

DRDO 2013-08-06

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Laps and Sector Times

06 August 2013

Zandvoort GP - 4307 mtr.

3	Emile Drummen						BMW M3						
1	Out	205.3	37.849	42.347	205.3	2:27.285	5	56.524	2245	32.504	37.196	2245	2:06.224
2	1:01.140	212.6	35.994	41.387	212.6	2:18.521	6	56.373	219.5	32.673	37.632	219.5	2:06.678
3	1:01.642	208.5	35.704	41.687	208.5	2:19.033	7	50.64		32.317	In		2:12.644 p
4	1:01.676	217.3	33.254	37.883	217.3	2:12.813	8						

4	Mark Bol Raap						BMW M3						
1	Out	2267	37.386	42.555	2267	2:28.759	3	59.421	38.505		In		2:26.171 p
2	1:00.237	193.5	36.66	42.39	193.5	2:19.272	4						

9	Wouter Boerekamps						BMW M3						
1	Out	208.9	37.107	41.110	208.9	2:24.520	4	53.777	220.9	32.300	36.815	220.9	2:02.892
2	57.556	218.6	33.722	37.259	218.6	2:08.537	5	51.931	250	30.837	36.469	250	1:58.237
3	51.80	222.7	30.68	36.549	222.7	1:59.077	6	1:00.072	31.738		In		2:17.178 p

10	vd Linden-Peene						BMW M3						
1	Out	214.7	35.548	39.750	214.7	2:17.623	4	54.205	220.9	31.666	36.770	220.9	2:02.641
2	57.105	217.7	33.156	38.540	217.7	2:08.801	5	53.315	218	33.897	36.816	218	2:04.028
3	54.206	219.5	31.812	36.791	219.5	2:02.809	6	53.28	31.754		In		2:14.071 p

11	Marc Dijkhuis						BMW M3						
1	Out	213.0	37.092	41.547	213.0	2:26.320	4	53.85	2236	32.028	36.753	2236	2:02.637
2	57.494	221.8	33.791	37.354	221.8	2:08.639	5	53.965		32.129	In		2:10.673 p
3	53.882	217.3	31.69	37.343	217.3	2:02.914	6	Out		35.084	In		6:05.209 p

16	Jan Hein Witzand						BMW M3						
1	Out	209.3	36.794	40.636	209.3	2:22.555	6	Out	223.1	32.683	37.238	223.1	3:59.687
2	1:00.142	218.2	34.700	39.384	218.2	2:14.226	7	55.708	222.2	32.38	37.419	222.2	2:05.485
3	56.431	219.5	32.571	37.659	219.5	2:06.661	8	54.82	2245	33.334	37.055	2245	2:05.181
4	55.995	220.9	33.659	37.349	220.9	2:07.003	9	54.817		32.393	In		2:18.924 p
5	56.669		32.660	In		2:12.598 p	10						

20	Henk van Dijk						BMW M3						
1	Out	219.1	35.443	39.663	219.1	2:16.354	5	57.469	2195	33.307	38.554	2195	2:09.330
2	58.881	217.3	35.169	39.946	217.3	2:13.996	6	55.90	218.2	34.928	43.136	218.2	2:14.024
3	57.550	213.4	34.005	40.441	213.4	2:11.996	7	56.751	2195	32.845	38.200	2195	2:07.886
4	1:03.041	219.1	33.482	39.302	219.1	2:15.825	8	58.594		33.824	In		2:22.538 p

28	Kivits-van Rooij						BMW M3						
1	Out	216.0	35.225	39.667	216.0	2:15.441	6	54.090	223.1	32.421	36.807	223.1	2:03.318
2	57.342	214.3	34.063	39.304	214.3	2:10.709	7	54.636	220.9	32.509	37.136	220.9	2:04.281
3	56.521	220.0	32.649	37.454	220.0	2:06.624	8	53.371	220.9	32.462	36.979	220.9	2:02.812
4	56.286	2236	32.399	36.951	2236	2:05.636	9	53.413	221.3	32.38	36.963	221.3	2:02.734
5	53.793	220.9	32.716	37.758	220.9	2:04.267	10	57.999		34.826	In		2:27.934 p

