



DNRT - Super Race Weekeind

DNRT

E30 - Race 3

Ronden- en Sectortijden

16 - 18 augustus 2013

Zandvoort GP - 4307 mtr.

88 Evelien Verweij						BMW E30							
1	1:03.676	1916	35.839	41.764	1916	2:21.279	6	1:01.452	191.2	3576	42.234	191.2	2:19.462
2	1:00.134	191.8	36.126	41.631	191.8	2:17.891	7	1:00.719	190.8	35.938	41.953	190.8	2:18.610
3	1:00.721	190.1	36.059	41.932	190.1	2:18.712	8	1:00.802	192.2	36.149	42.115	192.2	2:19.066
4	1:01.531	189.5	36.401	42.817	189.5	2:20.749	9	1:03.024	177.0	36.679	44.083	177.0	2:23.786
5	1:01.307	191.8	35.905	42.068	191.8	2:19.280	10						

105 Dirk van Dijk						BMW E30							
1	59.214	2077	33.199	38.664	2077	2:11.077	6	55.687	207.3	34.649	38.686	207.3	2:09.022
2	55.705	208.0	3307	38.443	208.0	2:07.245	7	55.955	206.5	34.214	38.578	206.5	2:08.747
3	55.48	203.8	34.175	40.113	203.8	2:09.736	8	56.537	206.9	33.295	33.34	206.9	2:08.216
4	55.919	208.0	33.466	39.103	208.0	2:08.488	9	55.704	205.3	33.521	38.858	205.3	2:08.083
5	55.594	204.5	33.126	38.556	204.5	2:07.276	10	56.725	208.0	33.338	38.474	208.0	2:08.537

106 Geert Snellen						BMW E30							
1	1:00.121	201.9	35.005	39.417	201.9	2:14.543	6	55.965	205	33.548	38.577	205	2:08.090
2	56.056	205.7	34.210	39.469	205.7	2:09.735	7	55.803	202.6	33.770	38.395	202.6	2:07.968
3	56.337	203.4	33.443	38.452	203.4	2:08.232	8	56.465	202.6	33.847	38.503	202.6	2:08.815
4	55.33	204.9	33.307	38.379	204.9	2:07.079	9	56.429	203.4	33.919	38.721	203.4	2:09.069
5	55.982	205.7	33.28	38.219	205.7	2:07.469	10	57.287	200.7	34.434	39.196	200.7	2:10.917

300 CombiGo.com - Dick Wandosa						BMW E30							
1	1:00.569	1925	34.316	38.223	1925	2:14.708	3	58.900	177.6	34.775	44.049	177.6	2:17.724
2	57.933	185.6	35.134	42.005	185.6	2:15.072	4	1:02.798		37.484	In		2:41.337 p

310 Rene de Grauw						BMW E30							
1	1:02.044	201.5	35.237	39.317	201.5	2:16.598	6	58.176	197.8	34.350	39.721	197.8	2:12.247
2	57.967	194.9	34.123	40.824	194.9	2:12.914	7	55.55	198.9	34.184	38.08	198.9	2:09.797
3	58.111	196.4	34.064	40.373	196.4	2:12.548	8	56.869	201.9	34.533	39.612	201.9	2:11.014
4	57.307	200.4	34.00	40.558	200.4	2:11.905	9	3:52.213	185.9	39.618	42.326	185.9	5:14.157
5	57.822	202	34.784	40.219	202	2:12.825	10						

311 Raimond Brakenhoff						BMW E30							
1	1:02.154	199.6	35.878	40.843	199.6	2:18.875	6	57.797	198.2	34.956	40.159	198.2	2:12.912
2	56.829	193.2	34.290	41.549	193.2	2:12.668	7	56.958	198.9	33.686	39.696	198.9	2:10.340
3	58.186	196.0	33.926	40.398	196.0	2:12.510	8	56.75	202	33.763	39.513	202	2:10.021
4	57.627	201.1	33.68	39.912	201.1	2:11.142	9	57.741	201.5	33.854	39.44	201.5	2:11.039
5	57.778	200.7	34.373	40.671	200.7	2:12.822	10	57.453	198.9	33.964	40.075	198.9	2:11.492

