095	39.803	204.9	2:13.675	10	59.766	193.2	34.081	39.336	193.2	2:13.183
5	59.353	204.5	34.331	39.087	204.5	2:12.771	11	1:00.498	205.7	34.282	39.050	205.7	2:13.830
6	59.826	203.0	33.955	38.903	203.0	2:12.684	12	59.495	193.5	34.435	39.250	193.5	2:13.180

363 Ivo Parren						BMW E30							
1	1:02.734	201.9	34.540	39.075	201.9	2:16.349	7	59.895	203.4	34.757	38.760	203.4	2:13.412
2	59.730	204.5	35.230	39.587	204.5	2:14.547	8	59.700	203.8	34.452	39.101	203.8	2:13.253
3	<del>58.714</del>	<del>206.9</del>	<del>34.065</del>	38.657	<del>206.9</del>	<b>2:11.416</b>	9	1:00.496	201.5	35.278	39.532	201.5	2:15.306
4	58.943	204.5	34.638	38.881	204.5	2:12.462	10	1:00.832	204.2	34.907	39.392	204.2	2:15.131
5	59.155	204.2	34.577	<del>38.402</del>	204.2	2:12.134	11	1:00.328	201.5	35.095	39.091	201.5	2:14.514
6	1:00.588	203.0	34.778	39.055	203.0	2:14.421	12	59.670	201.9	35.117	40.095	201.9	2:14.882

368 Henk Hees						BMW 325							
1	1:12.261	187.5	37.684	42.336	187.5	2:32.281	7	1:11.559	190.8	39.056	42.534	190.8	2:33.149
2	1:06.572	<del>194.2</del>	37.470	43.427	<del>194.2</del>	2:27.469	8	1:04.665	190.8	38.394	41.916	190.8	2:24.975
3	1:04.981	187.5	38.287	44.628	187.5	2:27.896	9	<del>1:03.753</del>	191.5	37.471	41.922	191.5	2:23.146
4	1:04.912	180.6	36.716	46.643	180.6	2:28.271	10	1:07.785	191.8	37.931	<del>40.730</del>	191.8	2:26.446
5	1:07.290	191.2	37.462	41.550	191.2	2:26.302	11	1:05.524	188.2	<del>35.219</del>	40.931	188.2	<b>2:22.704</b>
6	1:04.278	188.8	37.128	41.575	188.8	2:22.981	12						