35	de Weerd-van Schaijk						VW Golf TDI						
1	Out	197.4	39.844	43.381	197.4	2:36.273	6	55.703	2084	33.078	37.78	2084	2:06.559
2	56.166	197.4	32.988	38.320	197.4	2:07.474	7	55.283	200.0	33.068	37.929	200.0	2:06.260
3	55.472	198.9	32.775	37.942	198.9	2:06.189	8	56.326	190.8	32.941	38.132	190.8	2:07.399
4	55.536	195.3	32.923	38.232	195.3	2:06.691	9	55.975	197.8	32.68	38.158	197.8	2:06.816
5	55.450	198.9	33.330	38.023	198.9	2:06.803	10						

37	Michael Hermans						BMW 123 D						
1	Out	191.5	38.700	41.017	191.5	2:24.684	6	57.340	198.2	34.316	38.75	198.2	2:10.451
2	59.349	195.7	35.569	39.685	195.7	2:14.603	7	57.350	1996	35.063	38.896	1996	2:11.309
3	1:00.159	194.9	34.837	39.594	194.9	2:14.590	8	57.29	198.2	34.222	39.094	198.2	2:10.575
4	59.612	198.5	35.483	40.084	198.5	2:15.179	9	57.716		38.89	In		2:20.796 p

DRDO 2013-08-06

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Zandvoort GP - 4307 mtr.

5	58.139	198.9	34.941	40.229	198.9	2:13.309	10			
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38	Rianneke Bakker						VW Golf TDI						
1	Out	188.5	37.777	42.597	188.5	2:22.053	6	59.32	189.8	35.08	40.35	189.8	2:14.806
2	1:02.345	189.8	36.255	41.119	189.8	2:19.719	7	59.730	190.1	35.181	40.581	190.1	2:15.492
3	1:00.107	192.5	35.669	40.642	192.5	2:16.418	8	59.512	189.5	35.371	40.435	189.5	2:15.318
4	1:01.319	190.8	35.759	40.550	190.8	2:17.628	9	1:00.323	190.5	35.336	40.496	190.5	2:16.155
5	1:00.049	190.1	35.235	40.551	190.1	2:15.835	10						

41	Jeroen Dik						Diesel						
1	Out	170.3	37.510	41.354	170.3	2:25.535	4	55.22	208.5	32.29	37.512	208.5	2:04.973
2	59.782	194.9	33.437	37.884	194.9	2:11.103	5	55.533		32.624	In		2:18.852 P
3	55.825	213.9	32.598	36.70	213.9	2:05.153	6	Out	213.0	32.581	36.877	213.0	4:46.843

42	Robert den Engelsman						Diesel						
1	Out	176.8	37.827	43.920	176.8	2:34.164	6	59.442	188.5	35.285	40.009	188.5	2:14.736
2	1:02.239	181.8	35.397	40.833	181.8	2:18.469	7	59.698	187.8	34.760	39.963	187.8	2:14.421
3	1:00.089	186.9	34.798	40.180	186.9	2:15.067	8	59.153	189.8	34.581	39.831	189.8	2:13.565
4	1:00.182	182.7	34.816	40.181	182.7	2:15.179	9	1:00.392		35.380	In		2:30.000 P
5	1:00.274	182.1	34.859	40.363	182.1	2:15.496	10						

61	Andre van der Laan						Special						
1	Out	191.5	38.735	42.646	191.5	2:27.183	5	Out	202	35.464	41.849	202	4:20.004
2	1:04.625	196.0	37.777	42.277	196.0	2:24.679	6	1:03.109		35.448	In		2:28.838 P
3	1:01.222	196.7	35.708	41.248	196.7	2:18.178	7	Out	198.2	34.991	40.581	198.2	3:57.433
4	1:05.14		35.383	In		2:25.667 P	8						