315 Leon van Zuilekom						BMW E30							
1	1:02.207	1982	35.694	41.236	1982	2:19.137	5	58.660	196.7	34.810	40.214	196.7	2:13.684
2	58.905	197.4	35.409	40.759	197.4	2:15.073	6	58.193	194.6	34.943	40.845	194.6	2:13.981
3	58.285	197.1	34.864	40.051	197.1	2:13.200	7	58.167	196.0	34.948	40.89	196.0	2:13.154
4	58.444	195.7	35.791	40.250	195.7	2:14.485	8	58.08		37.696	In		2:32.521 p

316 Peter Weening						BMW E30							
1	1:03.208	204.5	35.331	40.494	204.5	2:19.033	6	57.192	204.5	34.578	40.329	204.5	2:12.099
2	58.408	204.2	34.484	40.195	204.2	2:13.087	7	57.463	205.3	34.545	39.394	205.3	2:11.402
3	58.436	205.3	34.191	40.267	205.3	2:12.894	8	57.219	204.2	34.347	39.146	204.2	2:10.712
4	57.989	208.0	34.231	39.852	208.0	2:12.072	9	57.723	201.9	34.702	39.945	201.9	2:12.370
5	57.274	208.8	34.500	39.90	208.8	2:10.674	10	58.385	202.6	34.743	39.621	202.6	2:12.749

318 Nico Vertelman						BMW E30							
1	1:01.961	201.9	34.549	40.954	201.9	2:17.464	6	55.703	202.6	33.517	38.622	202.6	2:07.842
2	56.833	198.9	34.354	40.616	198.9	2:11.803	7	55.778	208.0	33.137	38.429	208.0	2:07.344
3	56.104	205.7	34.121	38.428	205.7	2:08.653	8	55.858	204.5	32.96	38.213	204.5	2:07.067
4	57.575	199.3	34.427	39.013	199.3	2:11.015	9	58.817	197.4	33.852	39.262	197.4	2:11.941
5	55.612	200.7	33.154	38.427	200.7	2:07.193	10	58.129	198.9	33.896	38.825	198.9	2:10.850



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320 Lucas Alders						BMW E30							
1	58.519	202.6	33.236	38.927	202.6	2:10.682	6	55.755	204.2	33.223	38.509	204.2	2:07.487
2	56.256	205.3	33.163	38.456	205.3	2:07.875	7	56.010	204.5	33.378	38.675	204.5	2:08.063
3	55.318	208.8	33.542	38.222	203.8	2:07.062	8	55.857	204.5	33.326	39.056	204.5	2:08.239
4	55.574	203.8	33.304	38.380	203.8	2:07.258	9	56.332	201.9	33.416	38.773	201.9	2:08.521
5	55.570	203.8	33.111	38.561	203.8	2:07.242	10	56.532	204.9	33.285	38.479	204.9	2:08.296

325 Latgas						BMW E30							
1	58.492	205.7	33.078	37.962	205.7	2:09.532	6	55.419	203.0	33.037	38.975	203.0	2:07.431
2	55.278	205.3	33.033	38.431	205.3	2:06.742	7	55.859	200.7	33.566	39.115	200.7	2:08.540
3	55.974	201.9	33.210	39.259	201.9	2:08.443	8	55.868	202.2	33.410	39.651	202.2	2:08.929
4	55.371	200.7	32.911	38.994	200.7	2:07.276	9	55.673	200.4	33.611	39.360	200.4	2:08.644
5	55.363	202.2	32.976	39.459	202.2	2:07.798	10	55.951	203.4	33.253	38.695	203.4	2:07.899

328 Thijs Douma						BMW E30							
1	59.106	204.2	34.036	39.642	204.2	2:12.784	6	55.973	200.7	33.244	38.618	200.7	2:07.835
2	56.926	199.6	33.431	38.769	199.6	2:09.126	7	56.131	195.7	33.488	39.364	195.7	2:08.983
3	56.838	199.3	33.394	38.825	199.3	2:09.057	8	56.349	197.8	33.360	39.444	197.8	2:09.153
4	55.880	190.1	33.201	38.841	190.1	2:07.922	9	56.367	197.1	33.269	39.139	197.1	2:08.775
5	56.230	201.1	33.271	38.897	201.1	2:08.398	10	56.472	194.2	33.390	38.981	194.2	2:08.843