66	Rob Gilhuis						BMW 320i						
1	Out	171.2	39.728	46.170	171.2	2:31.840	6	1:00.881	186.9	36.341	41.377	186.9	2:18.599
2	1:04.729	174.5	37.372	44.375	174.5	2:26.476	7	1:00.280	187.2	35.292	41.177	187.2	2:16.749
3	1:05.243	170.1	38.020	44.287	170.1	2:27.550	8	1:00.126	188.8	34.663	40.678	188.8	2:15.467
4	1:05.151	180.9	36.920	42.778	180.9	2:24.849	9	1:05.380		38.519	In		2:46.646 P
5	1:01.262	184.3	36.299	43.141	184.3	2:20.702	10						

68	Gerwin Schuring						Specials						
1	Out	175.6	33.737	39.278	175.6	2:12.399	4	54.30	217.7	31.950	37.304	217.7	2:03.574
2	57.713	200	32.390	37.200	200	2:07.303	5	55.066		32.329	In		2:19.448 P
3	56.654	216.4	31.786	36.60	216.4	2:05.130	6						

69	Ellenkamp-Sluiser						BMW Compact						
1	Out	192.5	34.349	41.828	192.5	2:16.295	6	57.006	200.4	33.557	38.789	200.4	2:09.332
2	58.108	199.6	33.568	39.134	199.6	2:10.810	7	56.68	200.4	33.561	38.802	200.4	2:08.966
3	57.634	197.8	33.539	39.153	197.8	2:10.326	8	57.216	206	33.793	39.149	206	2:10.158
4	56.896	199.3	33.740	39.474	199.3	2:10.110	9	56.885		33.766	In		2:17.302 P
5	56.802	199.3	33.837	39.231	199.3	2:09.870	10						

70	Dirk van Vuure						Specials						
1	Out	180.9	36.473	42.725	180.9	2:23.707	6	58.744	187.5	34.104	39.809	187.5	2:12.657
2	1:00.310	185.6	35.025	40.521	185.6	2:15.856	7	58.304	191.2	34.146	40.194	191.2	2:12.644
3	59.627	189.1	34.788	41.233	189.1	2:15.648	8	59.084	184.9	34.400	40.169	184.9	2:13.653
4	59.808	188.2	34.582	39.936	188.2	2:14.326	9	1:00.476	190.1	34.612	40.383	190.1	2:15.471
5	59.694	182.7	34.102	41.878	182.7	2:15.674	10						

71	Alexander Berger						BMW 130i						
1	Out	200	36.457	43.35	200	2:28.649	2	1:00.35		35.62	In		2:25.987 P

DRDO 2013-08-06

DRDO

DRDO - Free practice

Laps and Sector Times

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Zandvoort GP - 4307 mtr.

72 Willem Willemstein						BMW 130i							
1	Out	197.8	34.471	42.033	197.8	2:18.184	6	54.375	2156	32275	37.265	2156	2:03.855
2	56.905	207.3	33.612	38.493	207.3	2:09.010	7	55.271	2126	32.765	37.807	2126	2:05.843
3	55.413	212.6	32.792	37.837	212.6	2:06.042	8	54.888	2139	33.470	37.285	2139	2:05.643
4	54.656	213.0	32.295	37.551	213.0	2:04.502	9	53.875	2156	32.306	37.305	2156	2:03.486
5	55.553	213.4	32.676	37.600	213.4	2:05.829	10	56.892	2139	32.956	37.335	2139	2:07.183

77 Stan van Oord						Suzuki Swift							
1	Out	176.5	40.962	47.432	176.5	2:39.818	6	59.405	180.9	34.485	40.945	180.9	2:14.836
2	1:03.498	177.0	35.991	42.512	177.0	2:22.001	7	59.424	181.2	35.014	40.989	181.2	2:15.427
3	1:01.141	180.0	35.331	41.640	180.0	2:18.112	8	59.652	183.7	34.773	40.425	183.7	2:14.850
4	1:00.703	182.1	35.193	40.935	182.1	2:16.831	9	1:00.268		35.979	In		2:31.003 p
5	59.557	180.6	35.544	40.817	180.6	2:15.918	10						

78 Cas Renders						BMW 130i							
1	Out	197.8	38.119	43.266	197.8	2:28.184	6	54.748	208.9	32.681	38.013	208.9	2:05.445
2	1:00.136	208.1	35.517	42.089	208.1	2:17.742	7	56.201	208.9	33.128	38.531	208.9	2:07.860
3	1:00.441	207.3	34.334	39.710	207.3	2:14.485	8	1:00.145	194.2	34.529	39.245	194.2	2:13.919
4	56.368	208.9	33.549	39.266	208.9	2:09.183	9	1:02.028		35.248	In		2:33.674 p
5	56.028	211.8	33.229	37.880	211.8	2:07.137	10						

80 van Steen-van Steen						BMW							
1	Out	181.5	39.311	44.772	181.5	2:32.674	5	Out	191.2	39.465	45.288	191.2	3:44.135
2	1:12.484	185.6	40.725	43.726	185.6	2:36.935	6	1:02.625	188.5	36.489	41.631	188.5	2:20.745
3	1:07.691	188.8	38.041	42.497	188.8	2:28.229	7	1:00.885	187.8	35.508	41.000	187.8	2:17.413
4	1:04.576		36.670	In		2:32.078 p	8	1:00.155	164.1	35.616	41.763	164.1	2:17.534

81 Rob ten Herkel						BMW 130i							
1	Out	207.7	37.448	42.476	207.7	2:27.032	6	54.168	216.4	31.794	37.199	216.4	2:03.161
2	56.787	198.5	32.224	37.500	198.5	2:06.511	7	53.958	216.0	32.103	36.752	216.0	2:02.813
3	55.167	218.2	31.827	36.894	218.2	2:03.888	8	54.530	214.7	32.007	37.427	214.7	2:03.964
4	55.016	216.9	31.860	37.122	216.9	2:03.998	9	54.162	215.6	31.766	37.009	215.6	2:02.937
5	53.285	216.4	31.479	36.489	216.4	2:01.253	10	55.652	219.1	32.730	36.859	219.1	2:05.241

82 Mark van Doesburg						Specials							
1	Out	183.4	36.267	42.772	183.4	2:21.871	5	56.720	192.9	34.402	41.908	192.9	2:13.030
2	1:01.276	185.2	35.882	41.105	185.2	2:18.263	6	56.318	196.7	34.107	40.103	196.7	2:10.528
3	1:01.730	198.5	37.021	39.939	198.5	2:18.710	7	56.362		34.364	In		2:16.719 p
4	56.592	199.3	34.388	38.831	199.3	2:09.811	8						

83 Euser-Meixner						BMW							
1	Out	198.5	33.620	38.731	198.5	2:09.205	5	Out	193.2	36.443	40.085	193.2	5:22.627
2	55.871	200.0	32.724	37.743	200.0	2:06.338	6	58.690	201.1	34.578	39.028	201.1	2:12.296
3	55.465	201.5	32.512	37.533	201.5	2:05.510	7	57.808	198.9	33.699	39.095	198.9	2:10.602
4	55.498		32.532	In		2:11.797 p	8	58.066		34.156	In		2:19.002 p

84 John Jansen						Specials							
1	Out	228.3	34.195	38.284	228.3	2:13.855	6	55.298	236.3	31.391	36.283	236.3	2:02.955
2	55.125	235.8	34.000	36.481	235.8	2:05.606	7	53.895	230.8	31.946	36.857	230.8	2:02.698
3	58.257	218.2	35.686	40.322	218.2	2:14.265	8	53.065	234.8	31.598	36.559	234.8	2:01.222
4	54.305	231.3	32.709	36.478	231.3	2:03.492	9	53.612	234.8	31.847	36.343	234.8	2:01.802
5	53.759	227.8	31.845	37.136	227.8	2:02.740	10	55.058		31.636	In		2:21.143 p