333 CombiGo.com - Janique van Son						BMW 325i							
1	1:00.646	206.1	34.381	38.690	206.1	2:13.717	6	55.952	201.9	33.336	39.230	201.9	2:08.518
2	55.894	207.3	33.919	38.341	207.3	2:08.094	7	56.069	206.9	33.449	38.842	206.9	2:08.360
3	56.102	205.3	33.511	38.623	205.3	2:08.236	8	56.547	206.1	34.370	38.369	206.1	2:09.286
4	55.870	206.9	33.786	38.324	206.9	2:07.980	9	55.871	202.6	33.530	38.611	202.6	2:08.012
5	55.873	206.5	33.335	38.237	206.5	2:07.445	10	56.401	206.9	33.395	38.433	206.9	2:08.229

334 Remko Eijling						BMW E30							
1	59.753	201.1	34.295	39.427	201.1	2:13.475	6	Out	199.6	33.609	38.675	199.6	2:51.912
2	56.289	203.4	33.440	38.341	203.4	2:08.070	7	56.223	201.1	33.419	38.535	201.1	2:08.177
3	56.147	204.5	33.666	38.613	204.5	2:08.426	8	55.818	200.4	33.551	38.460	200.4	2:07.829
4	56.002	202.2	33.625	38.966	202.2	2:08.593	9	55.840	203.4	33.288	39.734	203.4	2:08.857
5	55.897		33.289	In		2:14.914 P	10	58.734	194.9	34.533	39.235	194.9	2:12.502

335 Pieter Croockewit						BMW E30							
1	1:01.485	199.6	34.863	39.944	199.6	2:16.292	6	57.869	195.7	34.158	39.691	195.7	2:11.718
2	57.718	199.3	34.205	40.180	199.3	2:12.103	7	57.391	196.4	34.165	39.416	196.4	2:10.972
3	57.974	200.7	34.752	39.114	200.7	2:11.840	8	57.544	196.7	34.312	39.386	196.7	2:11.242
4	57.469	196.4	34.415	39.280	196.4	2:11.164	9	58.025	196.7	34.573	39.436	196.7	2:12.034
5	57.153	197.4	34.104	39.358	197.4	2:10.615	10	58.241	196.7	34.751	39.264	196.7	2:12.256

337 Jeroen Lekx						BMW E30							
1	58.542	203.4	33.212	38.375	203.4	2:10.129	6	55.591	203.8	33.009	38.540	203.8	2:07.140
2	55.739	203.8	32.882	38.154	203.8	2:06.775	7	55.992	201.9	33.445	38.899	201.9	2:08.336
3	55.888	202.2	33.066	38.669	202.2	2:07.593	8	56.188	201.5	33.221	39.143	201.5	2:08.552
4	55.602	202.6	32.947	38.611	202.6	2:07.160	9	55.830	202.2	33.107	38.639	202.2	2:07.576
5	55.878	200.7	33.085	39.200	200.7	2:08.163	10	56.654	202.2	33.374	38.543	202.2	2:08.571

343 Tobias Kreuger						BMW E30							
1	58.355	200.0	33.217	38.035	200.0	2:09.628	6	55.875	197.4	33.325	38.590	197.4	2:07.790
2	55.467	198.9	33.226	38.172	198.9	2:06.865	7	55.946	197.4	33.410	38.675	197.4	2:08.031
3	55.785	197.8	33.011	38.461	197.8	2:07.257	8	55.994	197.4	33.299	38.753	197.4	2:08.046
4	56.095	197.8	33.339	38.471	197.8	2:07.905	9	55.683	199.3	33.276	38.500	199.3	2:07.459
5	55.904	197.4	33.279	38.616	197.4	2:07.799	10	56.421	183.7	33.399	39.213	183.7	2:09.033



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351 Peter Kreuger						BMW E30							
1	58.896	201.5	34.416	38.739	201.5	2:12.051	6	55.677	201.1	35.098	38.519	201.1	2:09.294
2	55.771	208.4	33.228	38.256	208.4	2:07.255	7	56.072	200.7	34.123	38.858	200.7	2:09.053
3	55.527	201.5	33.022	38.649	201.5	2:07.268	8	56.339	201.5	33.239	38.516	201.5	2:08.094
4	55.467	200.7	33.685	38.371	200.7	2:07.523	9	55.873	201.9	33.804	38.684	201.9	2:08.361
5	55.543	201.1	34.167	38.416	201.1	2:08.126	10	56.122	201.5	33.634	38.738	201.5	2:08.494

352 Eric van den Bos						BMW 325							
1	1:01.399	201.5	35.007	39.724	201.5	2:16.130	6	57.263	201.9	33.748	39.249	201.9	2:10.260
2	57.533	201.9	34.449	40.175	201.9	2:12.157	7	57.350	203.8	33.880	39.551	203.8	2:10.781
3	59.389	203.8	34.692	39.546	203.8	2:13.597	8	57.683	203.0	33.970	38.834	203.0	2:10.487
4	57.584	202.6	34.204	40.046	202.6	2:11.834	9	57.266	201.1	33.973	39.322	201.1	2:10.561
5	58.879	203.0	34.493	40.186	203.0	2:13.558	10	58.438	201.5	33.949	39.882	201.5	2:12.269

354 Ard Keff						BMW E30							
1	58.541	198.9	32.804	37.937	198.9	2:09.282	6	55.028	202.2	33.041	38.019	202.2	2:06.088
2	56.017	202.2	32.834	37.940	202.2	2:06.791	7	55.084	200.7	32.869	37.997	200.7	2:05.950
3	55.057	208.0	33.095	37.959	208.0	2:06.111	8	55.054	201.5	32.954	38.100	201.5	2:06.108
4	55.154	202.6	32.910	37.948	202.6	2:06.012	9	55.118	202.2	32.992	38.102	202.2	2:06.212
5	54.999	201.9	32.926	37.854	201.9	2:05.779	10	55.083	201.1	33.028	38.146	201.1	2:06.257

360 Davey Spelde						BMW E30							
1	1:01.002	195.7	34.424	39.476	195.7	2:14.902	6	58.889	196.0	35.300	40.861	196.0	2:15.050
2	57.274	195.7	35.004	40.790	195.7	2:13.068	7	59.448	193.9	34.809	40.345	193.9	2:14.602
3	58.050	196.0	34.549	40.065	196.0	2:12.664	8	58.171	193.9	34.704	40.457	193.9	2:13.332
4	57.736	196.0	34.917	40.578	196.0	2:13.231	9	59.549	189.5	35.303	40.867	189.5	2:15.719
5	58.115	198.5	35.301	40.427	198.5	2:13.843	10	1:00.719	169.0	37.025	43.055	169.0	2:20.799

362 Erwin Blom						BMW E30							
1	1:01.264	198.5	35.518	39.983	198.5	2:16.765	6	57.794	199.3	34.060	38.977	199.3	2:10.831
2	57.591	195.7	34.508	41.109	195.7	2:13.208	7	55.519	200.0	34.114	39.613	200.0	2:10.246
3	57.109	199.3	35.010	41.169	199.3	2:13.288	8	57.615	198.9	34.835	39.407	198.9	2:11.857
4	57.049	198.9	33.854	39.886	198.9	2:10.799	9	57.370	201.1	34.249	39.013	201.1	2:10.632
5	57.894	200.0	34.752	40.349	200.0	2:12.995	10	57.903	198.2	34.686	40.154	198.2	2:12.743

364 Simon Flens						BMW E30							
1	1:00.682	201.9	35.441	38.804	201.9	2:14.927	6	56.405	199.3	33.420	38.964	199.3	2:08.789
2	56.682	196.7	33.831	39.910	196.7	2:10.423	7	56.054	198.5	33.140	38.692	198.5	2:07.886
3	57.410	199.6	34.212	38.695	199.6	2:10.317	8	56.206	203.0	33.063	38.470	203.0	2:07.739
4	56.162	200.0	33.596	39.002	200.0	2:08.760	9	1:30.385	198.2	36.981	39.765	198.2	2:47.131
5	56.011	198.9	33.302	38.960	198.9	2:08.303	10	57.950	196.0	34.474	40.003	196.0	2:12.427

370 Rinse van der Meulen						BMW E30							
1	1:00.915	193.9	34.478	39.800	193.9	2:15.193	6	57.116	193.2	33.726	39.754	193.2	2:10.596
2	57.539	197.4	35.198	40.209	197.4	2:12.946	7	56.682	193.2	33.749	39.483	193.2	2:09.914
3	57.725	197.1	35.180	39.483	197.1	2:12.343	8	56.986	194.6	34.216	39.701	194.6	2:10.903
4	58.511	197.1	34.477	40.118	197.1	2:13.106	9	57.813	197.1	34.477	39.979	197.1	2:12.269
5	58.303	192.2	34.053	39.631	192.2	2:11.987	10	58.278	194.9	34.075	39.944	194.9	2:12.297

371 Kees Ooyevaar						BMW E30							
1	59.523	199.6	34.270	39.519	199.6	2:13.312	6	57.124	193.2	34.255	39.882	193.2	2:11.261
2	56.585	195.7	34.395	39.498	195.7	2:10.478	7	57.409	191.5	34.276	40.029	191.5	2:11.714
3	57.246	193.9	33.992	39.286	193.9	2:10.524	8	57.587	189.8	34.295	39.521	189.8	2:11.403
4	56.729	194.2	33.848	39.185	194.2	2:09.762	9	58.499	187.2	34.262	39.855	187.2	2:12.616
5	56.921	194.9	33.851	39.883	194.9	2:10.655	10	58.860	187.2	34.314	39.910	187.2	2:13.084



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381 Jonathan Kreuger						BMW E30							
1	59.154	201.5	34.912	39.321	201.5	2:13.387	6	56.390	200.7	33.514	38.656	200.7	2:08.560
2	56.131	201.9	33.533	38.681	201.9	2:08.345	7	56.205	201.5	33.617	38.536	201.5	2:08.358
3	56.025	203.0	33.760	38.649	203.0	2:08.434	8	55.969	203.4	33.474	38.489	203.4	2:07.932
4	55.806	201.5	33.717	38.703	201.5	2:08.226	9	55.708	202.6	33.639	38.839	202.6	2:08.186
5	55.991	200.4	33.287	38.596	200.4	2:07.874	10	56.892	200.7	34.238	38.860	200.7	2:09.990

391 Henk Cordes						BMW E30							
1	59.667	197.4	33.786	39.083	197.4	2:12.536	6	56.550	196.7	33.559	39.895	196.7	2:10.004
2	56.674	197.1	33.785	38.915	197.1	2:09.374	7	56.727	198.5	33.742	38.885	198.5	2:09.354
3	56.661	198.5	33.598	38.775	198.5	2:09.034	8	56.738	198.2	33.512	38.856	198.2	2:09.106
4	56.342	199.6	33.452	38.572	199.6	2:08.376	9	56.612	197.4	33.892	39.072	197.4	2:09.576
5	56.407	198.5	33.582	38.842	198.5	2:08.831	10	57.604	197.1	33.972	39.016	197.1	2:10.592

393 Rob de Graaf						BMW E30							
1	59.145	202.6	34.161	38.745	202.6	2:12.051	6	55.984	201.5	33.544	38.700	201.5	2:08.228
2	56.317	204.2	33.641	38.247	204.2	2:08.205	7	56.374	203.8	33.569	38.518	203.8	2:08.461
3	56.134	202.6	33.542	38.442	202.6	2:08.118	8	56.576	203.8	34.397	38.360	203.8	2:09.333
4	55.957	202.6	33.877	38.165	202.6	2:07.993	9	56.065	203.8	33.480	38.646	203.8	2:08.191
5	56.205	203.8	33.335	38.119	203.8	2:07.659	10	56.529	201.9	33.558	38.244	201.9	2:08.331

397 Marcel Flens						BMW E30							
1	58.634	202.2	34.505	38.532	202.2	2:11.671	6	55.682	201.5	35.272	38.472	201.5	2:09.426
2	55.572	199.6	33.367	38.154	199.6	2:07.093	7	56.094	197.8	34.032	38.654	197.8	2:08.780
3	55.226	200.7	33.081	38.298	200.7	2:06.605	8	55.793	199.6	33.265	38.006	199.6	2:07.064
4	55.332	200.4	34.012	38.104	200.4	2:07.448	9	55.302	200.7	32.992	38.076	200.7	2:06.370
5	55.704	200.7	34.122	38.145	200.7	2:07.971	10	55.445	205.7	33.740	37.666	205.7	2:06.851

555 Mark Harmsen						BMW E30							
1	1:00.259	201.5	34.247	39.081	201.5	2:13.587	6	56.769	199.6	33.566	39.506	199.6	2:09.841
2	56.836	203.8	33.803	38.940	203.8	2:09.479	7	57.132	199.6	33.751	39.134	199.6	2:10.017
3	56.520	204.5	33.416	38.939	204.5	2:08.875	8	56.584	200.0	33.757	39.119	200.0	2:09.460
4	56.483	201.5	33.881	39.028	201.5	2:09.367	9	1:02.531		37.782	In		2:33.986 p
5	57.265	201.1	33.718	38.912	201.1	2:09.895	10						

602 Martien Lekx						BMW E30							
1	1:03.207	196.7	35.304	40.566	196.7	2:19.077	6	58.425	195.7	34.408	39.748	195.7	2:12.581
2	58.332	194.6	34.512	40.375	194.6	2:13.219	7	58.223	195.7	34.523	39.767	195.7	2:12.513
3	58.291	196.7	34.639	41.047	196.7	2:13.977	8	57.602	194.9	34.864	39.922	194.9	2:12.388
4	58.806	197.1	34.106	39.733	197.1	2:12.645	9	1:00.035	191.8	34.881	40.080	191.8	2:14.996
5	58.549	195.7	34.263	39.741	195.7	2:12.553	10	59.060	193.5	34.814	40.780	193.5	2:14.654

640 Harm van der Leek						BMW E30							
1	59.462	192.9	33.892	39.768	192.9	2:13.122	6	56.623	200.4	33.414	38.651	200.4	2:08.688
2	56.928	201.5	33.886	38.713	201.5	2:09.527	7	56.503	201.1	35.541	38.560	201.1	2:10.604
3	56.882	203.4	33.527	38.423	203.4	2:08.832	8	56.643	200.7	33.392	38.691	200.7	2:08.726
4	56.582	200.4	33.378	38.713	200.4	2:08.673	9	56.982	199.6	33.567	38.961	199.6	2:09.510
5	56.367	200.4	33.444	38.684	200.4	2:08.495	10	57.660	188.5	33.977	39.143	188.5	2:10.780

641 Wim Meyles						BMW E30							
1	1:02.252	197.1	35.228	41.176	197.1	2:18.656	6	58.195	196.0	34.456	40.022	196.0	2:12.673
2	57.817	198.2	34.573	40.101	198.2	2:12.491	7	58.064	197.4	34.372	39.517	197.4	2:11.953
3	58.462	199.6	34.512	40.018	199.6	2:12.992	8	58.047	194.2	38.240	40.365	194.2	2:16.652
4	58.432	196.4	34.672	41.255	196.4	2:14.359	9	58.949	199.6	34.745	40.761	199.6	2:14.455
5	57.943	194.9	34.033	40.354	194.9	2:12.330	10	59.300	194.2	34.868	40.210	194.2	2:14.378



DNRT - Super Race Weekeind

DNRT

E30 - Race 3

Ronden- en Sectortijden

16 - 18 augustus 2013

Zandvoort GP - 4307 mtr.

662 Ralph Schreuder						BMW E30							
1	1:01.245	1989	35.564	41.079	1989	2:17.888	6	56.813	1982	34.364	39.841	1982	2:11.018
2	56.745	1993	34.291	41.111	1993	2:12.147	7	57.118	1985	34.118	39.675	1985	2:10.911
3	56.973	201.5	33.928	40.265	201.5	2:11.236	8	58.180	2022	34.413	37.155	2022	2:11.748
4	56.343	2019	34.162	39.700	2019	2:10.205	9	57.278	1996	34.527	39.542	1996	2:11.347
5	58.344	2007	34.631	39.405	2007	2:12.380	10	57.713	2004	34.853	39.249	2004	2:11.815

777 Bas Nederlof						BMW E30							
1	58.483	2019	32.679	37.936	2019	2:09.098	6	54.974	2034	32.850	37.981	2034	2:05.805
2	55.392	2026	32.842	37.784	2026	2:06.018	7	54.952	2026	32.853	37.941	2026	2:05.746
3	55.318	2030	32.851	38.125	2030	2:06.294	8	55.094	2007	32.883	38.211	2007	2:06.188
4	54.926	2026	32.900	38.035	2026	2:05.871	9	55.313	2030	32.961	38.154	2030	2:06.428
5	54.951	2022	32.811	37.967	2022	2:05.729	10	55.301	2026	32.924	38.124	2026	2:06.349